



## AGENDA

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SESSION 11

THE COUNCIL OF

THE CORPORATION OF THE CITY OF MISSISSAUGA  
([www.mississauga.ca](http://www.mississauga.ca))

WEDNESDAY, June 19, 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](mailto:carmela.radice@mississauga.ca)



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live and archived at [mississauga.ca/videos](http://mississauga.ca/videos)

**1. CALL TO ORDER****2. DISCLOSURES OF DIRECT OR INDIRECT PECUNIARY INTEREST****3. MINUTES OF PREVIOUS COUNCIL MEETINGS**

(a) June 5, 2013

**4. APPROVAL OF AGENDA****5. PRESENTATIONS**

(a) Phil Green Recognition Award

Jeff Wachman, Chair of Mississauga Cycling Advisory Committee will present the Phil Green Recognition Award to David Krentz. The Award honours a citizen who demonstrates exemplary efforts of promoting or furthering cycling or other forms of sustainable transportation in the City of Mississauga.

(b) Gold Facilitation Impact Award

Janice Baker, City Manager and CAO will present the Gold Facilitation Impact Award to Gary Kent, Director of City Strategy and Innovations and Karyn Stock-MacDonald, Business and Innovation Coach. The Award is for achieving positive and measurable impact through excellence in facilitation from the International Association of Facilitators.

**6. DEPUTATIONS**

(a) Port Credit Business Improvement Association (BIA) 2013 Canada Day

John Bozzo, Chair of Port Credit's BIA Canada Day will highlight this year's Canada Day events.

(b) 2013 Malton Community Festival

Dianne Douglas, Chair of the Malton Community Festival will highlight this year's Malton Community Festival events.

(c) Mississauga Urban Design Awards

Marilyn Ball, Director of Development and Design will provide information on the project nominations of the Mississauga Urban Design Awards.

**7. PUBLIC QUESTION PERIOD – 15 Minute Limit**

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

**8. CORPORATE REPORTS**

- R-1 Report dated June 4, 2013, from the Commissioner of Transportation and Works  
re: **Cycling Plan 2012 Progress Report.**

Recommendation

That the report dated June 4, 2013 from the Transportation and Works Department entitled "Cycling Plan 2012 Progress Report" be received for information.

Motion

- R-2 Report dated June 5, 2013, from the City Manager and Chief Administrative Officer re: **Metrolinx Investment Strategy – Update.**

Recommendation

That staff report back to Council concerning the Metrolinx Investment Strategy once the Province has announced its public consultation strategy.

Motion

**9. COMMITTEE REPORTS**

- (a) Planning and Development Committee Report 9-2013 dated June 10, 2013.

Motion

- (b) General Committee Report 12-2013 dated June 12, 2013.

Motion

- (c) Governance Committee Report 6-2013 dated June 12, 2013.

Motion

- (d) Public Meeting extracts from the Planning & Development Committee meeting dated June 10, 2013:
  - (i) Proposed Amendments to Mississauga Official Plan and Zoning By-law 0225-2007 for the Meadowvale Village Neighbourhood Character Area, (Ward 11)  
File: CD.03.MEA

To be received

## **10. UNFINISHED BUSINESS**

UB-1 A report dated May 26, 2013, from the Commissioner of Transportation and Works re: **Lisgar District Basement Water Infiltration Update and Proposed Sump Pump Subsidy Program (Ward 10).**

### Recommendation

1. That the City of Mississauga offer a sump pump subsidy for the owners of those homes in the Lisgar District with reported basement water infiltration problems through a one-half cost sharing arrangement between the City of Mississauga and the homeowner, with a maximum contribution of \$3,000 per household to be provided by the City of Mississauga.
2. That a by-law be enacted authorizing the Commissioner of Transportation and Works or delegate to enter into any agreements and ancillary documents between the City of Mississauga and homeowners related to the Lisgar District Sump Pump Subsidy Program.
3. That a capital project be established: Lisgar District Sump Pump Subsidy Program (PN 13-142) with a gross and net budget of \$277,500 and that \$277,500 be allocated from the Capital Reserve Fund (Account 33121) to PN 13-142 and that the appropriate by-law be enacted.
4. That a copy of the report dated May 26, 2013 from the Commissioner of Transportation and Works titled Lisgar District Basement Water Infiltration Update and Proposed Sump Pump Subsidy Program be forwarded to the Region of Peel and Conservation Halton for information.

**Note: This report was referred to Council from the June 12, 2013 General Committee meeting.**

By-law

Motion

- UB-2 A report dated May 21, 2013, from the Commissioner of Transportation and Works re: **MiWay Ticket Agent Network Consolidation (Wards 1, 2, 3, 4, 5, 6, 7, 8).**

Recommendation

1. That the approach contained in the report dated May 21, 2013 from the Commissioner of Transportation and Works entitled "MiWay Ticket Agent Network Consolidation", to reduce the number of ticket agents through a phase-out process commencing September 01, 2013, be approved.
2. That ticket agents not meeting required orders of \$600 per week as stipulated in their Ticket Agent Agreement, be terminated.
3. That ticket agents with low sales volume that are located too close to another agent with higher sales volume be eliminated prior to the end of 2013.
4. That MiWay continue to monitor customer migration to remaining ticket agents during each phase-out process, and further reduce the network by eliminating agents who do not meet the terms and conditions of their Ticket Agent Agreement.

**Note: This report was referred to Council from the June 12, 2013 General Committee meeting.**

Motion

**11. PETITIONS**

- P-1 Petition received at the Office of the City Clerk on June 7, 2013 containing 20 signatures requesting more public transportation.

Receive and refer to Transportation and Works for appropriate action

**12. CORRESPONDENCE**

- (a) Information Items: I-1-I-14
- (b) Direction Item - Nil

**13. MOTIONS**

- (a) To approve recommendations from the following Committee Reports:
  - (i) Recommendations PDC-0037-2013 to PDC-0044-2013 inclusive contained in the Planning and Development Committee Report 9-2013 dated June 10, 2013.
  - (ii) Recommendations GC-0368-2013 to GC-0408-2013 inclusive contained in the General Committee Report 12-2013 dated June 12, 2013.
  - (iii) Recommendations GOV-0026-2013 to GOV-0029-2013 inclusive contained in the Governance Committee Report 6-2013 dated June 12, 2013.
- (b) To close to the public a portion of the Council meeting to be held on June 19, 2013, to deal with various matters. (See Item 18 Closed Session).
- (c) To receive the report dated June 4, 2013 from the Transportation and Works Department entitled Cycling Plan 2012 Progress Report.

Corporate Report R-1

- (d) To receive a report back from staff to Council concerning the Metrolinx Investment Strategy once the Province has announced its public consultation strategy.

Corporate Report R-2

- (e) To implement a sump pump subsidy program for the owners of homes in the Lisgar District.

UB-1

- (f) To approve the report dated May 21, 2013 from the Commissioner of Transportation and Works entitled "MiWay Ticket Agent Network Consolidation"

UB-2

**14. BY-LAWS**

- B-1 A by-law to transfer fund from the 2009 Special Project Capital Reserve Fund (Account 35574) to the Huron Park Basketball Rejuvenation Project (13-315) (Ward 7).

GC-0350-2013/May 29, 2013

- B-2 A by-law to establish certain lands part of the municipal highway system for Registered Plan 43M-1781 in the vicinity of Eglinton Avenue West and Confederation Parkway (Ward 4).

GC-0379-2013/June 12, 2013

- B-3 A by-law to authorize the execution of a Contraventions Act Agreement between The Corporation of the City of Mississauga and Her Majesty the Queen in Right of Canada, as represented by the Minister of Justice and Attorney General of Canada and to repeal By-law 0120-2013 (Ward 8).

GC-0311-2013/May 15, 2013

- B-4 A by-law to authorize the execution of a Development Agreement between EMBEE Properties Limited and The Corporation of the City of Mississauga, southwest corner of Mavis Road and Bristol Road West (OZ 10/012 W6) Owner: Embee Properties Limited, Applicant: James Lethbridge Planning Inc (Ward 6).

Resolution 0238-2013/October 24, 2012

- B-5 A by-law to Adopt Mississauga Plan (Official Plan) Amendment No. 130 southwest corner of Mavis Road and Bristol Road West (OZ 10/012 W6) Owner: Embee Properties Limited, Applicant: James Lethbridge Planning Inc (Ward 6).

Resolution 0238-2012/October 24, 2012

- B-6 A by-law to amend By-law 0225-2007, as amended for rezoning application under file OZ 10/012 W6 Owner: Embee Properties Limited Applicant: James Lethbridge Planning Inc southwest corner of Mavis Road and Bristol Road West (Ward 6).

Resolution 0238-2013/October 24, 2012

B-7 A by-law to amend By-law 0268-2004, as amended being a By-law to exempt certain lands from Part-Lot-Control Registered Plan 43M-1631 Owner and Applicant: Orlando Corporation/Chiefton Investments Limited (Ward 5).

B-8 A by-law to establish the Procedures of Council and its Committees and to repeal By-law 0421-03.

Resolution 0102-2013/June 5, 2013

B-9 A by-law to amend Notice By-law 0215-08 as amended as Schedule A to By-law 0215-08 is repealed and replaced.

Resolution 0102-2013/June 5, 2013

B-10 A by-law to amend By-law 0098-2004, being the Animal Care and Control By-law for various amendments.

GC-0373-2013/June 12, 2013

B-11 A by-law to amend By-law No. 555-2000, as amended, being the Traffic By-law by deleting Schedule 3 no parking on Cliff Road, deleting Schedule 18 maximum rate of speed on Miller's Grove, adding Schedule 1 three hour parking limit exemption on Bristol Road, adding Schedule 2 no parking on Cliff Road, adding Schedule 15 lane designation on Living Arts Drive and adding Schedule 18 maximum rate of speed on Miller's Grove (Wards 4, 6, 7 and 9).

GC-0375-2013, GC-0376-2013, GC-0377-2013, GC-0378-2013/June 12, 2013

B-12 A by-law to amend By-law No. 555-2000 as amended, being the Traffic By-law by adding Schedule 6A paid off-street parking lots at Sussex Centre (Burnhamthorpe Road West and Kariya Drive) (Ward 7).

GC-0380-2013/June 12, 2013

B-13 A by-law to amend By-law Number 520-04, being a Vehicle Licensing By-law to allow for a Full Service Food Truck Pilot Project.

GC-0381-2013/June 12, 2013



- B-14 A by-law to repeal By-law 622-91, being a by-law of the City of Mississauga to provide for the reimbursement to employees of the Corporation of the City of Mississauga for education costs in certain circumstances.

GC-0387-2013/June 12, 2013

- B-15 A by-law to amend By-law 555-2000, as amended, being the Traffic By-law adding schedule 5 parking for restricted periods on Confederation Parkway and Square One Drive (Ward 4).

GC-0159-2013/March 20, 2013

- B-16 A by-law to allocate sums from the Capital Reserve Fund (Account 33121) to Lisgar District Sump Pump Subsidy Program (PN13-142) and to authorize the withdrawal therefrom.

UB-1

Motion

15. **OTHER BUSINESS**

16. **INQUIRIES**

17. **NOTICE OF MOTION - Nil**

18. **CLOSED SESSION**

- (a) Pursuant to the *Municipal Act*, Section 239 (2)
- (i) Litigation or potential litigation, including matter before administrative tribunals, affecting the municipality or local board re: **Mississauga Official Plan (2011) Appeals and the Ontario Municipal Board Proceedings.**
  - (ii) Litigation or potential litigation, including matter before administrative tribunals, affecting the municipality or local board re: **Committee of Adjustment Appeals of (1) 'A' 068/13 – Syed and Durri Ahmed – 4454 Credit Pointe Drive – Ward 6 (2) 'A' 101/13 – Rajwant Grewal – 6, 10 & 12 Queen Street South – Ward 11.**

- (iii) A proposed or pending acquisition or disposition of land by the municipality or local board re: **1) Purchase Agreement between the Corporation of the City of Mississauga and Peel District School Board for the Acquisition of Pheasant Run; and 2) Memorandum of Understanding between the Corporation of the City of Mississauga and Hearthouse Hospice Inc. for the disposal of a portion of 4140 Pheasant Run through a lease own agreement for the purposes of operating a hospice facility (Ward 8).**

**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 June 19, 2013.

**20. ADJOURNMENT**



# Corporate Report

Clerk's Files

Originator's  
Files

MG.01.REP



**DATE:** June 4, 2013

**TO:** Mayor and Members of Council  
Meeting Date: June 19, 2013

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

**SUBJECT:** **Cycling Plan 2012 Progress Report**

**RECOMMENDATION:** That the report dated June 4, 2013 from the Transportation and Works Department entitled "Cycling Plan 2012 Progress Report" be received for information.

**REPORT  
HIGHLIGHTS:**

- Mississauga's Cycling Master Plan was adopted by Council on September 15, 2010, along with an accompanying Implementation Strategy calling for completion of the plan over 20 years.
- This is the first progress report for the Cycling Master Plan, which reflects progress made in 2011 and 2012.
- Of the 79 actions identified in the Cycling Master Plan Implementation Strategy, 51 actions were underway in 2011 and 2012.
- The City has made significant progress during the first two years of implementation towards the goals of fostering a culture where cycling is an everyday activity, building an integrated cycling network and adopting a "safety-first" approach to cycling.

**BACKGROUND:**

Mississauga's Cycling Master Plan (CMP) was adopted by Council on September 15, 2010. The CMP, along with an accompanying Implementation Strategy, outlines a plan to build an integrated on-road and off-road cycling network as part of a multi-modal transportation system, as well as a wide range of accompanying policies and programs to enhance cycling.

The CMP's Implementation Strategy identifies 17 recommendations and 79 actions to be implemented over 20 years. The recommendations and actions are grouped under three goals:

- Foster a culture where cycling is an everyday activity – 7 recommendations, 23 actions
- Build an integrated cycling network as part of a multi-modal transportation system- 4 recommendations, 32 actions
- Adopt a "safety-first" approach to cycling in Mississauga – 6 recommendations, 24 actions

Over 1,000 Mississauga residents and stakeholders contributed their thoughts and ideas to the development of Mississauga's CMP. In particular, residents on the Mississauga Cycling Advisory Committee (MCAC) were active stakeholders in the development of the Plan.

Regular updates on initiatives identified in the CMP are provided at monthly MCAC meetings, including quarterly and year-end progress reports on cycling infrastructure implementation. This is the first comprehensive progress report on the CMP and reflects progress made in 2011 and 2012.

**COMMENTS:**

The first two years of implementation resulted in significant progress with 51 actions underway, of which six were completed. A list of the 17 recommendations and 79 actions and their status is contained in Appendix 1.

The completed actions are as follows:

- Establish a Cycling Office;
- Work with the Region of Peel to develop a regional Active Transportation Plan that ensures coordination between the City and the Region;
- Amend the Official Plan to include language that supports the implementation of the Cycling Master Plan, and include the Primary Cycling Network as an Official Plan Schedule;
- Amend terms of reference for Traffic Impact Study submissions to address cycling;
- Amend the parks and traffic by-laws to permit e-bikes on multi-use trails; and
- Work with other agencies to advocate to the Ontario Ministry of Transportation for the inclusion of cycling in the Official Drivers Handbook.

In addition, highlights of the accomplishments are summarized under each of the three goals.

### **Highlights of Accomplishments**

#### **Goal: Foster a Culture where Cycling is an Everyday Activity**

The first recommendation of the CMP Implementation Strategy was to establish a staff team to oversee the plan's implementation. In 2011, a Cycling Office was established within the Transportation and Infrastructure Planning Division, Transportation and Works Department. The office currently consists of two staff.

Monitoring the increase in cycling use was identified as a key recommendation. Counts on area trails have demonstrated increasing trail use. In 2012, City staff worked with the Region of Peel to complete a GPS Cycling Study to better understand area cyclists' demographics and route choices. Additional monitoring plans are

under development, including an automatic counter “pilot” for bicycle lanes and boulevard multi-use trails.

The plan recommended promoting cycling in schools and there is much more to be done in this regard. With the support of Peel Public Health, the Region of Peel’s School Travel Planning initiative has taken the lead on promoting cycling in schools. Mississauga Traffic Safety Council’s Walk to School initiatives also encourage cycling.

The City has fostered the growth of community cycling events including Bike to Work Day, for which 11 Mississauga secondary schools participated in 2012. In addition, led by the Mississauga Cycling Advisory Committee, the Tour de Mississauga and local ward rides attracted thousands of participants in 2011 and 2012.

Efforts to increase awareness of cycling in the general population included a major update to bike safety information in the 2012 edition of the Bikeways and Trails Map. The popular printed map is supported online by the Walk and Roll Peel interactive map and the integration of bicycle routes into Google Maps.

It was recommended that staff work to develop a network of organizations and agencies to implement the CMP. Staff worked collaboratively with the Region of Peel to develop the Peel Active Transportation Plan which was approved by Regional Council in February 2012 and endorsed by Mississauga Council in May 2012.

Goal: Build an integrated cycling network as part of a multi-modal transportation system

Since Council’s approval of the CMP in September 2010, approximately 45 kilometres (28 miles) of cycling facilities have been completed. Planning and design is underway for expansion of the cycling network in coordination with the City, Region and the Province’s existing capital infrastructure construction and rehabilitation programs, wherever possible.

Cycling has become embedded in many of the City’s key planning documents such as the City’s new Official Plan. Cycling facilities are now being considered as part of the development approval process,

including adjacent streetscape, parks and transportation planning as well as on-site bike parking facilities.

New wayfinding signs have been installed on several key routes including Burnhamthorpe Trail (west section), Confederation Parkway, Mississauga Road, Queensway Trail, Rathburn Trail, and Terry Fox Trail as well as at paths that connect to GO Train stations (see images in Appendix 3). Wayfinding signs will continue to be installed on new routes at least 3 kilometres (1.9 miles) in length as well as retrofitted on major existing routes.

With reference to bike parking facilities, secure bike parking rooms were constructed at Civic Centre and Central Library with funding support from Metrolinx; temporary event bike parking is now available for major events; and an inventory of City-owned bike parking has been completed. Post-and-ring bike parking has been expanded as part of the street furniture in both Port Credit and Downtown and it is proposed that this be expanded to other areas of the City in the coming years.

Goal: Adopt a “safety-first” approach to cycling in Mississauga

Over 2011 and 2012 City staff has been active participants on the committee to develop a new standards manual for the province – the Ontario Traffic Manual Book 18: Bicycle Facilities. This manual is expected to be finalized in 2013.

While new provincial standards have been in development, the City has actively implemented several innovative cycling facility “pilot projects” to enhance the safety of cycling facilities. A green pavement demonstration project is being used to mark a bicycle lane in a conflict zone located at the intersection of Dundas Street West and Mississauga Road. Crossrides (like a crosswalk, but for bikes) were installed for the first time at three signalized intersections and three busy driveway crossings in 2012 and were installed at several non-signalized intersections a few years ago (see images in Appendix 3). Bicycle detection has been established in the bicycle lanes at 23 signalized intersection locations across the City. Results of these pilots will be reviewed in conjunction with the new Ontario Traffic Manual standards for bicycle facilities.

Beginning in 2012, education with regard to cycling safety has included the delivery of CAN-BIKE courses as part of registered recreation programming as well as through local community safety workshops hosted by the Cycling Office. A bike safety message campaign has been promoted in the City's electronic message boards during the spring and summer months encouraging sharing the road and sharing the trails. The new Road Safety Handbook includes a chapter on cycling safety. It was also recently announced that the Ministry of Transportation will be releasing an updated Official Driver's Handbook in 2013 which integrates rules for cyclists and drivers related to sharing the road and operation of cycling facilities. Along with other cycling stakeholders, the City of Mississauga and the MCAC had been advocating for this change.

### **Reporting**

Reporting on the progress of the CMP is taking place in three ways. First, this report is the formal mechanism for progress reporting, and includes a detailed action plan chart as Appendix 1. Status is provided on each of the 17 recommendations and 77 actions contained in the CMP Implementation Strategy.

Second, an executive summary entitled "2012 Report on the Cycling Plan", is included as Appendix 2. It is a visually vibrant, six panel publication, and is part of a series of City progress reports which have a coordinated look and feel for citizen-focused reporting.

Third, the City's website is being utilized to communicate progress. A link to the "2012 Report on the Cycling Plan" can be found at the bottom of the City's home page, under the City Projects tab. In addition, a City Report to Citizens website is planned for launch in the fall of 2013 which will serve as a central location for all City reports to citizens and will showcase annual accomplishments.

### **STRATEGIC PLAN:**

Implementation of the Cycling Master Plan supports the MOVE, CONNECT, and LIVING GREEN pillars of the Our Future Mississauga Strategic Plan.



**FINANCIAL IMPACT:** Not Applicable.

**CONCLUSION:**

The CMP is an ambitious strategy that sets out to transform Mississauga into a city that is conducive to cycling for daily transportation needs.

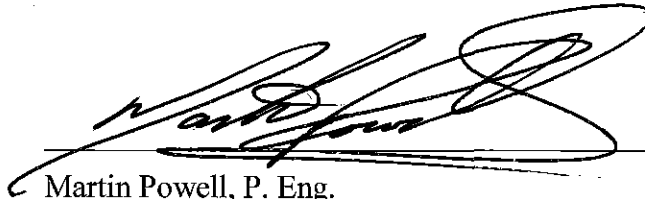
The City has made significant progress during the first two years of implementation of the CMP towards its goals of fostering a culture where cycling is an everyday activity, building an integrated cycling network and adopting a “safety-first” approach to cycling.

**ATTACHMENTS:**

Appendix 1: Cycling Master Plan 2012 Progress Report

Appendix 2: 2012 Report on the Cycling Plan

Appendix 3: Additional Images

A handwritten signature in black ink, appearing to read 'Martin Powell', is written over a horizontal line.

Martin Powell, P. Eng.

Commissioner of Transportation and Works

*Prepared By: Jacquelyn Hayward Gulati, Manager, Cycling Office  
Transportation Asset Management*

R-169)

## APPENDIX 1 - CYCLING MASTER PLAN 2012 PROGRESS REPORT (June 2013)

The Cycling Master Plan Implementation Strategy consists of 3 Goals, 17 Recommendations and more than 70 Actions to guide the development of cycling and cycling infrastructure in Mississauga for the next 20 years. The foregoing is an update on the recommendations and actions in the strategy based on progress in 2011 and 2012.

GOAL 1 - FOSTER A CULTURE WHERE CYCLING IS AN EVERYDAY ACTIVITY				
RECOMMENDATIONS		ACTIONS	CMP Scheduled Timeframe	2012 STATUS
1. Establish a "cycling office" to oversee the implementation of the Cycling Master Plan.	1)	Establish a terms of reference for the role of the cycling office, which will include the preparation of operating and capital budgets.	2011	COMPLETE
	2)	Employ, on an incremental basis, the appropriate number of dedicated full-time staff (minimum of four).	2011 - 2015	Underway - two staff in place
	3)	Promote the goals, recommendations and actions of the Cycling Master Plan to key City staff and other agencies.	2011 - 2015	Ongoing
2. Monitor the increase in cycling use, including the transportation modal split for weekday trips (long-term goal of 10%).	4)	Develop a comprehensive monitoring program to: a) utilize the Transportation Tomorrow Survey (TTS) undertaken every five years; and b) establish a baseline and develop a more frequent survey, to monitor changes.	2011 - 2031	In development
3. Promote cycling to schools.	5)	Develop a plan in conjunction with the school boards / colleges & university to achieve a goal of 30% of all students cycling to school (e.g. Student Volunteer/ Ambassador Program).	2012 - 2015	
	6)	Work with the Peel District School Board and the Dufferin-Peel Catholic District School Board to ensure the provision of adequate, safe and secure bike parking.	2012 - 2015	2013 - led by Region of Peel
	7)	Harmonize communication and promotion efforts and work with interested parties (e.g. the Region of Peel, parent councils, etc...).	2011 - 2015	Underway - led by Region of Peel and Walking School Routes program
	8)	Work with Peel Safe and Active Routes to School (PSARTS) to incorporate safe cycling into their existing program.	2011 - 2015	

GOAL 1 - FOSTER A CULTURE WHERE CYCLING IS AN EVERYDAY ACTIVITY				
RECOMMENDATIONS		ACTIONS	CMP Scheduled Timeframe	2012 STATUS
<b>4. Increase awareness of cycling to the general population.</b>	9)	Establish and implement a communication plan, and work with other delivery agencies (e.g. Smart Commute and multicultural groups), to promote: awareness of existing and future cycling networks and facilities; cycling as an alternative transportation mode; cycling safety; bike-transit connections; etc...	2011 - 2015	Ongoing
	10)	Work with the Region of Peel to support the "Walk and Roll Peel" campaign (e.g. website, online map, signage promotion).	2011 - 2015	Ongoing
	11)	Actively promote and publicize the opening of new cycling routes and facilities through: a) a notice to nearby residents & businesses; and/or b) an Official Opening of a primary cycling route.	2011 - 2031	Deferred to 2013
	12)	Survey target audiences to measure changes in behaviour and beliefs, and the effectiveness of individual programs.	2012 - 2031	Underway - supported Region of Peel's GPS Cycling Study
	13)	Annually update and enhance the distribution of the City Trails and Bikeways Map, in coordination with other available resources (e.g. Google).	2011 - 2031	Ongoing - 2012 Bikeways and Trails map was revamped and 30,000 copies distributed
	14)	Redevelop the Mississauga Cycling Website, with new technologies and applications which enhance the cycling experience.	2011 - 2031	Ongoing
	15)	Attend and display a booth at an annual large cycling event in conjunction with MCAC (e.g. Toronto International Bike Show).	2011 - 2031	Annual booth with MCAC at Toronto Bike Show

2-1(4)

2-1(i)

GOAL 1 - FOSTER A CULTURE WHERE CYCLING IS AN EVERYDAY ACTIVITY				
RECOMMENDATIONS		ACTIONS	CMP Scheduled Timeframe	2012 STATUS
5. Foster community cycling events.	16)	Work with the Mississauga Cycling Advisory Committee (MCAC), the Healthy City Stewardship Centre (HCSC) and Smart Commute to develop events such as: a) Tour De Mississauga b) Bike to Work Day c) Car Free Day d) Ciclovía	2011 - 2031	Ongoing
	17)	Work with the Region of Peel in the development of the Regional Active Transportation Master Plan to ensure coordination with no duplication between the City of Mississauga and the Region of Peel to optimize all cycling initiatives	2011 - 2015	<b>COMPLETE - Peel Active Transportation Plan completed in 2012</b>
	18)	Coordinate implementation of the Cycling Master Plan with adjacent municipalities, and other levels of government.	2011 - 2031	Ongoing
	19)	Liaise with Road Safety Mississauga, Traffic Safety Council, Accessibility Advisory Committee, and other stakeholders.	2011 - 2031	Ongoing
7. Establish a tourism plan focused on cycling.	20)	Investigate opportunities to partner with Bikestation/Cycle Centre (a not-for-profit organization that offers secure bicycle parking).	2012 - 2015	
	21)	Develop a business case assessment of public bike rental systems.	2012 - 2015	
	22)	Promote the Mississauga cycling infrastructure network through various tourism organizations.	2012 - 2031	Ongoing
	23)	Establish the Tour De Mississauga routes and identify these routes through a signage package.	2012 - 2015	

**GOAL 2 - BUILD AN INTEGRATED ON-ROAD AND OFF-ROAD CYCLING NETWORK AS PART OF A MULTI-MODAL**

<b>RECOMMENDATIONS</b>		<b>ACTIONS</b>	<b>CMP Scheduled Timeframe</b>	<b>2012 STATUS</b>
<b>8. Establish a regulatory framework to implement the Cycling Master Plan.</b>	24)	Amend the Official Plan to include language that supports the implementation of the Cycling Master Plan, and include the primary cycling grid as an Official Plan Schedule (O.P. Schedule 7).	2011	<b>COMPLETE</b>
	25)	Review and update the Cycling Master Plan every five years.	2015+	
	26)	Amend the Zoning By-law to require trip-end facilities, where appropriate (e.g. bicycle parking, shower facilities, change rooms, and lockers).	2011	Deferred
	27)	Develop design guidelines for trip-end facilities.	2011 - 2015	
	28)	Amend terms of reference for Traffic Impact Study submissions to address cycling.	2011	<b>COMPLETE</b>
	29)	Investigate the potential of cash-in-lieu of bike parking to be collected through the development process.	2011	Deferred
	30)	Amend the parks and traffic by-laws to permit e-bikes on multi-use trails.	2011	<b>COMPLETE</b>
	31)	Review corporate policies to ensure compliance with the recommendations of the Cycling Master Plan.	2011 - 2015	Deferred
	32)	Amend other by-laws, as required, to comply with the Cycling Master Plan and enhance cycling safety (e.g. anti-door by-law).	2012 - 2015	
	33)	Conduct a review of the Site Plan Control provisions in the City's Zoning By-law to address bicycle parking and internal cycling connections.	2011 - 2015	In development
	34)	Review and comment on all City district plans and projects which may impact cycling.	2011 - 2031	Ongoing

2-1(K)

GOAL 2 - BUILD AN INTEGRATED ON-ROAD AND OFF-ROAD CYCLING NETWORK AS PART OF A MULTI-MODAL				
RECOMMENDATIONS		ACTIONS	CMP Scheduled Timeframe	2012 STATUS
<b>9. Add an average of 30 km to the cycling network per year over the next 20 years, giving priority to:</b>  * Complete the primary routes. * Connect all nodes by cycling routes. * Complete network links to existing and future higher-order transit terminals. * Connect all major natural and cultural destinations by the cycling network. * Provide cycling routes within 500 m of all residents and publicly funded schools, where feasible. * Ensure that 95% of the population are within 1 km of a primary cycling route, where possible.	35)	Review and develop a recommended cycling program through the Business Planning and Capital Budget approval process.	2011 - 2031	Ongoing
	36)	Leverage opportunities to build the network, through: capital infrastructure programming (Municipal, Regional, Provincial Federal and other agencies); and property acquisitions/leases & agreements.	2011 - 2031	Ongoing
	37)	Ensure that new bridges and under passes, identified as part of the cycling network, are built to accommodate cyclists. Ensure that existing bridges and underpasses, identified as part of the cycling network are retrofitted to accommodate cyclists.	2011 - 2031	Ongoing
	38)	Integrate cycling facilities into community traffic management opportunities.	2011 - 2031	Ongoing
	39)	Pursue alternative partnership and funding opportunities (e.g. federal and provincial grants, private sector partnerships, new types of fees).	2011 - 2031	Ongoing
	40)	Create a text and digital photo library of existing and new cycling facilities (e.g. challenges and successes).	2011 - 2031	Ongoing
	41)	Prepare an annual report on the cycling network expansion and improvements.	2011 - 2031	Quarterly and annual reports to MCAC. Annual reports on multi-use trail construction program to General Committee.
	42)	Pursue opportunities to provide through bicycle access, wherever possible, when building new streets, planned developments, cul-de-sacs, and traffic-management projects.	2011 - 2031	Ongoing

<b>GOAL 2 - BUILD AN INTEGRATED ON-ROAD AND OFF-ROAD CYCLING NETWORK AS PART OF A MULTI-MODAL</b>				
<b>RECOMMENDATIONS</b>		<b>ACTIONS</b>	<b>CMP Scheduled Timeframe</b>	<b>2012 STATUS</b>
<b>10. Develop and implement a comprehensive standardized signage and way finding system based on the three D's of: distance, direction and destination.</b>	43)	Amend the City's Corporate Policy "Property and Facility Naming and Dedications" as per the cycling sign program.	2011	Deferred
	44)	Provide education and awareness of the new signage and way finding system within the communication plan.	2011 - 2031	Ongoing
	45)	Name and identify all new cycling facilities in compliance with the new sign program.	2011 - 2031	Ongoing for all new routes at least 3 km in length
	46)	Replace way finding signs on all existing cycling routes.	2011 - 2015	Underway for major routes
	47)	Place information and interpretive signs at major intervals within the park system typically at the start of the system or at major junctions.	2011 - 2031	Ongoing
	48)	Investigate incorporating a bicycle symbol on street name signs that are part of the cycling network.	2012 - 2015	
<b>11. Incorporate bicycle parking at all City-owned major transit locations, libraries, community centres, and parks, where appropriate, and encourage trip-end facilities at existing private sector locations (e.g. office buildings, retail/commercial), where appropriate.</b>	49)	Create and maintain a public bicycle parking inventory.	2011 - 2031	Inventory completed in 2011 - updates ongoing
	50)	Provide bicycle parking at all existing City-owned libraries, major transit locations, community centres and parks.	2011 - 2015	All community centres and libraries and most major transit terminals have bicycle parking
	51)	Install bicycle parking at all planned and future City-owned facilities.	2011 - 2031	Ongoing
	52)	Develop and implement bicycle parking within nodes.	2012 - 2031	Implemented in Port Credit and Downtown
	53)	Encourage the Private Sector to install trip-end facilities at existing locations (e.g. office buildings, retail/commercial).	2012 - 2031	
	54)	Install seasonal public bicycle parking, where appropriate, within existing parking lay-by stalls and parking lots, including the boulevard.	2011 - 2031	Seasonal bike parking piloted at Port Credit Farmers Market in 2011.
	55)	Install temporary public bicycle parking, where appropriate, at major City events and festivals	2011 - 2031	Underway - event bike racks available in 2012

2-16m

GOAL 3 - ADOPT A "SAFETY FIRST" APPROACH FOR CYCLING IN MISSISSAUGA				
RECOMMENDATIONS		ACTIONS	CMP Scheduled Timeframe	2012 STATUS
<b>12. Continually reduce cyclist incident rates. (Linked to recommendations 13. and 14.)</b>	56)	Develop and utilize a network safety program for cycling, including: a) analyze reported cycling incidents on an on-going basis; b) identify and implement appropriate safety measures; c) complete a network safety audit, where required; d) on-going review of design guidelines and best practices. e) identify safety concerns on the priority matrix.	2011 - 2031	Underway on a corridor by corridor basis
	57)	Prepare an annual report of cycling safety to include monitoring, education and enforcement.	2011 - 2031	
<b>13. Develop a stronger working relationship with Peel Regional Police.</b>	58)	Request that Peel Regional Police establish a process to review cycling collision data on an on going basis and recommend improvements relating to education, enforcement and infrastructure priorities to improve bike safety.	2011	Deferred
	59)	Develop a program to reduce bicycle theft.	2012 - 2015	
<b>14. Establish an educational plan for motorists and cyclists.</b>	60)	Provide detour routes and signage whenever a major bike route is closed or disrupted for a significant period of time (where appropriate).	2011 - 2031	
	61)	Develop Cycling Safety content for distribution city-wide (e.g. handbook).	2011 - 2015	Planning underway for completion in 2013
	62)	Develop and implement a method for measuring both cyclist and driver awareness.	2011 - 2031	
	63)	Work with Road Safety Mississauga to develop a promotional campaign targeted at pedestrians, cyclists and motorists.	2011	Planning underway for launch in 2013



GOAL 3 - ADOPT A "SAFETY FIRST" APPROACH FOR CYCLING IN MISSISSAUGA				
RECOMMENDATIONS		ACTIONS	CMP Scheduled Timeframe	2012 STATUS
14. Establish an educational plan for motorists and cyclists.	64)	Work with the Traffic Safety Council and the Peel Regional school boards to promote and educate cycling to students within the schools.	2011	Underway - led by Region of Peel and Walking School Routes program
	65)	Work with the Region of Peel and Peel Health to develop and implement an educational safety plan (e.g. Can Bike, Share the Road, Wear Your Helmet).	2011	Underway - Can Bike courses began to be offered in 2012.
	66)	Work with other agencies to advocate to the Ontario Ministry of Transportation (MTO) for the inclusion of cycling in the driver's handbook.	2011	<b>COMPLETE - MTO to release updated driver's handbook in 2013</b>
	67)	Work with Smart Commute in the development of private sector partnerships aimed at cycling education and awareness and trip-end facilities.	2011 - 2031	Underway - Smart Commute employer outreach includes cycling education and awareness
	68)	Establish a working relationship with the Ontario Trucking Association and Mississauga Taxi schools to promote commercial driver awareness of cycling safety.	2012- 2015	
	69)	Work with Recreation and Parks to incorporate cycling education into camp programs.	2011	Underway - cycling camps are offered.
15. Develop an infrastructure asset management plan for all cycling facilities.	70)	Create an asset management inventory of both on-road and off-road cycling facilities.	2011 - 2031	In development
	71)	Coordinate the cycling asset management plan with existing capital infrastructure asset management plans.	2011 - 2031	Ongoing

12-160

GOAL 3 - ADOPT A "SAFETY FIRST" APPROACH FOR CYCLING IN MISSISSAUGA				
RECOMMENDATIONS		ACTIONS	CMP Scheduled Timeframe	2012 STATUS
<b>16. Develop an operation and maintenance program for the cycling network.</b>	72)	Review and report back to Council on the proposed service levels for regular operational/maintenance and inspection programs for the cycling infrastructure.	2011	Deferred - service levels in accordance with minimum maintenance standards
	73)	Inform the 3-1-1 office of the established service levels.	2012 - 2015	
	74)	Develop an operating budget and cost tracking process to be coordinated with the established service levels.	2011 - 2015	
	75)	Install bike-friendly catch basins through road reconstruction and road resurfacing.	2011 - 2015	Ongoing
	76)	Establish an inspection program for the off-road multi-use trails.	2011	Underway - volunteer cycling ambassadors provide inspection reports; trail condition survey in development
<b>17. Establish technical standards for cycling.</b>	77)	Establish a staff Technical Standards Committee in consultation with MCAC for the on-going review of standards and guidelines.	2011	Deferred pending 2013 completion of Ontario Traffic Manual Book 18: Bicycle Facilities (new standards manual)
	78)	Develop and update a technical handbook which will consider Transportation Association of Canada (TAC) and other industry guidelines.	2011 - 2031	
	79)	Continue to pilot and monitor innovative and new applications (such as crossrides), subject to review by the Technical Standards Committee.	2011 - 2031	Ongoing - pilot projects include green pavement bike lane (2011), driveway crossrides (2012), signalized crossrides (2012), bicycle detection at signalized intersections (2012)

# 2012 Report on the Cycling Plan



Per12

# Shifting Gears for a Healthier City

Mississauga's Cycling Master Plan is an ambitious strategy that sets out to transform Mississauga into a city that is conducive to cycling for daily transportation needs.

Approved by Council on September 15, 2010, the Plan outlines a proposal to build an integrated on-road and off-road cycling network as part of a multi-modal transportation system, as well as a wide range of accompanying policies and programs to enhance cycling.

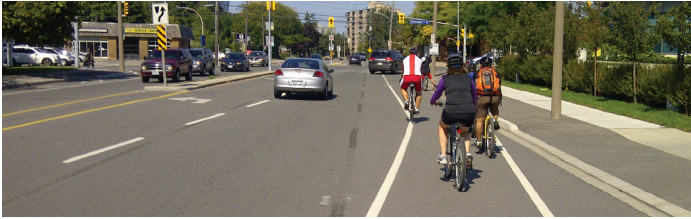
The overall benefits of cycling include providing residents with an opportunity to integrate cycling into everyday travel, fostering active lifestyles and reducing personal transportation and public health costs. Increasing the uptake of cycling as a viable means of transportation can reduce traffic congestion and air pollution and conserve energy resources.

Mississauga has a long-standing commitment to an off-road trail system, having built over 250 kilometres of pathways and trails in parks and greenspaces across the city. Pathways in our neighbourhood parks provide cycling and walking friendly connections to schools, community centres and libraries. Trails in our river valleys like the Credit River and the Etobicoke Creek provide cyclists and others with opportunities to experience the natural environment.

Much of the development of the existing cycling network has focused on off-road pathways and trails, which are supportive of cycling for fitness and recreation. In order to transform Mississauga into a city that is conducive to cycling for daily transportation needs, the Cycling Master Plan calls for a shift in focus to building a network of on-road cycling facilities that connect key destinations. The Plan also recommends that the City implement expanded boulevard multi-use trails, as well as additional off-road trails.







## Citizen Engagement

Over 1,000 Mississauga residents and stakeholders contributed their thoughts and ideas to the development of Mississauga's Cycling Master Plan. In particular, residents on the Mississauga Cycling Advisory Committee (MCAC) were active stakeholders in the development of the Plan. Comprised of Mississauga residents and a representative from Council, MCAC was established in the mid-1990s. The role of the committee is to provide input to staff on cycling infrastructure, policies and programs as well as community engagement and promotion of cycling. For more information on MCAC: [mississaugacycling.ca](http://mississaugacycling.ca)

## Cycling Master Plan Vision

Cycling will become a way of life in the City of Mississauga that supports vibrant, safe and connected communities. Mississauga will be a place where people choose to cycle for recreation, fitness and daily transportation needs; enhancing our overall health and quality of life.

## Bicycle Friendly Community Award

In 2012, the City of Mississauga was awarded with a Bicycle Friendly Community - Bronze Designation by the Ontario-based cycling advocacy organization, Share the Road Cycling Coalition.

## Putting the Plan into Action

The Cycling Master Plan includes a wide variety of initiatives. The Plan includes recommendations for fostering community cycling events, implementing a standardized signage and way-finding system, establishing an educational plan for motorists and cyclists, developing an operation and maintenance program for the cycling network (including the use of innovative pilot projects), establishing a tourism plan focused on cycling and the goal of adding an average of 30 km of cycling infrastructure to the network annually (subject to available funding).

The estimated capital cost for the entire plan is \$200 million, including \$49 million to fund major structures for which funding will be sought from other levels of government.

The Cycling Master Plan's implementation strategy identifies 17 recommendations and 77 actions to be implemented over 20 years. The recommendations and actions are grouped under three goals:

- 1) Foster a culture where cycling is an everyday activity**
- 2) Build an integrated cycling network as part of a multi-modal transportation system**
- 3) Adopt a “safety-first” approach to cycling in Mississauga.**

# How we've moved forward: 2011/2012

## 1) Foster a Culture where Cycling is an Everyday Activity

- In 2011, a Cycling Office was established within Transportation and Works to oversee the implementation of the Cycling Master Plan.
- Counts on area trails have demonstrated increasing trail use. City staff worked with the Region of Peel to complete a GPS Cycling Study to understand area cyclists. Additional monitoring plans are under development.
- The City's Bikeway and Trails map is updated annually. The map is supported online by the Walk and Roll Peel interactive map and the integration of bicycle routes into Google Maps.
- The City fostered the growth of community cycling events including Bike to Work Day, the Tour de Mississauga and local ward rides, successfully attracting over 2,200 participants in 2012.

### Bicycle Lanes (km)



### Boulevard Multi-Use Trails (km)



### Marked Shared Use Lanes (km)



### Off-Road Multi-Use Trails and Paths (km)



### Signed Routes (km)



Total 2011/12  
**45km**



## 2) Build an Integrated On-Road and Off-Road Cycling Network as part of a Multi-Modal Transportation System

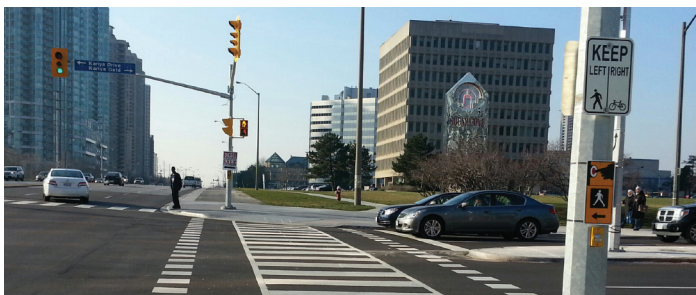
- Approximately 45 km of cycling facilities were built in 2011 and 2012.
- Cycling has become embedded in many of the City's key planning documents such as the City's new Official Plan.
- New wayfinding signs have been installed on several key routes.
- Secure bike parking rooms have been constructed at Civic Centre and Central Library, temporary bike parking is now available for major events, and an inventory of City-owned bike parking has been completed.
- Planning and design is underway for expansion of the cycling network as part of the City, Region and the Province's existing capital infrastructure construction and rehabilitation programs, wherever possible.

## 3) Adopt a “Safety-First” Approach for Cycling in Mississauga

- Several innovative cycling facility pilot projects have been implemented to enhance the safety of cycling facilities.
- A green pavement demonstration project is being used to mark a bicycle lane in a conflict zone located at the intersection of Dundas Street West and Mississauga Road.
- Crossrides (like a crosswalk, but for bikes) were installed for the first time at three signalized intersections and three busy driveway crossings in 2012 and were installed at several non-signalized intersections a few years ago.
- Bicycle detection has been established in the bicycle lanes at 23 signalized intersection locations across the City.
- Cycling safety programs were offered such as CAN-BIKE courses and community safety workshops. The Road Safety Handbook was published and includes a chapter on cycling safety.



- The Parks by-law has been amended to clarify the rules for e-bikes. E-bikes are legal to ride on any roadway in Mississauga (except provincial highways), but only those weighing 40 kg (88 lbs.) or less are allowed on multi-use trails in parks and on boulevards.
- On September 26, 2012, Mississauga City Council endorsed the recommendations of the Ontario Chief Coroner's Cycling Death Review which focused on improving the safety of cyclists.



## Working Together

In order to successfully implement the goals of the Cycling Master Plan, the City of Mississauga works in partnership with the Province of Ontario, Region of Peel, neighbouring municipalities, and the community.

In 2012, the Region of Peel approved an Active Transportation Plan, which was subsequently endorsed by Mississauga City Council. The Peel Active Transportation Plan outlines the Region's role in the areas of policy, programs and infrastructure to support more walking and cycling across the Region. For more information on the Peel Active Transportation Plan: [walkandrollpeel.ca](http://walkandrollpeel.ca)



## For more information:

**Cycling Office - Transportation and Works,  
City of Mississauga**

201 City Centre Drive, Suite 800  
Mississauga, ON L5B 2T4

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

**E-mail:** [cycling@mississauga.ca](mailto:cycling@mississauga.ca)

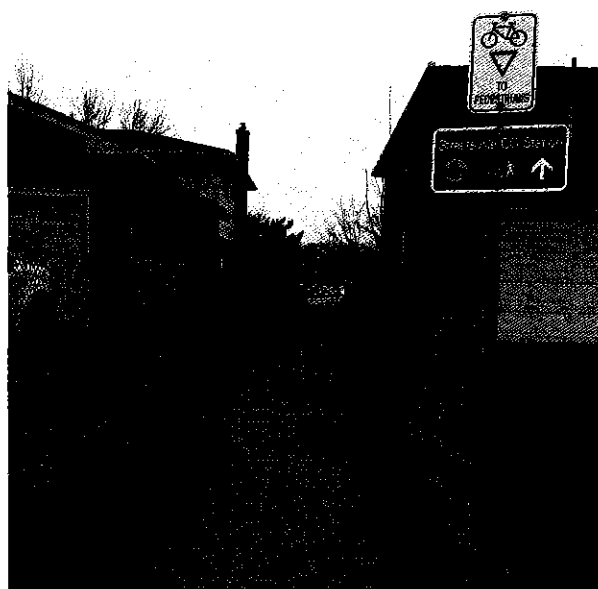
**[mississauga.ca/cycling](http://mississauga.ca/cycling)**





## Appendix 3 – Additional Images

## Wayfinding Program



**Cycling Master Plan Recommendation 10 - Actions 45-47:** Develop and implement a standardized signage and wayfinding system. Status: Underway.

R-1(W)

## Crossrides Pilot Projects



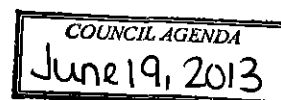
**Cycling Master Plan Recommendation 17- Action 79:** Continue to pilot and monitor innovative and new applications such as crossrides. Status: Underway.



# Corporate Report

Clerk's Files MG.01.REP

Originator's  
Files



**DATE:** June 5, 2013

**TO:** Mayor and Members of Council  
Meeting Date: June 19, 2013

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

**SUBJECT:** **Metrolinx Investment Strategy – Update**

**RECOMMENDATION:** That staff report back to Council concerning the Metrolinx Investment Strategy once the Province has announced its public consultation strategy.

**REPORT  
HIGHLIGHTS:**

- The final Metrolinx Investment Strategy was adopted by the Metrolinx Board of Directors on May 27, 2013
- The Investment Strategy proposes 24 recommendations covering the areas of policy, operational and financial tools
- The City will continue to work with the Province and Metrolinx in the coming months as they continue to engage with citizens, municipalities, stakeholders and communities via an advisory panel on the Investment Strategy's recommendations
- The Hurontario-Main LRT project is a critical priority for the City of Mississauga in order to support future population and employment growth, intensification and economic development goals as well as future prosperity in Mississauga.

**BACKGROUND:****Metrolinx Investment Strategy**

The Metrolinx Investment Strategy was adopted by the Metrolinx Board of Directors on May 27, 2013 (Executive Summary appended). It seeks to raise approximately \$2 billion per annum to fund the Next Wave of regional transportation improvements, currently estimated to cost \$34 billion.

The Investment Strategy and Next Wave projects are needed to:

- support future population and employment growth
- reduce crowding on transit
- mitigate increases in traffic congestion
- reduce greenhouse gas emissions
- maintain economic competitiveness for the Greater Toronto and Hamilton Area (GTHA)

Mississauga projects included in the proposed Next Wave of transportation improvements include the Hurontario-Main LRT, Dundas Street Bus Rapid Transit (BRT), GO Rail Expansion, GO Lakeshore Express Rail Service – Phase 1 (including electrification) and electrification of the Union-Pearson Express, as well as investment in local transit, roads and highways, active transportation and intelligent transportation systems (ITS). These are part of the broader regional transportation network that is critical to moving people and goods as the GTHA continues to grow.

Metrolinx estimates that the Next Wave of projects would result in between \$110 to \$130 billion in growth to the Ontario GDP by 2031, creating 800,000-900,000 person years of construction and long term employment. It is estimated that this economic activity would grow government revenues by \$25-30 billion by 2031.

It is also estimated that a direct revenue benefit of \$12 billion will accrue to the Federal government as a result of the Big Move Projects. The Federal government should be encouraged to become a partner in the Big Move implementation.

**Recommendations**

The Investment Strategy outlines 24 recommendations covering the areas of policy, operational and financial tools. Metrolinx has indicated that further discussion and consultation will be undertaken with the province and municipal partners to develop these

recommendations further. The highlights of the recommendations are as follows:

Revenue Tools

Metrolinx has recommended that the following revenue tools be implemented to fund the Next Wave projects:

- A 1% increase to the HST for \$1.3 billion annually
- A regional Non-Residential Parking Levy on all off-street non-residential parking averaging 25-cents per day for \$350 million annually
- A regional Fuel and Gasoline tax of 5-cents per litre for \$330 million annually
- A Development Charges increase equivalent to a 15% increase for \$100 million.

If these revenue tools were to be implemented, approximately \$2 billion per year would be generated, which Metrolinx estimates would cost the average GTHA household \$477 per year.

Expenditure Allocation

Metrolinx has recommended that the \$2 billion per year that would be generated by the revenue tools be allocated as follows:

- 75% to Next Wave projects capital construction and financing costs, maintenance costs and the Metrolinx share of operating costs
- Up to 25% of other key elements, including:
  - Funding for municipalities of up to 15% (to be matched by municipal contributions) for local transit, road and bridge improvements that are intended to increase transit ridership and the carrying capacity of roads and streets for all users
  - Up to 5% for strategic investments in the provincial and municipal controlled-access highway network
  - Up to 5% for other transportation and mobility initiatives, including walking and cycling infrastructure, fare integration, mobility hubs, urban freight movement, intelligent transportation systems and user information systems.

Funding prioritization has been and will continue to be determined through robust technical analysis and project assessment, including:

- Benefits Case Analysis (BCA)
- Metrolinx Project Prioritization Framework

*Tools to Advance Policy Goals*

Metrolinx has also recommended a suite of tools which advance policy goals, including:

- High Occupancy Toll Lanes
- Pay for Parking at Transit Stations (including GO Transit)
- Land Value Capture

These are intended to help make the transportation network more efficient, promote positive communities and good urban form, encourage transit ridership and introduce new ways of managing demand for existing infrastructure.

*Other Recommendations*

Along with the revenue and policy tools, Metrolinx has made a number of other recommendations related to issues such as governance, accountability and partnership, including:

- Adjusting the composition of the Metrolinx Board of Directors to provide municipalities with the opportunity to nominate up to six citizen appointees to the Board
- Establishing a GTHA Transportation Trust Fund which is governed by a board of trustees to which all funds generated by the Investment Strategy would go, and that surplus revenue in any given year be retained and made available for future expenditures in subsequent years
- Enhancing the Metrolinx public engagement process to establish robust and transparent public reporting on the delivery of the Next Wave of projects
- Requesting that the federal government increase its commitment to implementing *The Big Move* to one-third of the capital costs of the Next Wave of projects and the adoption of a National Transit Strategy
- A number of strategies and initiatives to better integrate land use and transportation
- Improving evaluation and delivery of projects as well as better integrating systems

**COMMENTS:**

Mississauga residents routinely cite congestion and lack of non-auto mobility options as their top-rated concerns. The Metrolinx Big Move plan and Next Wave projects will help address these concerns by alleviating congestion, providing more transportation options, maintaining regional economic competitiveness and reducing greenhouse gas emissions. Specifically, the Hurontario-Main LRT

which is part of the Next Wave projects is crucial to supporting future population and employment growth, intensification and economic development goals as well as future prosperity in Mississauga.

Securing immediate funding for the Hurontario-Main LRT project remains a critical priority for the City of Mississauga.

### ***Investment Strategy***

The recommendations of the Metrolinx Investment Strategy attempt to address many of the issues and questions that were raised during the public engagement process leading up to its release. The Strategy also attempts to strike a balance with the recommended financial tools so that the geographical areas where the revenues are collected also receive a fair share of the funding allocation.

### ***Next Steps***

Many of the Investment Strategy's recommendations require further discussion with municipalities and other stakeholders to work out issues and details related to implementation. Our understanding is that the Province and Metrolinx will continue to engage municipal and agency partners in the coming months, including a review of the project prioritization process and exploring opportunities for improvements.

Furthermore, the Minister of Transportation has announced that the Province will evaluate the revenue tools proposed by Merolinx by conducting a detailed analysis and study additional funding options for transit expansion. This will include the Province establishing an advisory panel to guide next steps. The panel will also help lead an engagement process with citizens, municipal governments, stakeholders and communities on the recommendations outlined in the Investment Strategy, which will eventually be brought before the Provincial Legislature.

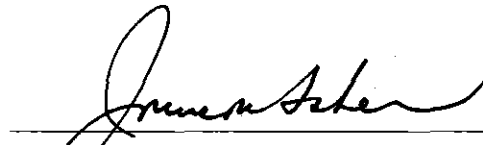
### **STRATEGIC PLAN:**

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

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

**CONCLUSION:** The City of Mississauga has a significant vested interest in the development of sustainable, long-term transportation infrastructure funding and funding tools to reduce congestion, support growth and increase economic competitiveness. City staff will remain engaged and work with the Province and Metrolinx over the coming months to work through details related to the Investment Strategy's recommendations.

**ATTACHMENTS:** Appendix 1 – Metrolinx Investment Strategy – Executive Summary



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

*Prepared By: Hamish Campbell, Transportation Project Leader  
Transportation Planning*



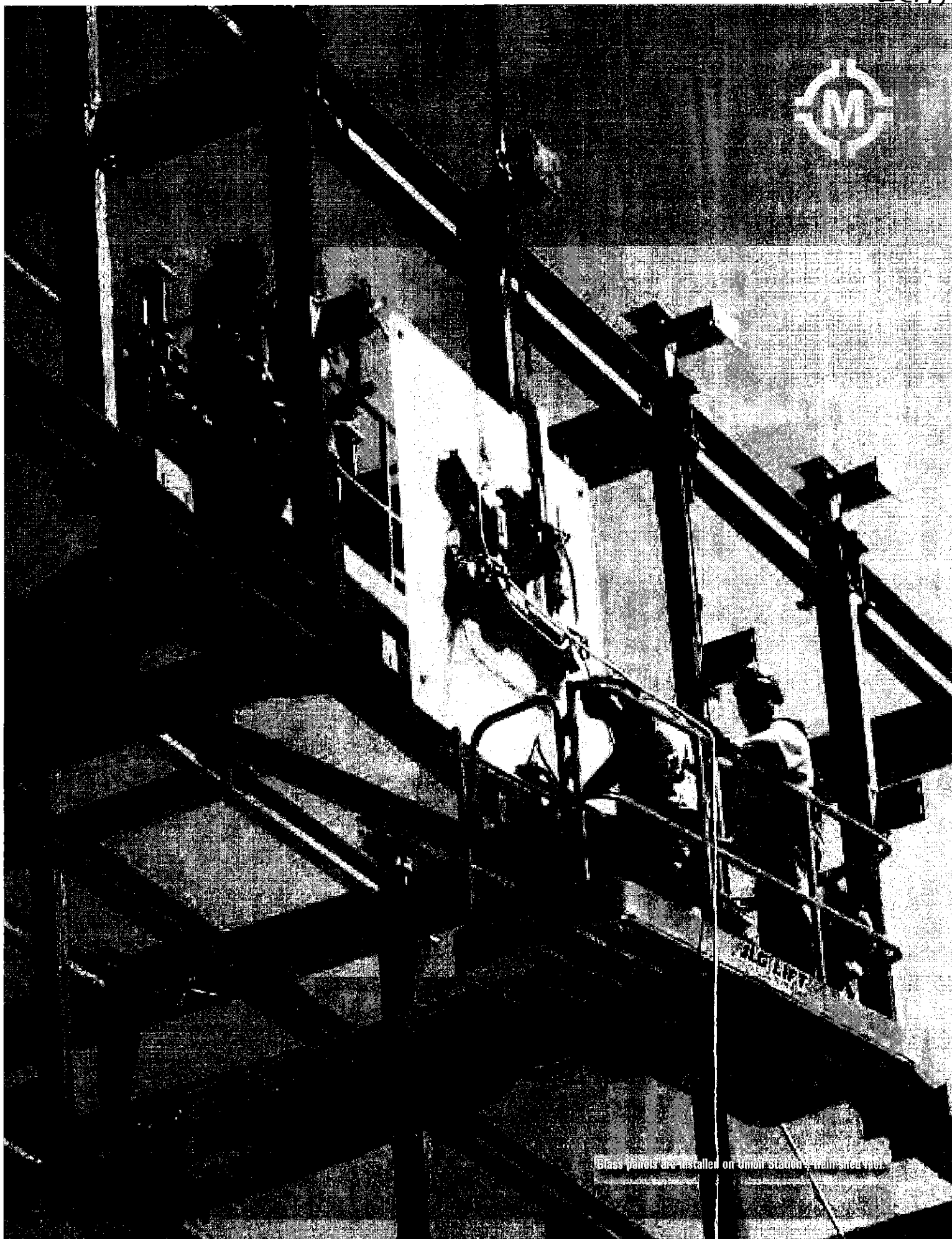
# INVESTING IN OUR REGION INVESTING IN OUR FUTURE Executive Summary



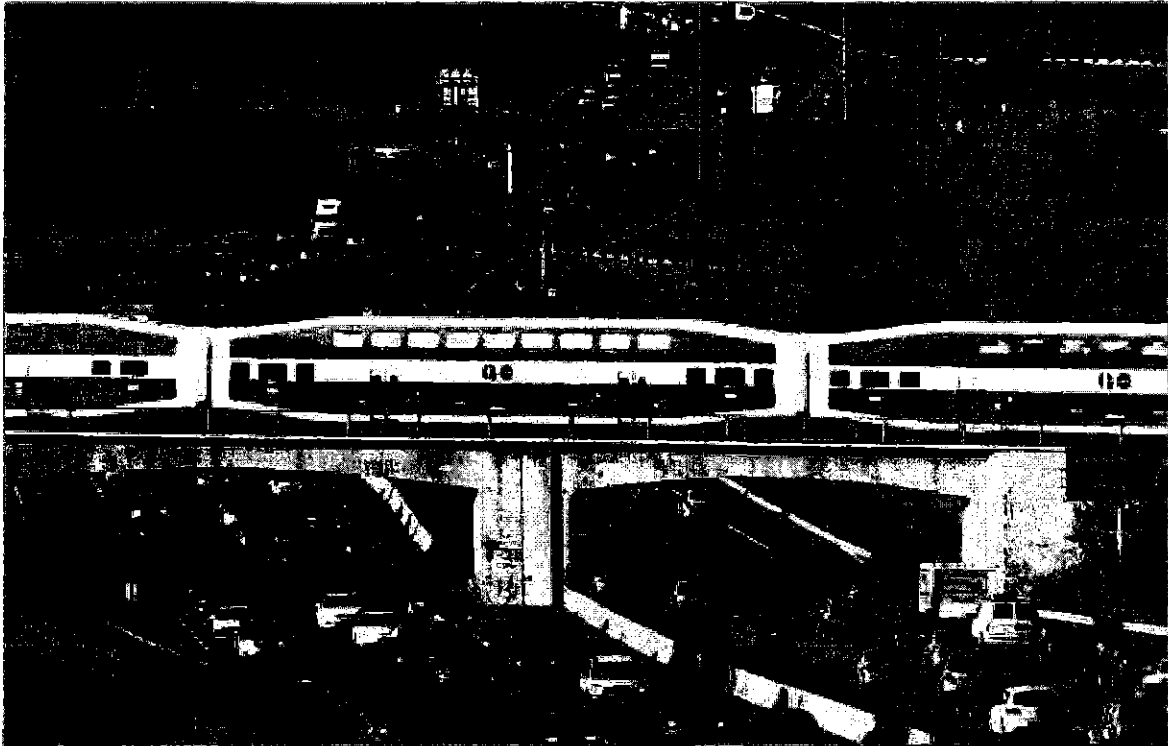
## Executive Summary



Cover photo: The award-winning design of the new train shed roof at historic Union Station features a large glass atrium, providing daylight at platform level, and a visual connection from the station to the waterfront.



Glass panels are installed on Union Station's main structure.



GO Train passes over the Don Valley Parkway

## THE TASK

"On or before June 1, 2013, the Corporation shall provide the Minister and the heads of the councils of the municipalities in the regional transportation area with a copy of the Corporation's Investment Strategy, including proposals for revenue generation tools that may be used by the province or the municipalities to support the implementation of the transportation plan for the regional transportation area."

– *Metrolinx Act*

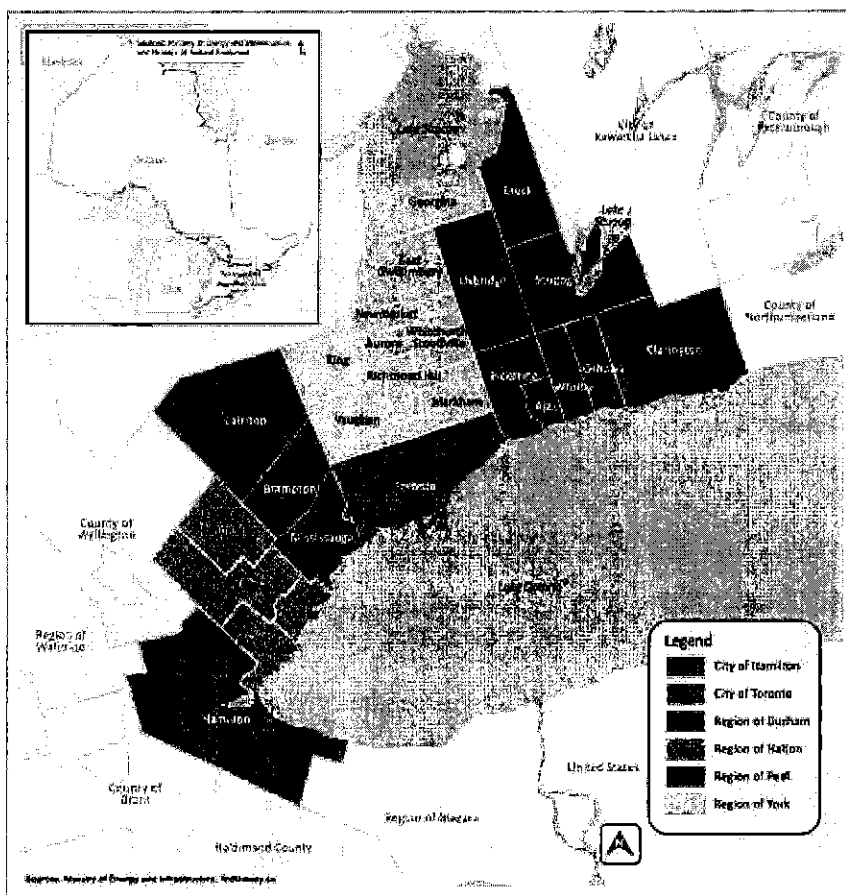
## The Challenge & How To Meet It

The Greater Toronto and Hamilton Area (GTHA) is facing the consequences of its own success. As we have grown and prospered, our transit and transportation system has not kept pace. Like traffic in the GTHA, advances in our transportation network have largely been stuck in gridlock. The results of this are apparent:

- **Crowding on transit has worsened**, with daily struggles to keep up with demand.
- **Commutes have slowed**, with average round trip commute times of 82 minutes, longer than almost any other region in North America.
- **Greenhouse gas emissions have risen**, with the transportation sector seeing the largest growth in emissions among all major industry sectors since 1990.
- **The region's economy has suffered**, with congestion costing business and residents \$6 billion every year.

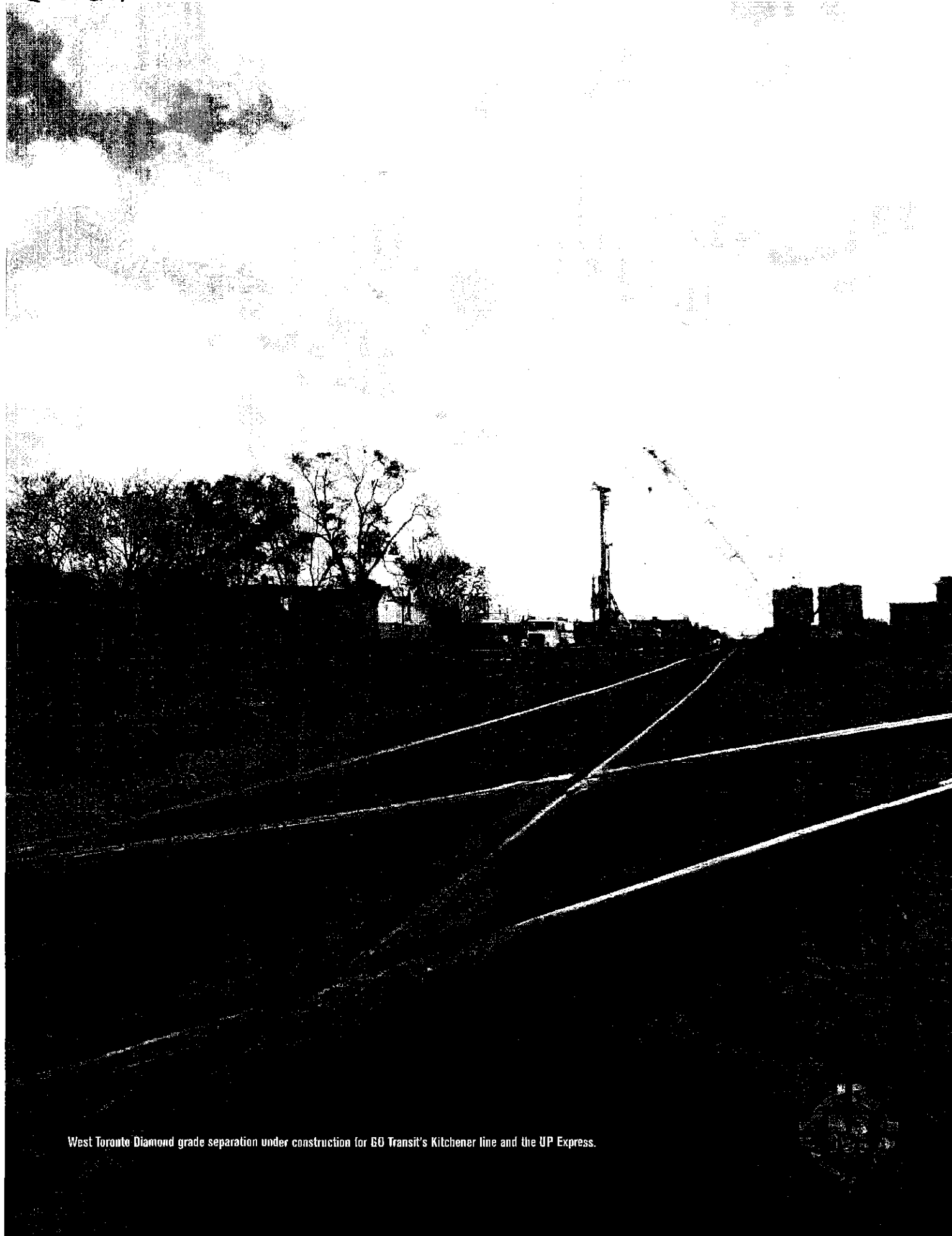
It's time to get our region moving again with an Investment Strategy dedicated to specific transit and transportation projects that will deliver a more prosperous future for our region.

### THE GREATER TORONTO AND HAMILTON AREA



Metrolinx's mandate area as defined by the *Metrolinx Act, 2006*

R-2(K)



West Toronto Diamond grade separation under construction for GO Transit's Kitchener line and the UP Express.

## The Solution

We have a plan to fix our congestion problem. Across the region, we have developed a shared understanding of what needs to be done. The solution is called The Big Move, a 25-year integrated transit and transportation plan that was unanimously adopted in 2008 after a comprehensive public process. The plan would transform how we move around the region and how we create a healthier, more sustainable place to live, work and fulfill our human potential.

The transformation has already begun, with \$16 billion worth of transit expansion and improvements underway today – one of the largest transit construction programs in North America. But we can't afford to stop, because the pressures of growth and congestion are relentless.

The First Wave projects represent about the first one-third of The Big Move.

Examples include the extension of the Spadina subway north to the Vaughan Metropolitan Centre, the Union Pearson Express connecting Canada's two largest passenger hubs, the Eglinton Crosstown Light Rapid Transit (LRT) which will transport riders across the city 60 percent faster than current bus routes, the York Viva Rapidway along Highway 7 and Yonge Street in York Region, construction on over 200 projects across the GO system to provide significant service expansion on both the rail and bus lines, as well as the transformation of Union Station, and the deployment of the PRESTO integrated fare card system across the TTC by 2016, joining its use on GO Transit and the "905" transit agencies.

***"People are rearranging their lives to avoid traffic congestion."***

*-Durham resident, at regional round table*

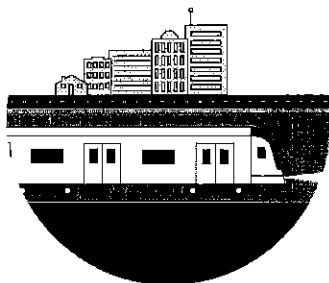
## The Next Wave

Metrolinx has proposed \$34 billion – or about \$2 billion a year – in new transit and transportation projects that have the ability to continue to transform the region. This Investment Strategy is designed specifically to fund the Next Wave projects from The Big Move, including:

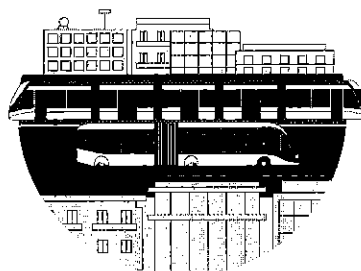
- **Subway Expansion** – the Relief Line to provide relief to the city's crowded subway system and the Yonge North Subway Extension to connect Toronto to the Richmond Hill/Langstaff Gateway urban growth centre.
- **Rapid Transit** – In Brampton, Queen Street Rapid Transit connecting downtown Brampton to York University and Vaughan Metropolitan Centre, Hamilton Light Rail Transit connecting downtown Hamilton with McMaster University, Hurontario-Main Light Rail Transit connecting Port Credit with Mississauga City Centre and downtown Brampton, Dundas Bus Rapid Transit connecting Burlington, through Oakville, Mississauga and into Toronto, and Durham-Scarborough Bus Rapid Transit connecting Oshawa, through Whitby, Ajax, Pickering and into Toronto.
- **GO Regional Rail** – GO Two-Way, All-Day Service on all rail corridors, GO Lakeshore Express Rail Service, including electrification, to increase service between Oshawa and Hamilton, and electrification of parts of the GO Kitchener Line and the Union Pearson Express, to again increase levels of service.
- **Other local and regional transit and transportation system improvements** – support for local roads and transit, area highways and other forms of transportation services.

Building this transportation system for the future is the challenge before us, to ensure that we can meet our needs as we continue to grow by over 100,000 people each and every year.

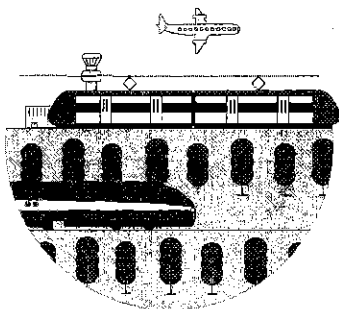
## NEXT WAVE PROJECTS



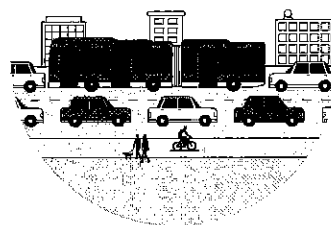
Relief Line  
Yonge North Subway Extension



Brampton Queen Street Rapid Transit  
Dundas Street Bus Rapid Transit  
Durham-Scarborough Bus Rapid Transit  
Hamilton Light Rail Transit  
Hurontario-Main Light Rail Transit



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



Local transit  
Roads and highways  
Active transportation & integration





Public Roundtable in North York

## Reaching Out, Listening In

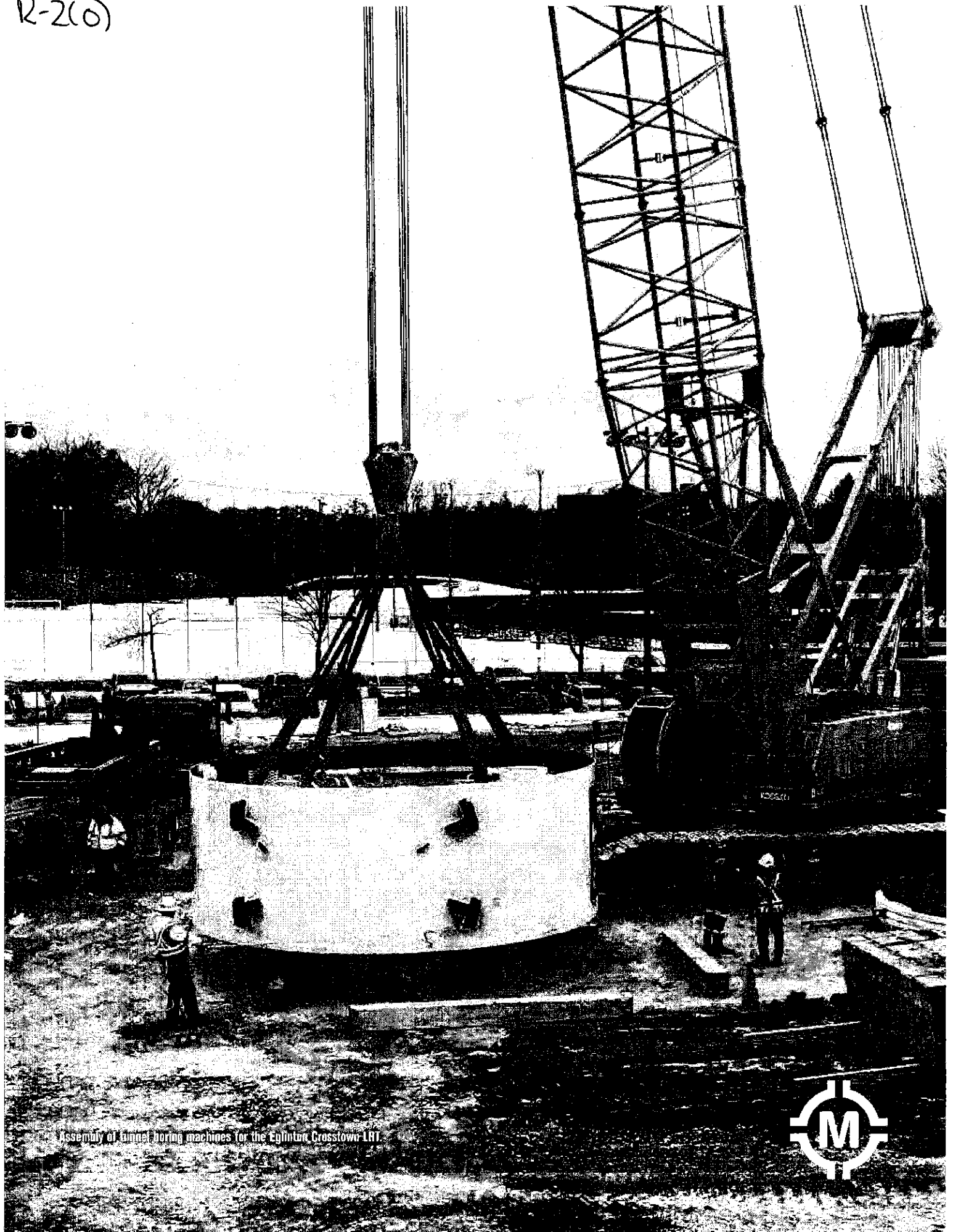
Metrolinx spent the better part of the past 18 months listening to as many sources of input as possible. Over 100 meetings have been held, including 12 public roundtable sessions hosted by Metrolinx across the region. A Residents' Reference Panel worked over four weekends to develop their advice. Organizations like CivicAction, the Toronto Region Board of Trade and the Ontario Chamber of Commerce held meetings. A website – [bigmove.ca](http://bigmove.ca) – was launched and kiosks were distributed around the region. In short, a significant effort was made to engage with the public, stakeholders and municipalities.

***Panelists worked conscientiously to understand the implications of their proposals for users, taxpayers and other beneficiaries alike.***



Residents Reference Panel Participants

R-2(6)



Assembly of tunnel boring machines for the Eglinton Crosstown LRT



## The Investment Tools

The investment tools are part of an overall Investment Strategy that would ensure the necessary resources are available, to yield the maximum impact, based on a foundation of excellence in evidence-based planning, project selection, optimal use of existing resources, and accountability for results.

This Investment Strategy is designed to support a set of transit and transportation projects that comprise the Next Wave of The Big Move. The Investment Strategy is made up of four parts, with 24 accompanying recommendations:

1. Integrating Transportation Growth, and Land Use Planning.
2. Maximizing the Value of Public Infrastructure Investment.
3. Optimizing System and Network Efficiency.
4. Dedicating New Revenue Sources for Transit and Transportation.

Building trust and accountability is inherent in all four parts of this comprehensive strategy.

## Choosing The Right Tools

From our review, about 25 potential investment tools were identified. These are tools used around the world to support investment in transit and transportation. From places like Montreal, Vancouver, New York City, Chicago, Los Angeles, London and Paris. In other words, it is very common for the world's great cities to have dedicated investment tools, in addition to funding from government.

Metrolinx studied the issue thoroughly, and cast a wide net for input and advice from diverse sources.

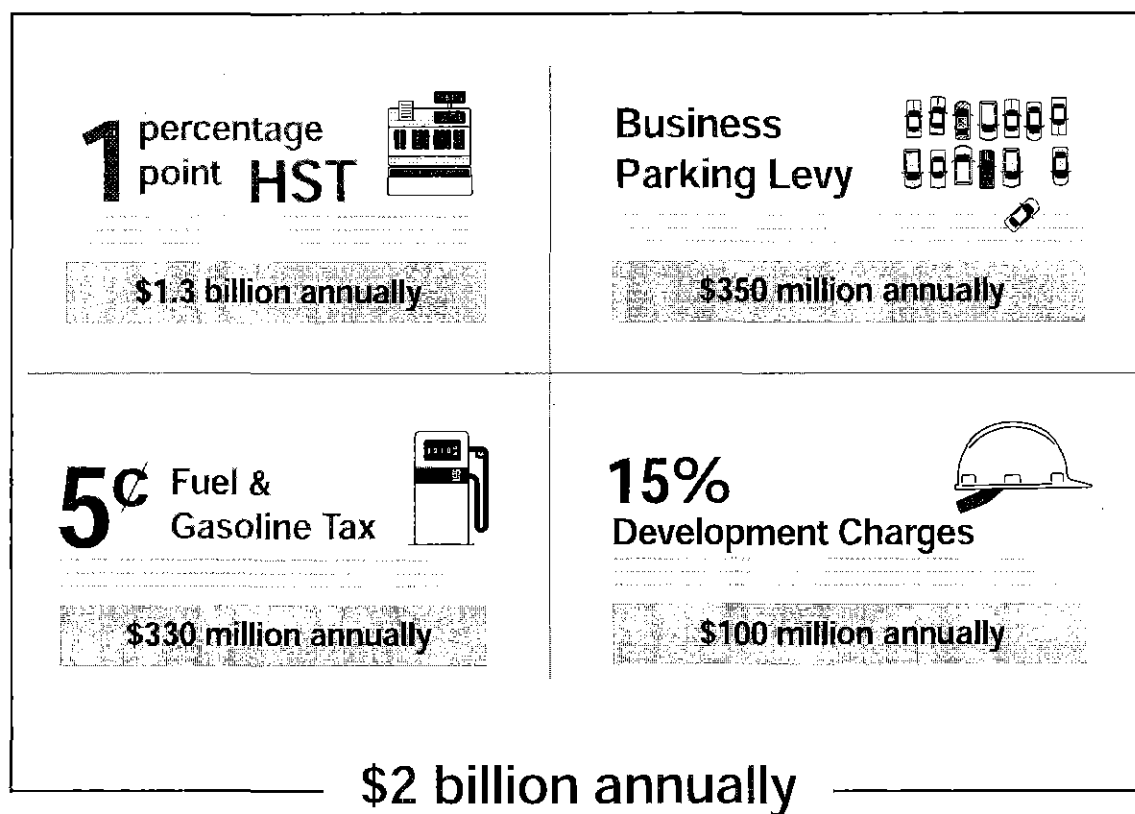
### Our Commitment to the Public: Four Key Principles

Four key principles were tested and endorsed by the public:

1. **THE DEDICATION OF REVENUES TO SPECIFIC OUTCOMES:** At all times the public should be able to see exactly what they are paying for and have an assurance that funds are not diverted to other priorities.
2. **FAIRNESS:** The costs and benefits of the Investment Strategy should be distributed fairly across all population groups in all parts of the GTHA. Tools should be selected so that no one group pays too much or benefits too little.
3. **EQUITY ACROSS THE REGION:** All parts of the region should benefit from the investment in transit and transportation infrastructure. No community should be left behind.
4. **ACCOUNTABILITY AND TRANSPARENCY:** When implementing the Investment Strategy, tools and project delivery progress should be visible and the results publicly reported on a regular basis, including how funds are being collected, managed and spent.

In addition, five selection criteria were used to ensure our recommendations would meet the needs of the community:

- Sustainability;
- Resilience and durability of the investment tool;
- Ease of implementation;
- Achievement of transportation objectives; and
- Impact on economic competitiveness and social equity.



\* Chart represents estimated annual revenue

Together, these four tools would provide the GTHA with a balanced funding package that ensures a direct connection between the people and businesses who use the infrastructure and the people and businesses who pay for it.

The majority of dedicated revenues – about \$1.3 billion annually – would be raised through a one percentage point increase to the Harmonized Sales Tax. A mobility tax credit is also recommended to help ensure the proposed HST increase does not disproportionately burden those with lower incomes. The cost of this credit – about \$105 million annually – would be paid by the revenue generated from the tax increase.

A regional Fuel and Gasoline Tax of five cents per litre would generate about \$330 million annually and ensure that road users, including cars and trucks, residents and businesses, contribute fairly. Drivers would be a clear beneficiary of increased transit and transportation investments, and should make direct contributions to the improvements.

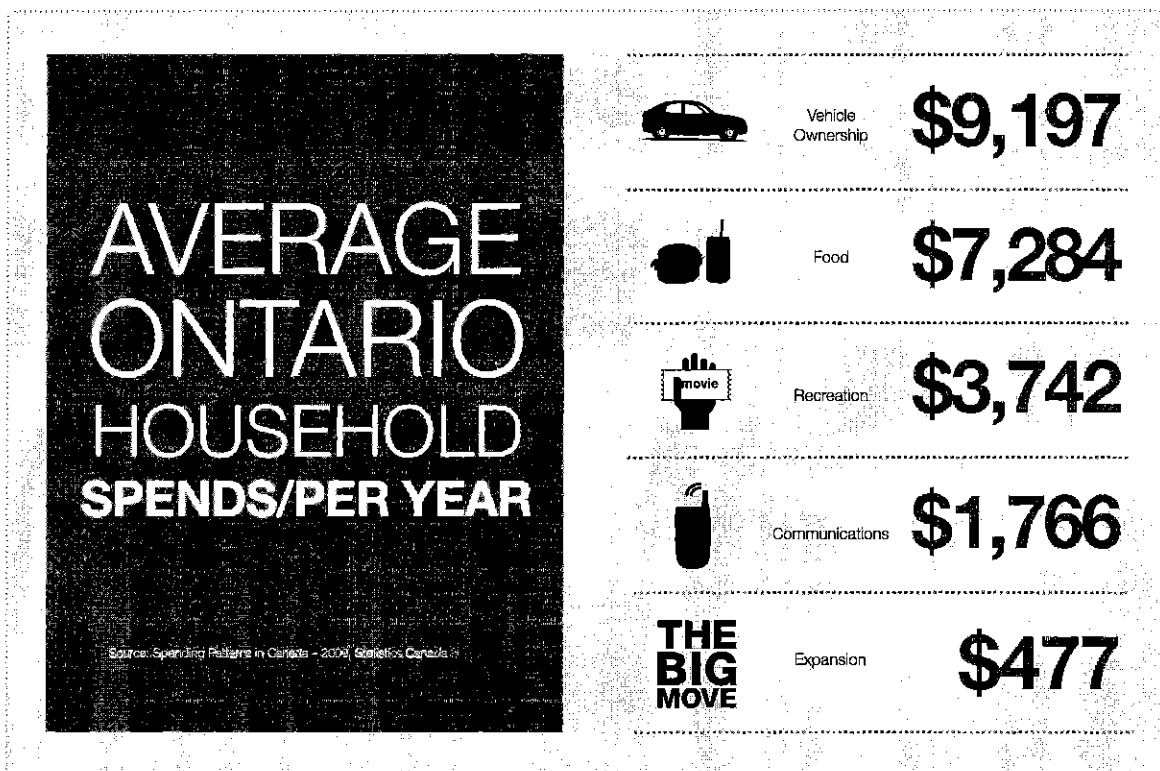
A Business Parking Levy on all off-street non-residential parking spaces would generate about \$350 million annually and provide a direct means for businesses across the region to contribute to the transit and transportation system. To ensure fairness across all parts of the GTHA, the parking levy would be variable, based on relative current value assessments. The average levy would be 25 cents per day per space, although the actual amounts would be based on relative assessed values.

Land development is a key beneficiary of improvements to our transit and transportation system. That's why about \$100 million should be contributed annually from Development Charges, resulting from some recommended amendments to the legislation on how these fees are applied to new growth and development.

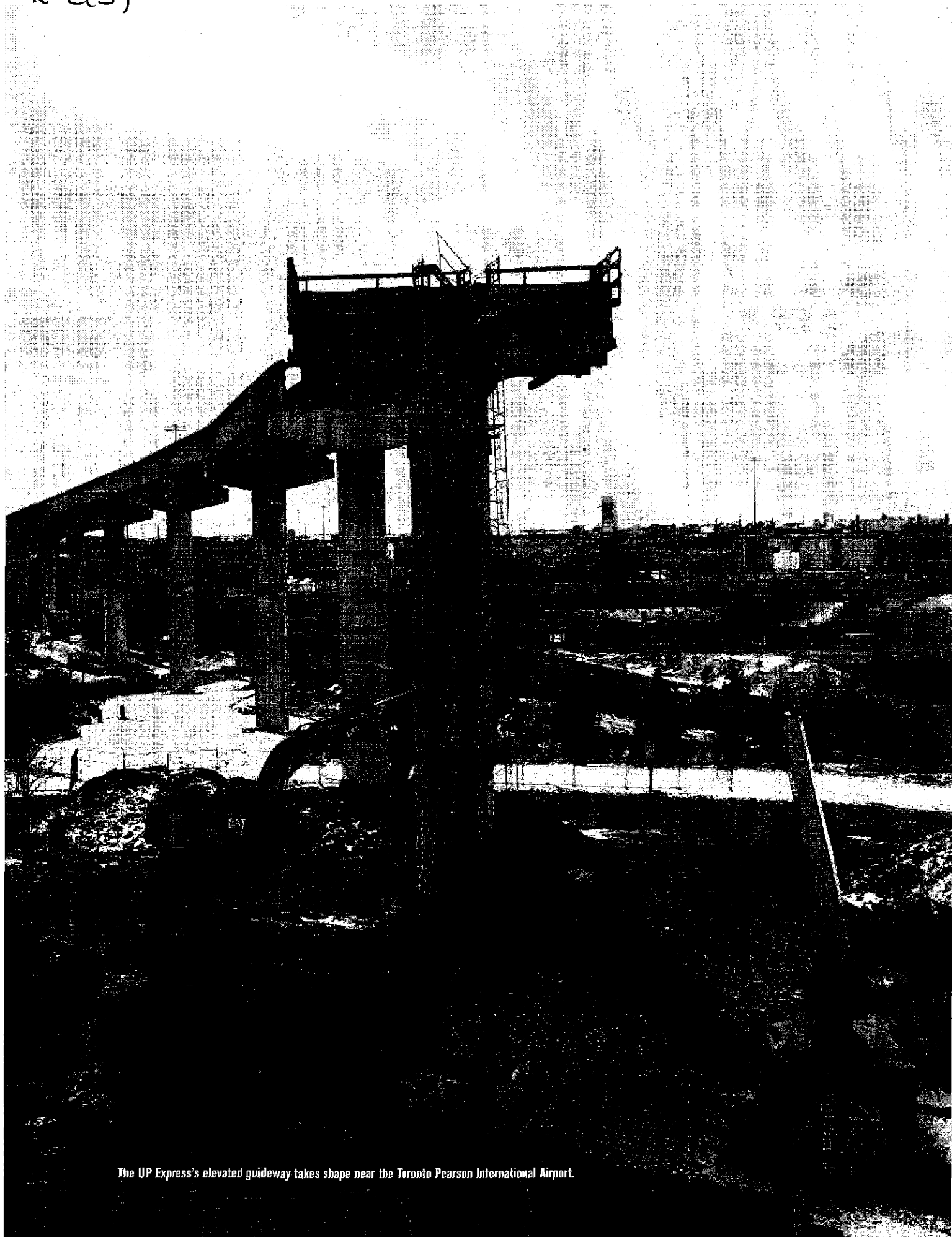
The anticipated revenues from each of these investment tools reflect the core principles of fairness and equity:

- Given that we all benefit from an integrated, enhanced transit and transportation network, about 65 percent of the investment revenue would come from the proposed one percentage point dedicated Harmonized Sales Tax, the broadest of the recommended investment tools.
- Given that users of the transportation system would derive particular benefits, about 16 percent of the investment revenue would come from the proposed five cent per litre Fuel and Gasoline Tax, paid by both residents and businesses.
- Given that business would derive benefits in attracting and retaining employees, in moving and receiving goods and services more efficiently, and in developing property, about 22 percent of the total investment revenue would come from the proposed Business Parking Levy and Development Charges.

What does it all mean to people? Well, to the average household, we are talking about \$477 a year, or \$9.17 a week. But averages can be misleading. We need to think about this in terms of real people and families. For a senior citizen who does not drive a lot and takes transit regularly, it means about \$140 a year or \$2.70 a week. To a student who does not own a car but relies on transit, it means about \$117 a year or \$2.25 a week. For a family of five who have to drive a lot – about 40,000 kilometres a year – own two cars and do not use transit, the cost would be about \$977 a year or \$18.79 a week. But we have to place this in context. In the context of the cost of congestion right now – about \$1,600 for every family – and in the context of the economic and quality of life benefits we would enjoy by building the kind of transit and transportation system we need.



R-2(s)



The UP Express's elevated guideway takes shape near the Toronto Pearson International Airport.

## Building Trust and Accountability

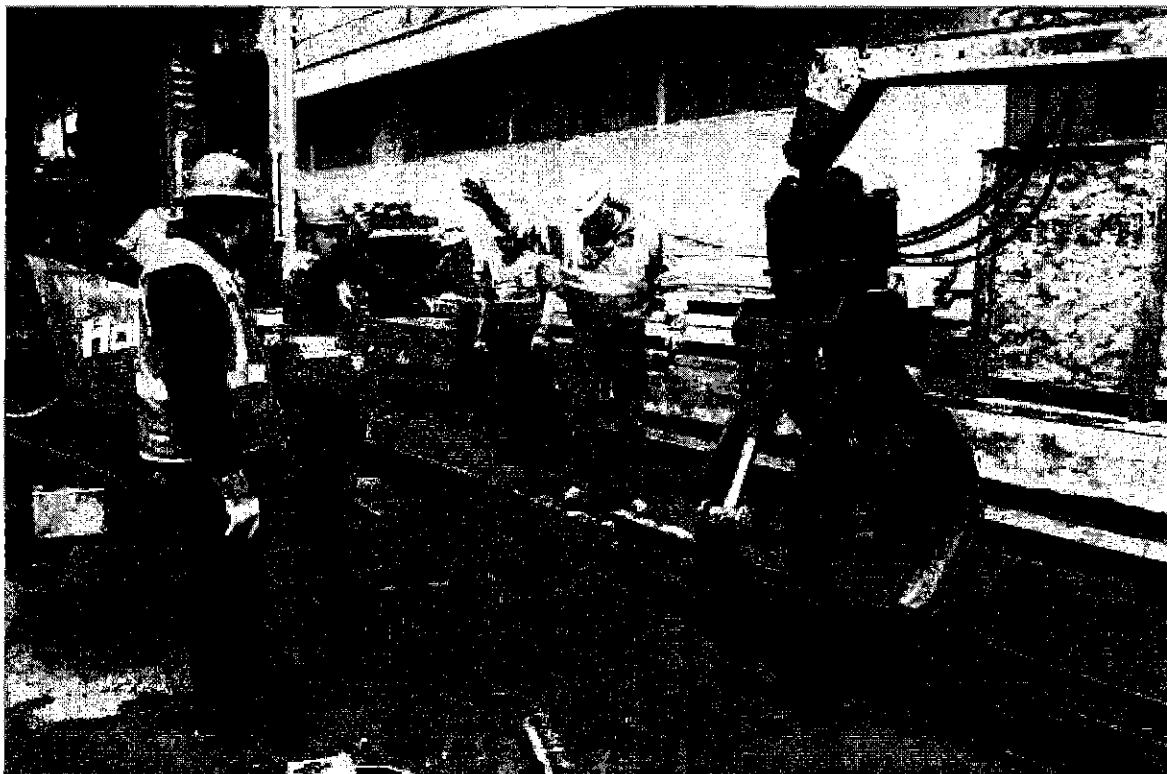
\$34 billion is a lot of money. And we need to build trust with the public, municipalities and stakeholders that it is going to be invested in the best projects to get transformative results. This means putting in place the highest levels of accountability and transparency as part of the Investment Strategy, including processes, procedures and institutions to ensure third-party and public review of ongoing performance. To this end, Metrolinx is recommending that a GTHA Transportation Trust Fund be established to oversee management and allocation of the funds.

Building transit and transportation infrastructure of this magnitude takes time – years, not months. Only with these investment tools “locked in” and dedicated can the people of the GTHA be assured that funding for transit and transportation would be shielded from the year-to-year pressures of overall government budgeting, when other funding needs may arise.

In addition, Metrolinx needs an even stronger partnership with municipalities, since they are responsible for land use planning and the local roads and transit systems. It is therefore being recommended that, collectively, municipalities nominate up to six citizen members to the Metrolinx Board of Directors, which would be increased in size to 18 members in total.

The accountability process would also include two mandated comprehensive reviews;

- A review of the Investment Strategy and its impact after 10 years; and
- A fundamental review and reauthorization after 20 years to ensure the Investment Strategy continues to meet the needs of the region.



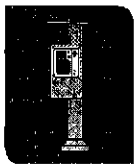
Employment created by transit investment generates significant revenue for the federal government

## Tools to Advance Policy Goals

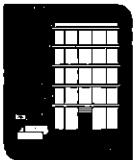
In addition to the dedicated Harmonized Sales Tax, Fuel and Gasoline Tax, Business Parking Levy and Development Charges, additional policy and investment tools are recommended because of their positive policy benefits – such as improving the efficiency of the transportation network, or driving good outcomes in creating positive communities and urban form, encouraging transit ridership, and making the most of the infrastructure we have. These include:



**HIGH OCCUPANCY TOLL LANES:** Getting more efficiency out of the highway network is a key goal of the Investment Strategy, as well as providing the resources to expand the network of High Occupancy Vehicle lanes.



**PAY FOR PARKING AT TRANSIT STATIONS:** As we provide more and more parking at transit stations, and the cost of this dramatically increases due to the land, construction and maintenance costs of elevated parking garages, we need to think about pay-for-parking to help pay for the services that are being offered.



**LAND VALUE CAPTURE:** Rapid transit, particularly around stations, can generate increased land values. Working with municipalities and developers, Metrolinx should seek contributions from benefitting landowners, related to the increased land values they enjoy.

**PUBLIC PRIVATE PARTNERSHIPS:** Metrolinx is committed to efficient and effective delivery of all projects through open, competitive and transparent procurement processes. Another step that would be taken is to evaluate projects with a value of over \$50 million, to determine whether alternative delivery models, such as public private partnerships, could deliver the greatest value for the taxpayer dollar.

**TRANSPORTATION PLANNING POLICY STATEMENT:** Section 31.1 of the Metrolinx Act states that the Ontario Minister of Transportation may issue a policy statement on matters related to transportation planning in the region. A policy statement could support increased integration between land use, growth and transportation policies.

**PUBLICLY-OWNED LAND:** It is also important that Metrolinx and other public authorities (including municipalities and their agencies) carefully consider the use of publicly-owned land in the vicinity of transit stations, to determine if there are opportunities to leverage these properties to maximize the use of the transit system. This would also represent a strong measure to support the planning work completed at various Mobility Hubs across the region.



## Its Time to Invest in our Future

The Next Wave of The Big Move projects that comprise this blueprint are the culmination of years of strategic thinking, planning and consultation and are based on four principles that the people across this region can embrace – the dedication of revenues to specific outcomes; fairness; equity across the GTHA; and complete accountability and transparency.

The solution requires investment – in our economic future, our environment, and our quality of life. It is a significant investment. From it, the economic benefits of construction of the Next Wave of projects would be enormous – creating 800,000 - 900,000 construction and long-term jobs and providing an overall infusion to the GTHA economy of \$110-130 billion.

The recommendations contained in this Investment Strategy can provide our region the opportunity to turn aside our greatest challenge – congestion and gridlock – and invest in our future.



The new pedestrian bridge at Pickering GO Station connects office development to regional transit

## Summary of Recommendations

### RECOMMENDATION 1:

To ensure continued progress in The Big Move, it is recommended that:

- a. Metrolinx continue to pursue the completion of First Wave rapid transit projects.
- b. All transit and transportation investment decisions made by Metrolinx, municipalities or other agencies for the use of funds generated by the Investment Strategy should be consistent with The Big Move.
- c. Metrolinx continue working with the Province of Ontario, municipalities and other agencies on planning, designing, building and operating a series of regional rapid transit projects, listed below, referred to as the Next Wave projects, described in Section 3.5.1:
  - Relief Line;
  - Yonge North Subway Extension;
  - Brampton's Queen Street Rapid Transit;
  - Hamilton Light Rail Transit;
  - Hurontario-Main Light Rail Transit;
  - Dundas Street Bus Rapid Transit;
  - Durham-Scarborough Bus Rapid Transit;
  - GO Two-Way, All-Day Service;
  - GO Lakeshore Express Rail Service – Phase 1 (including Electrification); and
  - Electrification of GO Transit Kitchener Line and Union Pearson Express.
- d. Metrolinx continue working with the Province of Ontario and municipalities on the finalization of the scope and phasing of the Next Wave projects, and report back to the Metrolinx Board of Directors by June 2014. Any material changes to the Next Wave projects would require approval by the Metrolinx Board of Directors, following appropriate consultation and input from municipalities and the public, as required under the *Metrolinx Act*. Continued progress on Next Wave projects is subject to the availability of funding from this proposed Investment Strategy.
- e. Metrolinx continue working with communities and local and regional organizations to develop and implement strategies to take advantage of local jobs and training programs to provide community benefits for the areas that will be hosting the rapid transit infrastructure outlined in Recommendation 1(c) above.

### RECOMMENDATION 2:

It is recommended that as part of its legislated review of the regional transportation plan, scheduled to begin in 2014 and be completed in 2016, Metrolinx fully integrate the recommendations of the Investment Strategy, including the Next Wave projects.

### RECOMMENDATION 3:

It is recommended that the Province of Ontario consider adjusting the composition of the Metrolinx Board of Directors, in order to provide municipalities in the Greater Toronto and Hamilton Area with the opportunity to nominate up to six citizen appointees to the Board.

**RECOMMENDATION 4:**

It is recommended that the funds generated by the Investment Strategy be dedicated to the construction, financing, management and operation of transit and transportation infrastructure set out in this report. To this end, it is recommended that a Greater Toronto and Hamilton Area Transportation Trust Fund be established and governed by a board of trustees, for the management and distribution of the proceeds of the trust.

**RECOMMENDATION 5:**

It is recommended that Metrolinx enhance its public engagement processes to model best practices and its reporting systems in order to establish robust and transparent public reporting on the delivery of projects, related to budget and schedule, the rationale or basis for any changes, and the concrete, specific results that are experienced as a result of the implementation of programs as a whole and specific projects.

**RECOMMENDATION 6:**

It is recommended that the Investment Strategy be reviewed periodically, at least every 10 years, to confirm that it continues to be effective and reasonable in delivering a transit and transportation system for the Greater Toronto and Hamilton Area.

**RECOMMENDATION 7:**

It is recommended that after 20 years, the Investment Strategy be subject to a fundamental review and reauthorization to consider the future needs of the region and that an updated report be submitted by Metrolinx to the Province and GTHA municipalities.

**RECOMMENDATION 8:**

It is recommended that the federal government be requested to increase its commitment to implementing The Big Move. Particular consideration should be given to the adoption of a National Transit Strategy that would see the federal government contribute up to one-third of the capital costs of Next Wave transit and transportation infrastructure.

**RECOMMENDATION 9:**

It is recommended that the Minister of Transportation proceed with the development of a Transportation Planning Policy Statement under the provisions of the *Metrolinx Act*, to encourage greater integration of land use policies with The Big Move and investments in transit and transportation infrastructure.

**RECOMMENDATION 10:**

It is recommended that Metrolinx work with municipalities and the land development industry to develop a land value capture strategy for the Next Wave of rapid transit projects, which also considers existing and under-construction rapid transit assets, to ensure an appropriate private-sector contribution towards the cost of stations and other infrastructure.

**RECOMMENDATION 11:**

It is recommended that Metrolinx, in conjunction with the Province of Ontario, municipalities and their respective agencies, use the Next Wave of projects to increase the quality of the urban environment through design excellence, the support of transit-oriented development, as well as maximizing value through the management of publicly-owned property along rapid transit lines.

**RECOMMENDATION 12:**

It is recommended that all public agencies give consideration to planning public infrastructure and facilities for locations that support the land use, transit and transportation policies of the Growth Plan for the Greater Golden Horseshoe and The Big Move. Particular consideration should be given to facilities that are large employment generators or significant focal points for communities, such as government services, hospitals, post-secondary institutions, justice facilities and other major trip generators, and ensure that the costs of providing transit and transportation services are considered in deciding on the location of facilities and infrastructure.

**RECOMMENDATION 13:**

It is recommended that all Next Wave projects with a construction value of more than \$50 million be evaluated to determine whether they could be delivered through Alternative Financing and Procurement, using Infrastructure Ontario, to ensure service delivery that is on budget and on schedule.

**RECOMMENDATION 14:**

It is recommended that Metrolinx, working in conjunction with the Province of Ontario, municipalities and their respective agencies, build on, expand and enhance our collective capacity to undertake world-leading evidence-based project evaluation and selection processes for the delivery of regional rapid transit projects, as well as other transit and transportation projects.

**RECOMMENDATION 15:**

It is recommended that Metrolinx work with transit authorities in the GTHA to build and improve upon a common approach to reporting on performance, so that information can be consolidated for the region as a whole and benchmarked with other systems.

**RECOMMENDATION 16:**

It is recommended that Metrolinx and the local transit authorities:

- a. Continue to take steps to improve the level of service integration across the GTHA, in order to enhance the customer experience. To this end, a GTHA Regional Service Integration Plan should be developed, with measurable deliverables, for completion in 2014, with implementation to follow.
- b. Initiate work no later than 2014 on the development of a GTHA Regional Fare Integration Plan, identifying short and long term strategies, with measurable deliverables, that will be pursued.

**RECOMMENDATION 17:**

It is recommended that Metrolinx and the local transit authorities work together to share best practices on continuous improvement in customer service, in order to improve customer service and experience, and to develop common reporting mechanisms, where appropriate. All transit authorities in the region should move to develop a passenger charter or similar document, and to report publicly on progress and performance, and this kind of reporting should be a condition for the receipt of any funding through the Investment Strategy.

**RECOMMENDATION 18:**

It is recommended that revenues generated through the Investment Strategy be used to establish a dedicated transit and Transportation Trust Fund, to be allocated as follows:

- a. Approximately 75 percent to Next Wave capital construction and financing costs, maintenance costs and the Metrolinx share of ongoing operating costs of the Next Wave regional transit projects;
- b. Up to 25 percent for other key elements of the transit and transportation system – local roads and transit, improvements to the highway system and various other transportation initiatives, including:
  - Municipal funding of up to 15 percent, to be matched by local contributions, for local transit, road and bridge improvements that are intended to increase transit ridership and the carrying capacity of roads and streets for all users;
  - Up to 5 percent for strategic investments in the provincial and municipal controlled access highway network to improve the mobility of people and goods; and
  - Up to 5 percent for other transportation and mobility initiatives, including walking and cycling infrastructure, fare integration, mobility hubs, urban freight movement, intelligent transportation systems and user information systems.
- The allocation of funding among these categories should be reviewed regularly.

Existing funding from all orders of government should continue to support existing programs, services and projects. Specifically, the Province of Ontario should maintain its current level of capital and operating funding to services like GO Transit, provincial highways and existing committed projects. Municipalities would continue to be responsible for capital and operating funding for regional and local highways and roads, and local transit services. To support the expansion of the transit and transportation system, the investment tools recommended in this Investment Strategy are intended to be in addition to existing funding provided by all orders of government.

**RECOMMENDATION 19:**

It is recommended that Metrolinx work in consultation with stakeholders and municipalities, as well as the Province of Ontario to develop eligibility, selection, and allocation criteria to guide the distribution of the funds referred to in Recommendation 18 (b).

**RECOMMENDATION 20:**

It is recommended that to generate the targeted \$2 billion annually to complete the Next Wave of projects, the following investment tools be implemented in the Greater Toronto and Hamilton Area:

- a. A one percentage point value added tax, as part of the Harmonized Sales Tax;
- b. A five cent per litre regional fuel and gasoline tax;
- c. A variable Business Parking Levy, with an average cost of 25 cents per day per space, to be implemented on off-street non-residential parking spaces on the basis of relative market value.
- d. A Development Charge increase equivalent to a 15 percent increase in existing rates, along with amendments to the *Development Charges Act, 1997* to be arrived at in consultation with the Province of Ontario, municipalities and other stakeholders. The amendments would include:

- I. Removal of the 10% reduction and 10-year average historical service level cap on development charges levied for transit growth.
- II. Introduction of an "integrated transportation service" category that combines various transportation modes and determines charges based on new service improvement standards.
- III. Introduction of a new reporting standard for municipalities to demonstrate accountability and transparency for the revenues raised by Development Charges, and dedicated to achieve transit and transportation expansion and improvement.

In addition, it is recommended that all revenue generated from these tools, other than reasonable administration costs and Mobility Tax Credit rebates, be dedicated to fund transit and transportation infrastructure, and be transferred to the Transportation Trust Fund.

**RECOMMENDATION 21:**

It is recommended that, to ensure fairness and mitigate the impact of the implementation of the investment tools on low-income segments of the population, the Province of Ontario develop a Mobility Tax Credit, to be implemented on an income-tested basis, funded by revenue generated by the investment tools. Other transitional or ongoing measures may be considered by the Province to mitigate impacts on other populations, if appropriate.

**RECOMMENDATION 22:**

It is recommended that, should the Province of Ontario decide to implement an investment tool on a province-wide basis, only revenue collected in the Greater Toronto and Hamilton Area should be directed to the region, with revenues outside of the GTHA being available for priorities in other parts of Ontario.

**RECOMMENDATION 23:**

It is recommended that the investment tools be implemented as soon as practical. Surplus revenue in any given year is to be retained in the Transportation Trust Fund outlined in Recommendation 4 and may only be available for use for future expenditures in subsequent years. Revenue from the investment tools may be used to service long-term debt to finance transit and transportation infrastructure.

**RECOMMENDATION 24:**

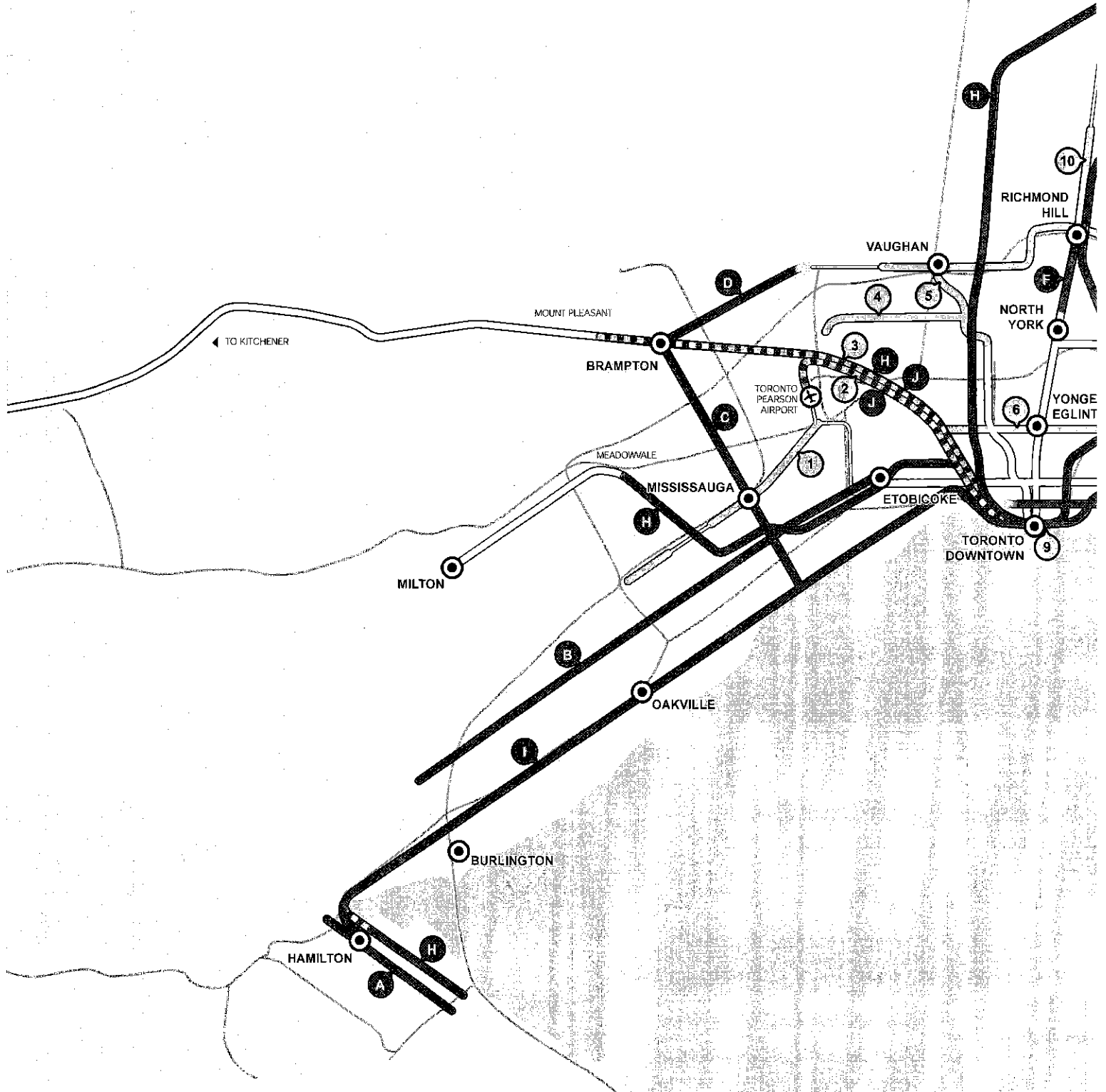
It is recommended that the investment tools outlined in Recommendation 20 be supplemented by:

- a. High Occupancy Toll lanes on regional highways, implemented by converting existing High Occupancy Vehicles lanes, as well as expanding the network of HOV/HOT lanes to other highway corridors;
- b. Pay-for-parking at transit stations, with revenues dedicated to the improvement of services delivered in the relevant transit corridors and for local transit access improvements;
- c. Land value capture.

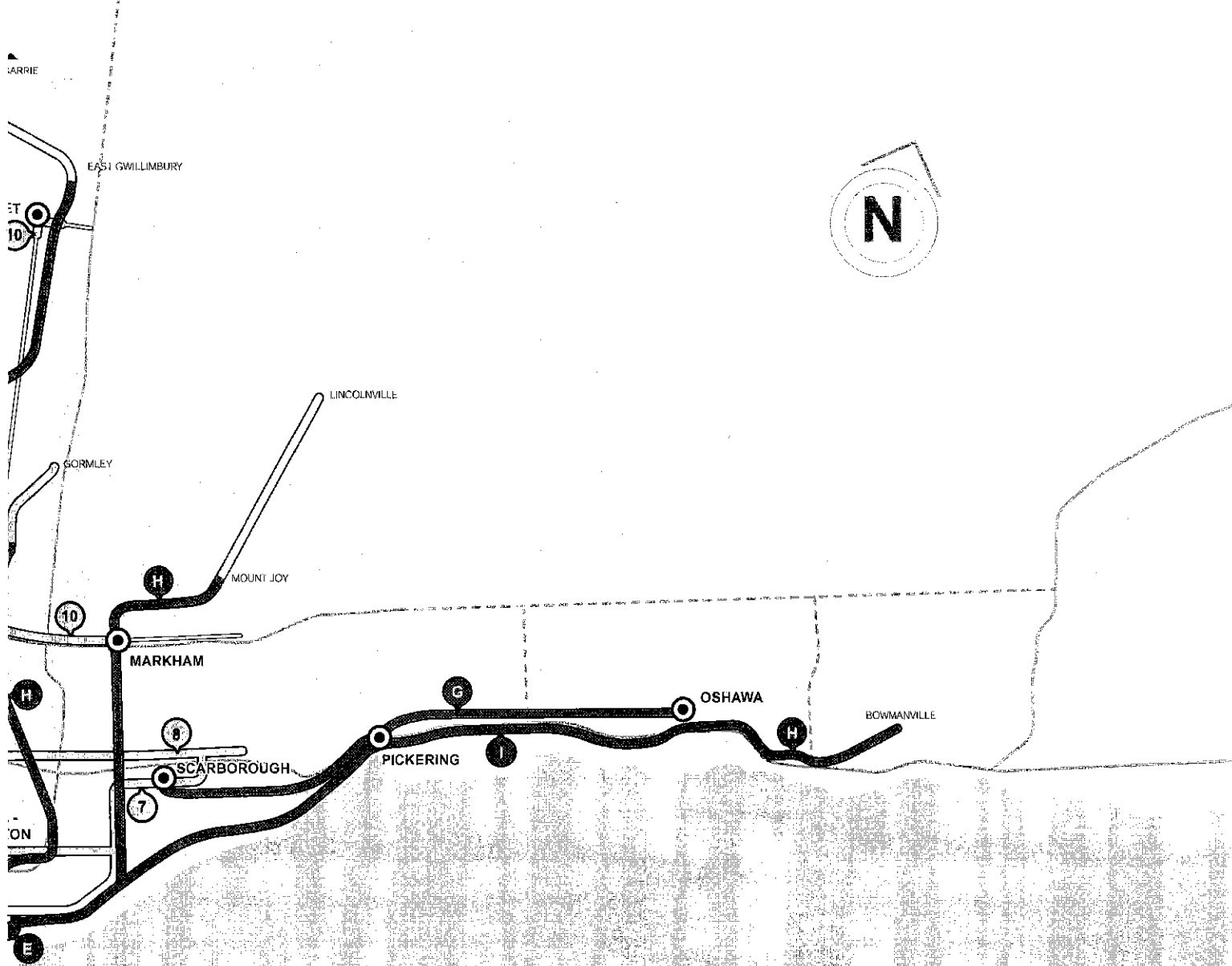
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## FIRST WAVE PROJECTS

1. Mississauga BRT
2. UP Express
3. Georgetown South Project
4. Finch West LRT
5. Toronto-York Spadina Subway Extension
6. Eglinton Crosstown LRT
7. Scarborough RT Replacement and Extension
8. Sheppard East LRT
9. Union Station Revitalization
10. VivaNext Rapidways

## NEXT WAVE PROJECTS

- A. Hamilton LRT
- B. Dundas Street BRT
- C. Hurontario-Main LRT
- D. Brampton Queen Street Rapid Transit
- E. Relief Line
- F. Yonge North Subway Extension
- G. Durham-Scarborough BRT
- H. GO Rail Expansion
- I. GO Lakeshore Express Rail Service - Phase 1 (including Electrification)
- J. Electrification of GO Kitchener line and UP Express

Existing Rapid Transit

Controlled-Access Expressway

Urban Growth Centre



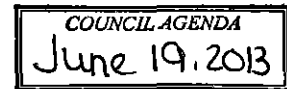
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**REPORT 9 – 2013**



TO: MAYOR AND MEMBERS OF COUNCIL

The Planning and Development Committee presents its ninth report of 2013 from its meeting held on June 10, 2013, and recommends:

**PDC-0037-2013**

That the report dated May 21, 2013 from the Commissioner of Planning and Building regarding Sign By-law 0054-2002, as amended, and the requested four (4) Sign Variance Applications described in the Appendices of the report, be adopted in accordance with the following:

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

- (a) Sign Variance Application 12-01303  
Ward 5  
TownePlace Suites Marriott  
5050 Orbitor Drive

To permit the following:

- (i) A second ground sign fronting Eglinton Ave. E.
- (ii) Two (2) proposed fascia signs located between the limits of the top floor and parapet on a hotel building 3 storeys in height.

- (c) Sign Variance Application 13-04033  
Ward 9  
Atrens-Counsel Insurance Brokers  
7111 Syntex Drive

To permit the following:

- (i) One (1) fascia sign erected on the third storey of the building.

2. That the following sign variance **be referred to Council**:

- (b) Sign Variance Application 13-03889  
Ward 9  
Booster Juice  
3160 Argentia Rd.

To permit the following:

- (i) One (1) fascia sign not located on the exterior wall forming part of the unit occupied by the business.

- 
3. That the following Sign Variances **be deferred to allow the applicant to review it further with staff**:
- (a) Sign Variance Application 11-6728  
Ward 5  
RE/MAX Gold  
2980 Drew Rd.
    - (i) Two (2) fascia signs not located on the unit occupied by the business.
    - (ii) Two (2) fascia signs located on the second storey of the building.
  - (b) That a letter dated June 10, 2013, from Gordy Khuman, ReMax Gold Realty Inc., requesting deferral pending further review with staff, be received.

File: BL.03-SIG (2011)

**PDC-0038-2013**

That the Report dated May 21, 2013, from the Commissioner of Planning and Building outlining the details of the proposed development and recommending approval of the removal of the "H" holding symbol application, to permit the northwest addition to Square One Mall and the future extension of Square One Drive under file H-OZ 12/005 W4, OMERS Realty Management Corp. and 156 Square One Limited, 100 City Centre Drive, be received for information, and that the Planning and Building Department be authorized to prepare the necessary by-law for Council's passage.

FILE: H-OZ 12/005 W4

**PDC-0039-2013**

That the report dated May 21, 2013, from the Commissioner of Planning and Building entitled "International Design Competitions Task Force – Report on Recommendations", be adopted in accordance with the following:

1. That the Criteria for Evaluation and Identification of Landmark Sites, shown in Appendix 4, be approved as the guideline to evaluate and identify future properties.
2. That the Inventory of Landmark Sites in Appendices 5, 6 and 7 be approved for the purpose of recognizing key properties across the City and their potential to be enhanced and/or developed through a lens of design excellence and city building.
3. That City staff initiate contact with landowners of the selected sites, to express the City's aspirations for design excellence and to assess landowner interest in undertaking design competitions.

- 
4. That the Commissioner of Planning and Building report back to the Planning and Development Committee with respect to the following:
    - a. the expansion of the Inventory of Landmark Sites as additional properties are identified for future inclusion;
    - b. additional information pertaining to design competitions including potential incentives;
    - c. guidelines to assist private landowners with design competitions based on the process outlined by the Royal Architectural Institute of Canada (RAIC) and the Ontario Association of Architects (OAA); and
    - d. implications for staff resources to support design competitions including administering the Inventory of Landmark Sites.

File: PR.05.INT

**PDC-0040-2013**

That the Report dated May 21, 2013, from the Commissioner of Planning and Building recommending approval of the applications under File OZ 10/03 W1, Applewood Shopping Plaza Limited c/o The Effort Trust Company, 1077 and 1145 North Service Road and 2045 Insley Road, north side of North Service Road between Insley Road and Stanfield Road, 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 provision 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 Official Plan from "Motor Vehicle Commercial" to "Mixed Use" to permit a new grocery store be approved. Should the appeal to Mississauga Official Plan not be resolved, that an amendment to Mississauga Plan (2003), be approved.
3. That the application to change the Zoning from "C2-1" (Neighbourhood Commercial) and "C5-3" (Motor Vehicle Commercial) to "C2 – Exception" (Neighbourhood Commercial) to "C2 – Exception" (Neighbourhood Commercial) to permit a new grocery store and modified development standards for the existing plaza in accordance with the proposed zoning standards described in Appendix S-7 of this report, be approved subject to the following condition:
  - (a) That the applicant agree to satisfy all the requirements of the City and any other official agency concerned with the development.
4. 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.

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5. That the following correspondence be received:

- (a) Letter dated June 9, 2013 from Lisa MacCumber, Resident

File: OZ 10/003 W1

**PDC-0041-2013**

(a) That the Report dated May 1, 2013, from the Commissioner of Community Services, with reference to the draft Meadowvale Village Heritage Conservation District Plan, be received for information.

(b) That the following correspondence be received:

1. Letter dated June 7, 2013 from Meadowvale Village Community Association
2. Letter dated June 10, 2013 from Meadowvale Village HCD Review Committee
3. Letter dated June 7, 2013 from Ruth Victor & Associates, representing Rotherglen School
4. That the following correspondence from Residents be received:
  - a) Letter dated June 6, 2013 from Michael and Christine Delongte
  - b) Email dated June 6, 2013 from Robert Zaffino and Carmela Pierro
  - c) Email dated June 6, 2013 from Cheryl Krasa
  - d) Letters dated June 6, 2013 and Email dated March 31, 2013 from Michael and Susy Picco
  - e) Letter dated June 6, 2013 from Miles Backhouse
  - f) Letter dated June 6, 2013 from Harp Singh
  - g) Email dated June 7, 2013 from Linda Simopoulos
  - h) Letter dated June 7, 2013 from Susan and Michael Stephan
  - i) Email dated June 7, 2013 from Greg and Susan Laughton
  - j) Email dated June 7, 2013 from Barb and Steve O'Mara
  - k) Letter dated June 7, 2013 from Lisa Fulop
  - l) Letter dated June 7, 2013 from Shannon and Adrian Bubalo
  - m) Email dated June 7, 2013 from Meghan and Martin Boeykens
  - n) Letter dated June 7, 2013 from Kimberly & Tim Van Wart
  - o) Email dated June 7, 2013 from David Moir
  - p) Letter dated June 7, 2013 from Greg and Margie Young
  - q) Email dated June 7, 2013 from Terry Wilson
  - r) Email dated June 7, 2013 from Rosemary Wilson
  - s) Letter dated June 7, 2013 from Frank and Andrea Bosnjak
  - t) Letter dated June 10, 2013 from Siobhan Kukolic

File: CS08 MEA

**PDC-0042-2013**

That two properties located at 6940 Second Line West and 6985 Second Line West be excluded from the Meadowvale Village Heritage Conservation District Plan, be approved.

**PDC-0043-2013**

1. That the report titled "*Proposed Amendments to Mississauga Official Plan and Zoning By-law 0225-2007 for the Meadowvale Village Neighbourhood Character Area*", dated May 21, 2013 from the Commissioner of Planning and Building, be received.
2. That the submissions made at the public meeting be received.
3. That staff report back to Planning and Development Committee on the submissions.

File: CD.03.MEA

**PDC-0044-2013**

That the report dated May 21, 2013, from the Commissioner of Planning and Building, titled "Proposed Zoning By-law Amendments, Port Credit Infill Housing Study - Hiawatha Neighbourhood", recommending amendments to the existing "R15" (Detached Dwellings – Port Credit) zone standards within the Port Credit Infill Housing Study area, in order to retain the neighbourhood character and improve compatibility between existing housing and replacement housing and detached dwelling additions, be adopted in accordance with the following:

1. That notwithstanding that subsequent to the public meeting, revisions to the proposed Zoning By-law Amendments are being recommended, Council considers that 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 amendments is hereby waived.
2. That the existing "R15" (Detached Dwellings - Port Credit), zone within the Port Credit Infill Housing Study Area be changed to "R15-Exception" (Detached Dwellings - Port Credit), in accordance with the proposed zoning standards outlined in the Zoning section of this report and that an implementing Zoning By-law be brought to a future City Council meeting.
3. That the following correspondence be received:
  - (a) Email and Letter dated June 10, 2013 from Andrew Beattie, Resident
  - (b) Email dated June 10, 2013 from Evan and Shelley Steed, Residents
  - (c) Emails dated June 10, 2013 from Norm and Janna Collins, Residents

File: CD.06.POR

This is an extract of the Planning and Development Committee meeting held on June 10, 2013.

Councillor Crombie, Chair, called this public meeting to order at 6:32 p.m.

**NOTE:** Item 4 applies to Item 3 – Meadowvale Village Heritage Conservation District Plan Review, hence these Extracts relate to both items on the agenda as follows:

### **3. Meadowvale Village Heritage Conservation District Plan Review**

Mark Warrack, Senior Heritage Co-ordinator, Culture Division, noted that Item 4, will follow his presentation to address the implementation of the Official Plan and Zoning By-law for Meadowvale Village. Mr. Warrack reviewed the background leading to the 2013 Plan.

Meadowvale Village Heritage Conservation District (HCD) was created in 1980, as Ontario's first Ontario Municipal Board (OMB) approved heritage conservation district. In 2005, amendments were made to the Ontario Heritage Act and with the Meadowvale Village HCD Plan now over 30 years old, a revision is required to bring it in line with current legislation.

The objectives to be achieved in revising the Plan will include identifying existing cultural heritage attributes, determining whether the Heritage Conservation District boundary should be expanded, strengthening current Design Guidelines and Policies and providing a means of managing change for generations to come. The revisions will bring the Plan in compliance with the Act and the City's Official Plan.

Councillor Carlson noted that a lot of work has been done over many years. This was an interim report to gather input from residents. He said that so far the feedback from residents has been to enhance the Meadowvale Village Heritage Conservation District, but felt that some of the measures proposed are draconian. He reassured residents that the report is to be received for information and that the Meadowvale Village Heritage Conservation District Plan will be updated with the consensus of the majority in the community.

Madam Mayor recognized the foresight of the Council in 1980, and the Heritage Committee, for their work on enabling Meadowvale Village to become a heritage district. This ensured that subsequent major developments did not harm the character of the area.

Councillor Carlson moved the following motion which was voted on and carried:

PDC-0041-2013

- (a) That the Report dated May 1, 2013, from the Commissioner of Community Services, with reference to the draft Meadowvale Village Heritage Conservation District Plan, be received for information.
- (b) That the following correspondence be received:
  - 1. Letter dated June 7, 2013 from Meadowvale Village Community Association
  - 2. Letter dated June 10, 2013 from Meadowvale Village HCD Review Committee
  - 3. Letter dated June 7, 2013 from Ruth Victor & Associates, representing Rotherglen School
  - 4. That the following correspondence from Residents be received:
    - a) Letter dated June 6, 2013 from Michael and Christine Delongte
    - b) Email dated June 6, 2013 from Robert Zaffino and Carmela Pierro
    - c) Email dated June 6, 2013 from Cheryl Krasa
    - d) Letters dated June 6, 2013 and Email dated March 31, 2013 from Michael and Susy Picco
    - e) Letter dated June 6, 2013 from Miles Backhouse
    - f) Letter dated June 6, 2013 from Harp Singh
    - g) Email dated June 7, 2013 from Linda Simopoulos
    - h) Letter dated June 7, 2013 from Susan and Michael Stephan
    - i) Email dated June 7, 2013 from Greg and Susan Laughton
    - j) Email dated June 7, 2013 from Barb and Steve O'Mara
    - k) Letter dated June 7, 2013 from Lisa Fulop
    - l) Letter dated June 7, 2013 from Shannon and Adrian Bubalo
    - m) Email dated June 7, 2013 from Meghan and Martin Boeykens
    - n) Letter dated June 7, 2013 from Kimberly & Tim Van Wart
    - o) Email dated June 7, 2013 from David Moir
    - p) Letter dated June 7, 2013 from Greg and Margie Young
    - q) Email dated June 7, 2013 from Terry Wilson
    - r) Email dated June 7, 2013 from Rosemary Wilson
    - s) Letter dated June 7, 2013 from Frank and Andrea Bosnjak
    - t) Letter dated June 10, 2013 from Siobhan Kukolic



**4. PUBLIC MEETING**

**Proposed Amendments to Mississauga Official Plan and Zoning By-law 0225-2007 for the Meadowvale Village Neighbourhood Character Area, (Ward 11)  
File: CD.03.MEA**

Karen Crouse, Policy Planner, reviewed the proposed amendments to the Official Plan, and Marianne Cassin, Planner, Development and Design Division, reviewed the proposed amendments to the Zoning By-law to reflect the changes outlined in the Meadowvale Village Heritage Conservation District Plan.

Ms. Crouse reviewed the highlights of the changes to the Official Plan which would update the Meadowvale Village Neighbourhood Character Area policies, revise the policy framework to reflect existing conditions and as-built developments, and revise the Meadowvale Village Precincts Map.

Ms. Cassin noted the amendments to the Zoning By-law will apply to all lands currently zoned R1-32 within the Heritage Conservation District. The proposed changes to the Zone R1-32 will include additional regulations such as minimum lot sizes and maximum side yards, maximum gross floor areas of the dwellings and garages, maximum dwelling depth and maximum driveway width.

Councillor Carlson noted that this was a starting point and that the areas of concern will be addressed through further consultation with the community with respect to the lot size, the severance allowance, and the size of the dwellings.

Siobhan Kukolic, Resident, addressed the Committee and noted that the residents agree that there should be guidelines in place to protect the character of Meadowvale Village, but they did not feel part of the process in the development of the Meadowvale Village Heritage Conservation District Plan. She outlined her own concerns with the new guidelines on demolition and removal of structures, the proposed new lot size from 8,072 sq.ft to 13,000 sq.ft., the privacy fencing and with the definition of major ground disturbance as it relates to archeological surveys for any developments within the District. She further noted that the new guidelines did not permit accent lighting which the Crime Prevention Through Environmental Design policy supports. She requested that the process be extended to provide residents time to further review them with staff.

Madam Mayor expressed concern that Ms. Kukolic felt that there was no community collaboration in the consultation process when five public meetings were held to inform and engage the residents. She noted her pride in the City's consultation process with citizens. Ms. Kukolic said that the community was not clear that the by-law was going to change and that input was required.

Councillor Carlson said that the process is at a mid-point and that further public consultation would occur over the Summer or Fall.

Madam Mayor stressed the importance of the consultation process going forth and asked for staff comments. Mark Warrack responded that each home owner in the district was contacted at least two weeks prior to a consultation meeting outlining the purpose of the meeting. He noted that on several occasions not many people attended. Following each meeting, residents were contacted again with details of what transpired and directing them to the City's website for more information. Going forward, staff will meet with Councillor Carlson to determine the best way to conduct further consultation. Madam Mayor noted that adequate consultation process did take place, but the residents did not respond as they should have. She reiterated that she was proud of the City's public consultation process.

Mr. Warrack pointed out that staff had also met with the Meadowvale Village Review Committee who, as a representative of the community, had endorsed the Plan. Ms. Kukolic reiterated that the residents did not understand what was going to happen with the guidelines.

Councillor Carlson said that residents of Meadowvale Village will be invited to participate in two focus meetings, one devoted to the Zoning By-law changes and the other on the Heritage District Conservation Plan, so that by the Fall a consensus document can be the result.

Terry Wilson, Resident, noted that Meadowvale Village is steeped in history and retained much of its 19<sup>th</sup> Century character. He said that the current plan needs to be updated as long as it is done appropriately to achieve a balance between change and preservation. He cited concern that the current lot sizes will result in extremely large houses which would be incompatible with the Village character. A heritage district is considered to be a cultural landscape and the current guidelines lack the specific wording needed to protect the vital features. He said that a strong heritage plan can support preservation, discourage incompatible development and manage change as the community grows and evolves.

Martin Boeykens, Resident, noted his concern that the new guidelines require permits for planting trees, fences, pools, excavation, etc. and time sensitive projects can be impacted as permits take time. He suggested that a timeframe be instituted for the issuance of permits. He also suggested that in order to preserve the true sense of authenticity of the Village, that natural materials be used such as wood, instead of vinyl, and cedar shingles rather than asphalt. He requested that the Council consider other ways to maintain the Village character than the existing grants which do not touch on elements such as the different array of disposable incomes of the residents. He also noted that there would be value in implementing a simpler approach for residents to get information through just a telephone call on how the guidelines will affect their projects.

Greg Young, Resident, noted that he had no problem with guidelines that are restrictive enough to protect but balanced enough to be considerate of the home owners and what they would like to do with their properties. He wanted to ensure that a face to face consultation process will be conducted involving a group representative of the majority of the residents to produce a consensus document.

Councillor Carlson responded that he has requested staff to prepare a revised draft of the Plan which will take into account all the input received from residents for consultation with the community during the Summer or the Fall.

Madam Mayor noted that there is obviously a misunderstanding and that it is essential for residents to thoroughly understand the legislation and how it can be applied to preserve the Village.

Councillor Carlson moved the following motion which was voted on and carried:

PDC-0040-2013

1. That the report titled "*Proposed Amendments to Mississauga Official Plan and Zoning By-law 0225-2007 for the Meadowvale Village Neighbourhood Character Area*", dated May 21, 2013 from the Commissioner of Planning and Building, be received.
2. That the submissions made at the public meeting be received.
3. That staff report back to Planning and Development Committee on the submissions.

**RECEIVED** - (Councillor G. Carlson)  
File: CD.03.MEA

Councillor Carlson proposed a motion recommending the deletion of two properties located on 6940 Second Line West and 6985 Second Line West from the Meadowvale Village Heritage Conservation District Plan. The owners of the two properties did not wish to be part of the District and he supported their position as there were no compelling reasons to add them to the Precinct.

In response to Madam Mayor's and Councillor Tovey's query as to whether staff had recommended the addition of the two properties in the study area, Mark Warrack responded in the affirmative as they have the same characteristics of the Village.

Madam Mayor said that as Mayor, she could not support eliminating the properties from the Plan as the lots were huge and could be subdivided.

Councillor Carlson advised that the properties were not currently in the District and the owners did not wish to be part of it.

Councillor Carlson moved the following motion which was voted on and carried:

PDC-0042-2013

That two properties located at 6940 Second Line West and 6985 Second Line West be excluded from the Meadowvale Village Heritage Conservation District Plan, be approved.

**APPROVED** - (Councillor G. Carlson)

This Public Meeting closed at 7:38 p.m.

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REPORT 12 - 2013

TO: THE MAYOR & MEMBERS OF COUNCIL

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

GC-0368-2013

That the deputation by Shelley White, United Way of Peel Region with respect to the 2013-2014 community investments be received for information.

GC-0369-2013

That the deputations by Laura Piette, Director, Parks and Forestry, Paul Cravit, CS&P Architects and Todd Ladner, Streetsville Square Design Steering Committee and Streetsville BIA representative with respect to the Streetsville Main Street Square Redevelopment, be received.

GC-0370-2013

That the report entitled "Streetsville Main Street Square Redevelopment", dated May 29, 2013 from the Commissioner of Community Services be received for information.  
(Ward 11)

GC-0371-2013

1. That the lands subject to the Streetsville Main Street Square Redevelopment be named Streetsville Village Square;
2. That Council waive the requirement for a 30 day consideration period as outlined in the City's "Property and Facility Naming and Dedications" corporate policy ; and,
3. That all necessary by-laws be enacted.  
(Ward 11)

GC-0372-2013

That the report dated May 24, 2013 from the Commissioner of Community Services entitled "Natural Heritage and Urban Forest Strategy -- Draft Strategy and Upcoming Public Engagement", be received for information and be referred to stakeholders and the public for comments.

GC-0373-2013

1. That the Animal Care and Control By-law 0098-04, as amended, be revised as outlined in the report from the Commissioner, Transportation and Works, dated May 29, 2013 and titled "Amendments to the Animal Care and Control By-law 0098-04, as amended, to address Excess Bird Feeding".

2. That the enforcement action plan to address bird feeder complaints as outlined in the report from the Commissioner, Transportation and Works, dated May 29, 2013 and titled "Amendments to the Animal Care and Control By-law 0098-04, as amended, to address Excess Bird Feeding" be approved.

GC-0374-2013

That the Corporate Report dated May 26, 2013 from the Commissioner of Transportation and Works with respect to the Lisgar District Basement Water Infiltration Update and proposed Sump Pump Subsidy Program be referred to Council without a recommendation pending more information from staff.

(Ward 10)

GC-0375-2013

That a by-law be enacted to amend By-law 555-2000, as amended, to extend the 40 km/h speed zone on Miller's Grove between McCarron Crescent (southerly intersection) and Tenth Line West (southerly intersection).

(Ward 9)

GC-0376-2013

That a by-law be enacted to amend By-law 555-2000, as amended, to implement a parking prohibition on the east side of Cliff Road between North Service Road to a point 150 meters (492 feet) northerly thereof.

(Ward 7)

GC-0377-2013

That a by-law be enacted to amend By-law 555-2000, as amended, to implement 15-hour parking anytime on Bristol Road West in the following lay-bys:

1. On the south side of Bristol Road West between a point 42 metres (138 feet) west of Bathgate Road and a point 95 metres (312 feet) westerly thereof.
2. On the north side of Bristol Road West between a point 18 metres (59 feet) east of Durie Road and a point 63 metres (207 metres) easterly thereof.

(Ward 6)

GC-0378-2013

That a by-law be enacted to amend By-law 555-2000, as amended, to designate the northbound curb lane on Living Arts Drive between Princess Royal Drive and a point 45 metres (148 feet) southerly thereof, as an exclusive right-turn lane.

(Ward 4)

GC-0379-2013

That the City of Mississauga assume the municipal works as constructed by the developer under the terms of the Servicing Agreement for 43M-1781, Partacc Mississauga Developments Inc., (lands located north of Huntington Ridge Drive, east of Guildwood Way, west of Confederation Parkway and south of Eglinton Avenue West, in Z-29, known as Centrepont West) and that the Letter of Credit in the amount of \$1,753,076.60 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. Yorkminster Crescent, which forms part of the Centrepont West Subdivision, has been established as public highway pursuant to By-Law No.0277-2009.

(Ward 4)

GC-0380-2013

That a by-law be enacted to amend By-law 555-2000, as amended to implement paid parking in Municipal Parking Lot 36, located at Kariya Drive and Burnhamthorpe Road West.

(Ward 7)

GC-0381-2013

1. That a pilot project for full service food trucks be implemented for a period of one year subject to the conditions outlined in the report from the Commissioner, Transportation and Works, dated May 29, 2013 and titled "Revised Full Service Food Truck Pilot Project".
2. That staff report to Council at the conclusion of the pilot project.

GC-0382-2013

That the Corporate Report dated May 21, 2013 from the Commissioner of Transportation and Works with respect to MiWay Ticket Agent Network Consolidation be referred to Council without a recommendation.

(Wards 1, 2, 3, 4, 5, 6, 7, 8)

GC-0383-2013

1. That the Commissioner of Transportation and Works and the City Clerk be authorized to enter into the TD Green Streets Agreement with Tree Canada on behalf of the City of Mississauga, in a form satisfactory to Legal Services.
2. That all necessary by-laws be enacted.

GC-0384-2013

1. That the Winter Maintenance Driveway Windrow Snow Clearing Pilot be adopted as a permanent service for older adults (65 and over) and disabled residents only as outlined in this report dated May 29, 2013 from the Commissioner of Transportation and Works.
2. That a permanent co-ordinator position for Works Maintenance and Operations to address communication issues with the public be considered during the 2014 budget review process.
3. That a new communications campaign be initiated reminding residents to “Be nice, Clear your ice” to promote lending a helping hand with snow removal along sidewalks and driveways to those neighbours that are in need of assistance.

GC-0385-2013

That the Corporate Report dated May 24, 2013 from the Commissioner of Community Services entitled, “Winter Maintenance – Parks Operations” be received for information.

GC-0386-2013

1. That the City of Mississauga’s 2012 Treasurer’s Statement as required under the Development Charges Act, 1997, be received.
2. That the City of Mississauga’s 2012 Treasurer’s Statement be sent to the Ministry of Municipal Affairs and Housing within 60 days of Council receipt, as per the legislation.

GC-0387-2013

1. That the revised Corporate Policy and Procedure - Tuition Reimbursement attached as Appendix 1 to the report dated June 5, 2013, from the Commissioner of Corporate Services and Treasurer, be approved.
2. That By-law 0622-1991, being a by-law to provide for the reimbursement to employees for education costs, be repealed.
3. That staff be directed to investigate including educational opportunities for members of Council in the Tuition Reimbursement Policy and report back to the Governance Committee.

GC-0388-2013

1. That the Purchasing Agent be authorized to execute the necessary contracts for a 5 year term ending June 29, 2018 with Microsoft Canada (Microsoft) for Microsoft Premier Support Services in the estimated amount of \$500,000 exclusive of taxes.



2. That the Purchasing Agent be authorized to issue contract amendments to increase the value of the contract where necessary to accommodate growth and where such amount is approved in the Budget.
3. That Microsoft continue to be designated as "City Standard" for the duration of the contract term for the Premier Support Services and Microsoft suite of products used within the City.

GC-0389-2013

That the Corporate report dated May 21, 2013 from the Commissioner of Community Services entitled Mississauga Celebration Square – Cafe & Cart Food Services 2013 Spring/Summer Hours of Operation, be received for information.  
(MCSEC-0015-2013)

GC-0390-2013

That the Corporate Report dated May 14, 2013 from the Commissioner of Community Services entitled, "Mississauga Celebration Square Final Summer Calendar" be received for information.  
(MCSEC-0016-2013)

GC-0391-2013

That the 3 year work plan presented by the Enabling Growth Working Group of the Mississauga Celebration Square Events Committee be received and referred to staff for a report back to the Committee in September 2013.  
(MCSEC-0017-2013)

GC-0392-2013

1. That the PowerPoint presentation, dated May 28, 2013 and entitled "Streetsville Cenotaph: Streetsville, Mississauga," by Christine E. Vozoris, CS&P Architects Inc., to the Heritage Advisory Committee on May 28, 2013 be received;
2. That the request to alter the Streetsville Cenotaph, as described in the Corporate Report dated May 7, 2013 from the Commissioner of Community Services entitled "Request to Alter a Heritage Designated Property, Streetsville Cenotaph, 7 Main Street, Ward 11," be approved subject to further investigation of the brick by an experienced heritage mason;
3. That the heritage designation by-law be updated once the move and restoration are complete; and
4. That the granite sets, which run along the south side of the Streetsville Cenotaph, be incorporated into the development in some way and/or reused elsewhere within the village.

Ward 11  
(HAC-0037-2013)

GC-0393-2013

1. That the correspondence from the Integrity Commissioner, entitled "Rule No. 1: Key Principles that Underlie the Code of Conduct for Adjudicative Boards" and "Rule No. 12: Respect for the Board, the City and its Policies," be received; and
2. That the Corporate Report dated February 8, 2013 from the Integrity Commissioner to the Chair and Members of the Governance Committee, entitled "Local Board Codes of Conduct and Complaint Protocol," be received.

(HAC-0038-2013)

GC-0394-2013

1. That the Gooderham Farmhouse, located at 7235 Second Line West, be designated under the Ontario Heritage Act for its physical/design, historical/associative and contextual value;
2. That the request to remove the outbuildings, above-ground pool and rear deck, be approved subject to the following conditions:
  - a) That a letter of credit, in an amount to be determined by the Director, Culture Division, be provided to the City of Mississauga to cover the cost of replacing and/or restoring any damage that may come to the Gooderham Farmhouse, including the later addition;
  - b) That solid wood board hoarding be installed and maintained, for the duration of the demolition works, to protect the Gooderham Farmhouse;
  - c) That the rear deck and pool be removed by hand; and
  - d) That the Dixie Radial Railway Depot Station be donated to the Halton County Radial Railway, as per arrangements made with that organization.

Ward 11

(HAC-0039-2013)

GC-0395-2013

That the request to alter the Adamson Estate, as described in the Corporate Report dated May 7, 2013 from the Commissioner of Community Services, be approved.

Ward 1

(HAC-0040-2013)

GC-0396-2013

That the Heritage Advisory Committee recommends to the Director of Culture to approve the 2013 Designated Heritage Property Grant applications, as outlined in the Corporate Report dated May 8, 2013 from the Commissioner of Community Services.

(HAC-0041-2013)

GC-0397-2013

That the request to alter the property at 7005 Pond Street, as described in the Corporate Report dated May 8, 2013 from the Commissioner of Community Services, be conditionally approved, contingent on the applicant receiving clearance from the City's Transportation and Works Department for lot regrading.

Ward 11

(HAC-0042-2013)

GC-0398-2013

That the property at 1546 Douglas 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-0043-2013)

GC-0399-2013

That the property at 1171 Stavebank Road, 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-0044-2013)

GC-0400-2013

1. That the Memorandum dated May 7, 2013 from Paula Wubbenhorst, Senior Heritage Coordinator, entitled "Arborist Report Requirement," be received; and
2. That Heritage Planning staff consider requiring arborist reports for Cultural Landscapes, noted for their natural environment, even when not requested through the Site Plan process.

(HAC-0045-2013)

GC-0401-2013

That the correspondence dated April 2, 2013 from Janet (Grice) Gaysek, Ward 1 resident, entitled "Property of Historical Interest, 9 Carlis Place, Hiawatha By the Lake, Port Credit," be received and referred to Heritage staff for further research and investigation.

Ward 1

(HAC-0046-2013)

GC-0402-2013

That the Heritage Advisory Committee supports that the following nominations be submitted for the Ontario Heritage Trust Recognition Awards 2013, as recommended in the correspondence dated May 17, 2013 from Jayme Gaspar, Executive Director, Heritage Mississauga, entitled "Nomination for the Ontario Heritage Trust Recognition Awards 2013":

- a) Joseph Paquette – Lieutenant Governor's Ontario Heritage Award for Lifetime Achievement category;
- b) Jean Watt – Heritage Award for Lifetime Achievement category;
- c) Archbishop Romero Catholic Secondary School: Humanitarian Environmental Leadership Program (HELP) – Natural Heritage category;
- d) Duncan Willock – Cultural Heritage category; and
- e) Mark Shoalts – Built Heritage category.

(HAC-0047-2013)

GC-0403-2013

That the chart dated May 28, 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-0048-2013)

GC-0404-2013

That the correspondence dated April 17, 2013 from Alexander Temporale, Principal, ATA Architects Inc., with respect to the Canadian Tire Gas Bar located at 1212 Southdown Road, be received.

(HAC-0049-2013)

GC-0405-2013

1. That the PowerPoint presentation, dated June 4, 2013 and entitled "Natural Heritage & Urban Forest Strategy (NH&UFS) DRAFT DIRECTION," by Mirek Sharp, North South Environmental, and Lead Consultant, NH&UFS, and Margot Ursic, Beacon Environmental, and Lead Consultant, Urban Forest Management Plan, to the Environmental Advisory Committee on June 4, 2013 be received; and
2. That the Memorandum dated May 23, 2013 from David Marcucci, Manager, Park Planning, Community Services Department, entitled "Update on the Natural Heritage & Urban Forest Strategy (NH&UFS) and Upcoming Public Consultation," be received.

(EAC-0025-2013)

GC-0406-2013

1. That the PowerPoint presentation, dated June 4, 2013 and entitled "Green Fleet Program Analysis," by Julius Lindsay, Community Energy Specialist, to the Environmental Advisory Committee on June 4, 2013 be received; and
2. That the Corporate Report dated May 24, 2013 from the Commissioner of Community Services entitled "Greening Our Fleet" Program Analysis" be received.

(EAC-0026-2013)

GC-0407-2013

That the chart from Environment staff, with respect to upcoming agenda items and Environmental Advisory Committee (EAC) role, be received.

(EAC-0027-2013)

GC-0408-2013

That the chart dated June 4, 2013 from Julie Lavertu, Legislative Coordinator, Environmental Advisory Committee, with respect to the status of outstanding issues from the Environmental Advisory Committee, be received.

(EAC-0028-2013)

UB-1

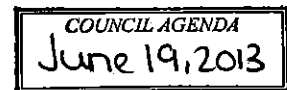


# Corporate Report

Clerk's Files

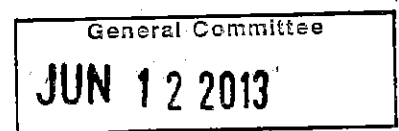
Originator's  
Files

MG.23.REP



**DATE:** May 26, 2013

**TO:** Chair and Members of General Committee  
Meeting Date: June 12, 2013



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

**SUBJECT:** **Lisgar District Basement Water Infiltration Update and Proposed  
Sump Pump Subsidy Program  
(Ward 10)**

- RECOMMENDATION:**
1. That the City of Mississauga offer a sump pump subsidy for the owners of those homes in the Lisgar District with reported basement water infiltration problems through a one-half cost sharing arrangement between the City of Mississauga and the homeowner, with a maximum contribution of \$3,000 per household to be provided by the City of Mississauga.
  2. That a by-law be enacted authorizing the Commissioner of Transportation and Works or delegate to enter into any agreements and ancillary documents between the City of Mississauga and homeowners related to the Lisgar District Sump Pump Subsidy Program.
  3. That a capital project be established: Lisgar District Sump Pump Subsidy Program (PN 13-142) with a gross and net budget of \$277,500 and that \$277,500 be allocated from the Capital Reserve Fund (Account 33121) to PN 13-142 and that the appropriate by-law be enacted.

4. That a copy of the report dated May 26, 2013 from the Commissioner of Transportation and Works titled *Lisgar District Basement Water Infiltration Update and Proposed Sump Pump Subsidy Program* be forwarded to the Region of Peel and Conservation Halton for information.

**REPORT  
HIGHLIGHTS:**

- The ongoing engineering study has dismissed a number of speculated potential causes to basement water infiltration in the Lisgar District
- The key finding from the engineering study to date is that water levels in the foundation drain collector (FDC) system have been observed to rise and fall quickly during certain storm events, leading to the theory that this could result in an increase to the amount and duration of water around residential basements
- Additional monitoring and actions are required through 2013 to assess remaining potential causes to basement water infiltration in the Lisgar District
- To assist homeowners who have had reported basement water infiltration in the Lisgar District and who wish to install a sump pump in their basement, a 50/50 cost-shared Sump Pump Subsidy Program is proposed
- The proposed Sump Pump Subsidy Program would provide a maximum subsidy of \$3000 per home and the entire program budget would be capped at \$277,500 (first come, first served), assuming an uptake by 50% of eligible homeowners

**BACKGROUND:**

The Lisgar District is situated in the northwest quadrant of the City and is bounded by the CPR tracks to the north, Britannia Road West to the south, Ninth Line to the west and Tenth Line to the east. The development of this residential area occurred primarily between 1986 and 2004 with infill lands being developed after this period.

The servicing of the Lisgar District is designed based on a three-pipe system: sanitary sewer, storm sewer and foundation drain collector

(FDC). The sanitary sewer system collects household wastewater and basement floor drainage; the storm sewer system conveys road surface runoff (based on a 2-year return period design capacity) into the Sixteen Mile Creek and; the FDC system drains the weeping tiles surrounding the foundation of homes to a storm drainage outlet separate from the Sixteen Mile Creek system. Designs based on a three-pipe system approach are used in municipalities across Ontario and elsewhere.

For more than two decades after development first began in the Lisgar District, water related complaints were uncommon. However, from 2008 onwards, a significant number of cases were reported. In particular, the rain events of October and November 2011 resulted in over 140 reported incidents of water in the basements of homes. A total of 185 incidents of water in basements within the Lisgar District have been reported to the Risk Management Section between 2008 and January 2013. The general affected areas are shown in Appendices 1 and 2. Several claims alleging negligence have been filed against the City. The specific cause(s) of this water infiltration issue is currently unknown.

An engineering consulting firm, AMEC, was retained in the fall of 2011 to undertake extensive field work and analysis to determine the cause(s) associated with the infiltration of water into the basements of homes. Further, actions are being undertaken by the City as preventative measures. These include inspections and maintenance works on the FDC and storm sewer systems, Sixteen Mile Creek and the Osprey Marsh Stormwater Management Pond.

Two community meetings organized by Councillor McFadden's office, on December 14, 2011 and April 16, 2013, were held to provide updates to the residents.

This report will provide a summary of the study findings and preventative and maintenance measures undertaken so far. It will also propose the implementation of a sump pump subsidy to assist homeowners with reported cases of basement water infiltration, and who wish to install a sump pump in their basement, for General Committee's consideration.



**COMMENTS:**Engineering Study

To determine the potential cause(s) of water infiltration into the basements of homes, the engineering consulting firm of AMEC was retained to undertake an engineering study focused on developing an understanding on the operation and interaction of four separate systems as shown below:

- Roadway storm sewer
- Overland flow route
- Sixteen Mile Creek Tributary and Osprey Marsh Stormwater Management Pond
- FDC

The study relies on the installation of extensive monitoring equipment, which began in December 2011, to capture rainfall, stream flows in Sixteen Mile Creek, storm sewer water levels, FDC water levels and groundwater levels, temperature and characteristics.

The usefulness of monitoring data is highly dependent on the weather. The year 2012 was a particularly dry year which led to less than ideal monitoring conditions. However, based on available information and data, a number of potential causes that were contemplated at the onset of the study have been ruled out. The study findings so far have also revealed and refined areas on which to focus.

In general, the consultant has found that:

- Water levels in the FDC system have been observed to rise and fall quickly during certain storm events, leading to the theory that this could result in an increase to the amount and duration of water around residential basements (this is unexpected as the FDC system was designed only to convey water from the weeping tiles around the foundation of homes and water levels should not fluctuate so rapidly or so substantially in response to rainfall)
- Large storms do not necessarily correspond to basement water infiltration and storm intensity, duration and soil moisture conditions all play a contributing role
- The development of the Lisgar GO station does not appear to

be a contributor to basement water infiltration

- Surcharge from the sanitary sewer system does not appear to be a direct contributor to basement water infiltration
- Several cross connections (sanitary system connected to the storm or FDC system) have been found but too few to cause widespread problems
- Sixteen Mile Creek is not a direct source of basement water infiltration, although it may be a contributing indirect factor

There are a number of potential causes where further monitoring and analysis are needed to determine their influence on basement water infiltration. This includes the following:

- The relationship between basement water infiltration and high water levels in Osprey Marsh Stormwater Management Pond and Sixteen Mile Creek - while the creek is not a direct source, further work is necessary to determine if an indirect relationship exists
- The capacity of the FDC system downstream of Britannia Road, and the potential impact of its connection to the existing storm sewer system at Erin Centre Boulevard
- A comparison of FDC flow rates south of Britannia Road to those in the Lisgar district to determine what differences, if any, exist
- Leakage of water from the storm sewer system into the FDC system
- Private property issues (aging basement foundation, changes to building such as basement walkouts, changes to lot grading)

The following table summarizes the potential causes that were considered along with those where further assessment is required.

Table 1: Summary of Potential Causes/Factors

Potential Cause/Factor	Influence		
	Low/NA	Contributing	Primary
Groundwater	✓		
GO Station	✓		
Sanitary System	✓		
Cross-Connections	✓		
Sixteen Mile Creek Backwater	Further Assessment Required		
SWM Pond Backwater			
FDC Leakage / Hydraulics / Tailwater / Depths			
Lot Grading			
Basement Construction/Changes			
Stormwater to Utility Trench			

#### Work Undertaken by the City

Many actions have been completed or are underway in response to the basement water infiltration. They include:

- Preventative maintenance work on the FDC and storm sewer system including CCTV (video) inspection and flushing of FDC pipes, identifying cross-connections through smoke and dye testing, sealing of FDC manhole lids and cracks, improving overland flow route
- High Water Protocol
- Sixteen Mile Creek maintenance activities (vegetation trimming, storm outlet sediment removal, bridges and crossings sediment removal, debris/obstruction removal)
- Osprey Marsh Stormwater Management Pond works (reconfiguration of outlet, inspection and maintenance of FDC manholes and maintenance works at pond outlet to improve flow)

#### Claims

A number of homeowners have submitted a claim with Risk Management seeking compensation for their damages. In addition, a Class Action lawsuit has been commenced seeking damages in the amount of \$200 million on behalf of all residents in the Lisgar District. To date, the City has not found any evidence of negligence

and unless the legal test for liability against the City is met, there is no justification for paying out any claims associated with basement water infiltration in the Lisgar District.

#### Next Steps

While the cause(s) of basement water infiltration has not been isolated, a number of potential causes have been ruled out. As part of the next phase of investigation, further analysis and testing to confirm theories will be undertaken. An extended period of data collection is needed in 2013 in hopes of acquiring the desired information that would contribute to their determination. To facilitate this, the following efforts will continue or be expanded:

- Existing FDC monitors remain with additional FDC level monitors to be installed along the downstream part of the system to assess the influence of outlet water levels
- Monitoring of water levels in Osprey Marsh Stormwater Management Pond and Sixteen Mile Creek
- Additional groundwater monitoring in the bedding of FDC/sanitary sewer laterals
- Additional monitoring in the sanitary sewer system to eliminate this as a potential contributor or factor
- Completion of leakage/dye testing for storm sewers in select areas
- Completion of video inspections and smoke/dye testing
- Investigation of basement walkout drainage systems and lot grading

It is anticipated that this phase of investigation will last until the fall of 2013 if ideal monitoring conditions occur. During this time, it is recommended that no further significant physical improvements be undertaken due to insufficient usable data collected through 2012. However, physical works will be considered as results of this investigation become known.

#### Sump Pump Subsidy Program

The investigations to date by the consultant have led staff to propose a sump pump subsidy program to assist the owners of the approximately

185 homes with reported basement water infiltration. Installation of a sump pump will provide homeowners who may desire to install basement sump pumps, with an additional safeguard against basement water infiltration until the investigation is completed and system wide solutions are found. It may also assist residents with reinstating their homeowner's insurance.

If approved by Council, the City will offer these homeowners a financial subsidy to install a sump pump up to 50% of the cost, to a maximum of \$3,000 per household. This is based on an estimated maximum unit cost of \$6,000 which is similar to that used in and experienced with the Rebate Program for Cooksville Creek as part of its Flooding Remediation and Action Plan.

The estimated City's financial contribution to the sump pump subsidy program, assuming an uptake rate of 50%, will be approximately \$278,000 as shown in Table 2. It is anticipated that the City will be able to administer this program using current staffing resources.

Table 2: Sump Pump Subsidy Program

Rebate Program	Cost/ Unit	City / Homeowner %	# of Homes with Reported Infiltration	Est. % Uptake	City Cost
Sump Pump Subsidy	\$6000	50/50	185	50	\$277,500

If a sump pump subsidy program is approved by Council, staff will develop the eligibility criteria, application process and program details with an implementation date no later than September 2013.

**STRATEGIC PLAN:** Not applicable.

**FINANCIAL IMPACT:** City funding in the amount of \$277,500 will be required to cost share the City's portion of the sump pump subsidy program. A capital project will be established: Lisgar District Sump Pump Subsidy

Program (PN 13-142), with a gross and net budget of \$277,500 which will be allocated from the Capital Reserve Fund (Account 33121) to PN 13-142.

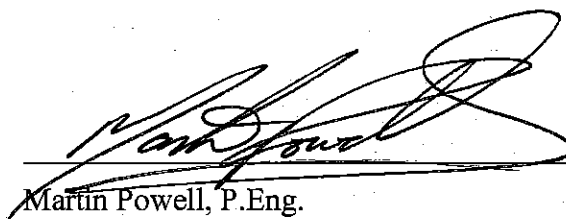
**CONCLUSION:**

The City is committed to actively investigate the cause(s) of basement water infiltration in homes within the Lisgar District. In the interim, a sump pump subsidy program is recommended to be offered to the owners of homes with reported water infiltration.

**ATTACHMENTS:**

Appendix 1: General Affected Area – North Lisgar

Appendix 2: General Affected Area – South Lisgar



Martin Powell, P.Eng.

Commissioner of Transportation and Works

*Prepared By: Lincoln Kan, P.Eng.*

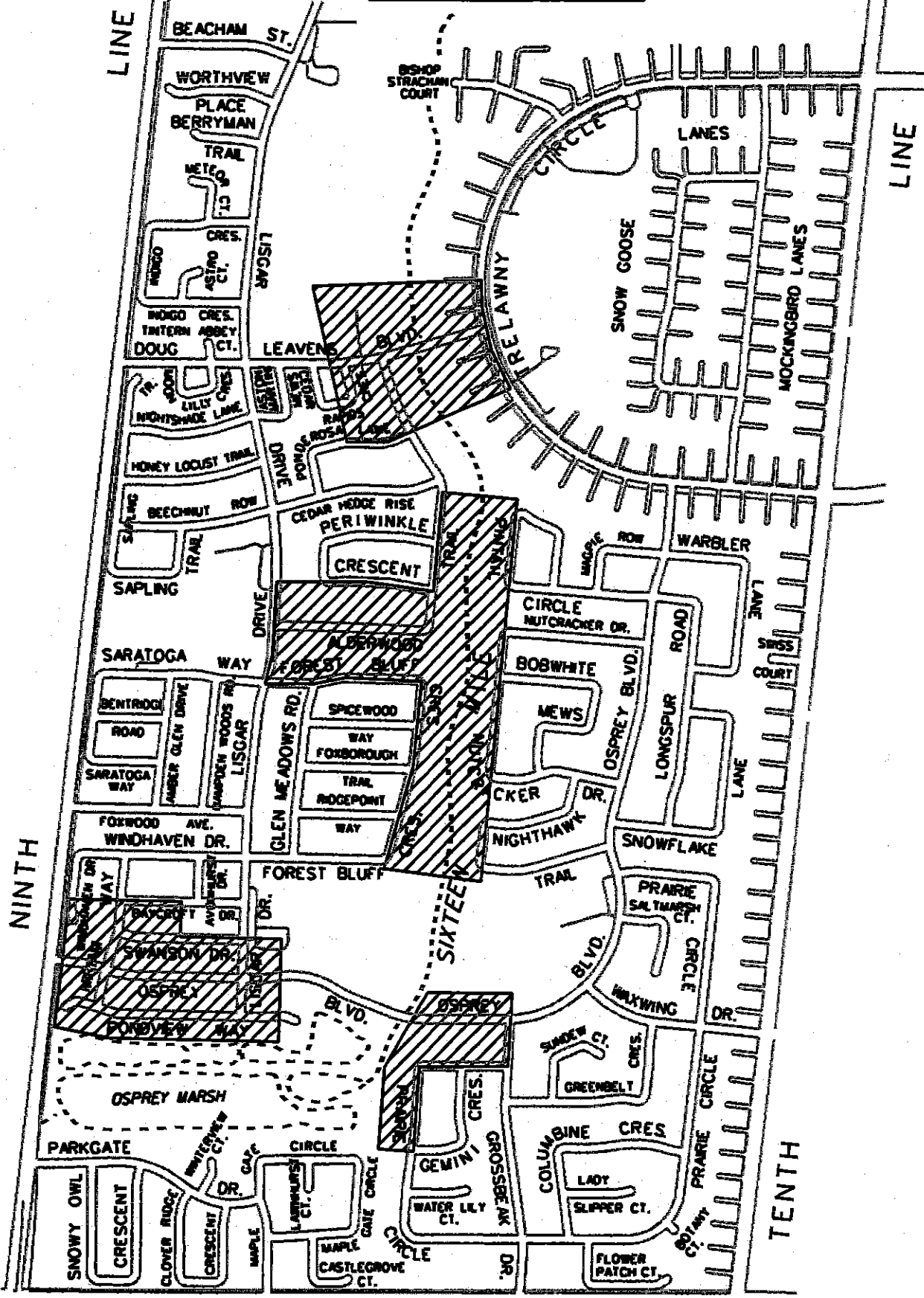
*Manager, Environmental Services*

## Appendix 1: General Affected Area - North Lisgar



# SOUTH LISGAR

Appendix 2:  
General Affected Area - South Lisgar



General Affected Area



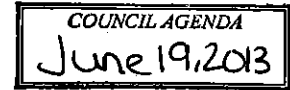


# Corporate Report

Clerk's Files

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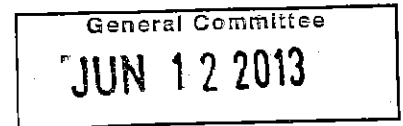


**DATE:** May 21, 2013

**TO:** Chair and Members of General Committee  
Meeting Date: June 12, 2013

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

**SUBJECT:** MiWay Ticket Agent Network Consolidation  
(Wards 1, 2, 3, 4, 5, 6, 7, 8)



**RECOMMENDATION:**

1. That the approach contained in the report dated May 21, 2013 from the Commissioner of Transportation and Works entitled "MiWay Ticket Agent Network Consolidation", to reduce the number of ticket agents through a phase-out process commencing September 01, 2013, be approved.
2. That ticket agents not meeting required orders of \$600 per week as stipulated in their Ticket Agent Agreement, be terminated.
3. That ticket agents with low sales volume that are located too close to another agent with higher sales volume be eliminated prior to the end of 2013.
4. That MiWay continue to monitor customer migration to remaining ticket agents during each phase-out process, and further reduce the network by eliminating agents who do not meet the terms and conditions of their Ticket Agent Agreement.

**REPORT  
HIGHLIGHTS:**

- PRESTO uptake by customers is continuously increasing resulting in a decrease in paper fare media sales thereby requiring a reduction in the number of ticket agents and overall consolidation of the agent network.
- A phase-out approach is proposed to cancel ticket agent agreements where agents are not meeting weekly sales requirements, and to decommission agents with low sales volume that are located within 10 – 15 minutes walking distance to another agent with higher sales volume.
- PRESTO point of sale devices are planned to be installed at four community centres initially with future installations to follow for the remaining centres.

**BACKGROUND:**

Online transit fare media purchases through eStore commenced in 2005 offering customers a convenient method of purchasing transit tickets and passes with delivery directly to their residence. Each year sales percentage volumes increased with customers purchasing fare media through the internet.

In 2008, Mississauga's community centres commenced selling transit fare media in addition to our 99 ticket agents. Of the eleven centres, Erin Meadows, Meadowvale, South Common and Rivergrove consistently maintain higher annual sales of fare media. Future plans are for all centres to be equipped with point of sale devices to support PRESTO (ie: card issuance, loading value).

In anticipation of the planned implementation of the PRESTO fare card system to eventually replace paper transit tickets and passes, measures were introduced by MiWay to commence the process of consolidating and reducing the ticket agent network. Over a period of five years, a reduction of agents occurred through attrition where agent agreements were not reinstated subsequent to store ownership changes and requests for new ticket agents were not granted unless there was a significant gap in coverage.

The City has made significant investment in PRESTO fare card technology and has worked with a range of partners to make PRESTO operational for MiWay customers since May 2011. In June 2012 MiWay implemented a PRESTO loyalty program as an alternative to

the paper weekly pass. PRESTO usage has continued to grow helped by Brampton Transit's discontinuing the sale of ticket media and GO Transit's elimination of most paper fare options.

The development of MiWay's 2013 Fare Strategy took into consideration the steady decline in traditional fare media purchases as a result of increased PRESTO migration. Due to consistent decreases in paper pass purchases and the PRESTO loyalty program alternative, the student weekly pass will be eliminated September 2013 as approved by Council.

#### COMMENTS:

The intent of the PRESTO fare system is to operate under a paperless system, whereby all fare payments are made using either PRESTO or cash. A paperless system eliminates the need for different fare media when connecting with other systems within the GTHA, speeds up boarding and helps to reduce fraud and minimize conflict that can occur with paper fare media. Currently, MiWay is operating a dual-system (PRESTO and paper) which results in the carrying of two-sets of overheads.

PRESTO is available to the public through the City Centre Transit Terminal, GO Transit terminals/stations, other participating transit service provider locations as well as via the telephone and internet. Within Mississauga there are more in-person reloading locations in the south and less in the north, similarly with ticket agent locations.

Although MiWay is taking a slower approach in decommissioning paper media due to the lack of reload sales devices in certain areas of the City and therefore its complete elimination will take some time. Customers' increased migration to PRESTO however have resulted in a decrease in paper fare media sales. MiWay Ticket Agent sales volumes (combined tickets/ passes) have declined an overall -25% as follows:

	Adult	Student	Child	Senior	Overall
Tickets	-19%	-17%	-10%	-6%	-24%
Weekly Pass	-33%	-24%	n/a	n/a	-30%
Monthly Pass	-1%	-5%	n/a	-9%	-3%

Comparatively, PRESTO receipts are now approaching 25% of fare revenue with Q1-2012 to Q1-2013 realizing an overall 328%

revenue increase in PRESTO fare payments. Further period to period comparison, 2012 to 2013 quantities indicates substantial increases in the number of new card issuance 204%, loading value onto cards 393%, and the number of ePurse transactions 312%. On average, PRESTO uptake has been increasing 8-10% per month reducing paper fare media sales as illustrated at **Appendix 1**.

As a result, due to the steady decline in weekly pass purchases, as part of the 2014 Fare Strategy and subject to Council approval, the elimination of adult weekly pass by end of 2013 will be proposed.

MiWay's current agent network consists of 79 ticket agents. A recent review indicates that eight agents are not meeting the required \$31,200 annual sales (\$600 per week) as per the agent agreement, while others are located close to each other and therefore only one agent is required to efficiently service customer demand.

A two-phase approach will be used for agent consolidation. Phase 1 will see locations not meeting the Ticket Agent Agreement targets closed. Phase 2 will be a consolidation based on agents located within 10 – 15 minutes walking distance of each other and have low sales. **See Appendix 2.**

Phase 1: Closing agents not fulfilling their Ticket Agent Agreement

All agents signed a Ticket Agent Agreement. Lack of customer demand and/or location has inhibited the ability of 8 long-time agents to meet the required \$600 weekly sales. These eight agents, through choice, do not sell all types of fare media only tickets and/or weekly passes. With the continuous uptake of PRESTO it is doubtful that these agents will be able to increase sales to required levels.

Phase 2: Agents located too close together with low sales volume

This phase identifies agents whose yearly sales are below \$100,000. In instances where agents are within 10 – 15 minutes walking distance of each other, the agent with the lowest sales will be decommissioned resulting in the next closest agent absorbing customer traffic. In most instances, the next closest agent's sales are well above \$100,000.

At each phase, communication will be provided to the ticket agents

being decommissioned; to the closest agent to those decommissioned; and to customers.

It was originally intended to have PRESTO available through third party agents however; PRESTO sales reload devices for this application are not currently available. Although PRESTO self-serve options through telephone and internet are operational today, MiWay fare media will not be available at third party agents once the decommissioning of existing paper fare media is complete. Accordingly the phase-out of paper fare media will occur over a protracted period as these third party devices are not expected until the TTC implements PRESTO in 2015/2016.

In conjunction with the agent network consolidation, MiWay is prepared to install PRESTO point of sale devices at the four higher volume community centres initially (Erin Meadows, Meadowvale, South Common and Rivergrove) with eventual roll-out to all remaining centres. The timing is dependent on the availability of the equipment. Due to the anticipated lower number of transactions at Community Centres than at the City Centre Transit Terminal different equipment with reduced functionality will be used. This equipment will cost one third the cost of high volume point of sale devices however, neither of these devices are suitable for use with a third party.

Staff advised affected Ward Councillors of our consolidation proposal and provided details to those who requested.

**STRATEGIC PLAN:**

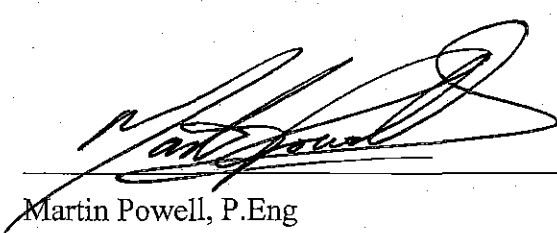
Implementing new processes and encouraging transit ridership leads to improvements in transportation, the environment and health of the community. This program achieves the City's strategic goals by:

- **Developing a Transit Orientated City**
  - ✓ encouraging environmental responsibility
  - ✓ promoting seamless inter-regional travel to connect people with destinations
- **Living Green**
  - ✓ promoting a green culture

**FINANCIAL IMPACT:** There are two staff responsible for deliveries to the 79 ticket agents each having access to a City vehicle for the distribution of transit fare media and collection of revenues. There is no financial impact in reducing agents during Phase 1 and 2 as the overall sales are initially expected to re-distribute. Only when the network decreases to half will there be savings realized since a second City vehicle will no longer be required.

**CONCLUSION:** Although MiWay has taken a slower and more measured approach in introducing PRESTO, neighbouring transit systems and GO Transit with whom we share a fare integration agreement, have aggressively adopted PRESTO. As PRESTO uptake increases MiWay paper fare media sales continue to decrease requiring less ticket agents. The effective date of September 1, 2013 provides sufficient notification to agents of the changes for Phase 1, with Phase 2 to be completed by year end.

**ATTACHMENTS:**  
Appendix 1: Comparison of Paper Fare Media Quantities Sold  
Appendix 2: Decommissioning of Agents per Ward



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Martin Powell, P.Eng  
Commissioner of Transportation and Works

*Prepared By: Margaret Johnston, Supervisor of Transit Revenue*

## Appendix 1

### Comparison of Fare Media Quantities Sold

Period 4	ACTUAL - YTD	2009	2010	2011	2012	2013
	CASH	1,511,997	1,559,007	1,750,742	1,718,585	1,453,646
ADULT	TICKETS (sheet)	194,443	194,653	225,473	205,114	153,937
	WKLY PASS	69,694	63,663	72,552	58,905	40,586
	MONTHLY PASS	9,290	9,272	9,864	9,509	9,135
STUDENT	TICKETS (sheet)	93,132	100,923	113,742	116,603	88,792
	WKLY PASS	28,656	26,554	31,162	30,825	25,714
	MONTHLY PASS	3,411	3,092	4,311	5,423	4,294
SENIOR	TICKETS (sheet)	20,266	22,728	25,107	27,135	25,027
	MONTHLY PASS	3,499	3,687	4,220	4,466	4,264
	ANNUAL PASS	678	612	553	496	424
CHILD	TICKETS (sheet)	6,738	6,285	7,044	7,718	6,641
PRESTO	CARD ISSUANCE		-	-	2,189	6,665
	LOAD VALUES		-	-	14,365	70,880
	EPURSE TRANSACTIONS		-	-	484,989	1,998,700

## Appendix 2

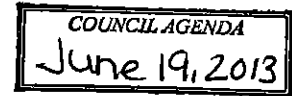
### Decommissioning of Agents per Ward

Ward	Total Agents In Ward	Agents Below Minimum Requirements (Phase 1)	Agents Too Close with Low Sales (Phase 2)	Remaining Agents after Consolidation
1	13	3	2	8
2	5	-	1	4
3	8	-	2	6
4	8	-	2	6
5	7	2	-	5
6	8	1	1	6
7	13	2	3	8
8	6	-	2	4
9	2	-	-	2
10	1	-	-	1
11	1	-	-	1



Carmela Radice

To: Hazel McCallion; Crystal Greer  
 Subject: RE:



From: Farzan Dubash

Sent: 06/05/2013 5:18 PM

To: MiWay Info; Public Info; [gmurray.mpp.co@liberal.ola.orgn](mailto:gmurray.mpp.co@liberal.ola.orgn); Hazel McCallion; [premier@ontario.ca](mailto:premier@ontario.ca); Chris Fonseca; Frank Dale; Ron Starr; Sue McFadden; Katie Mahoney

Subject:

Dear City of Mississauga,

Have you noticed that there are a lot of car accidents and traffic jams every day? This causes inconveniences for everyone. For example in car accidents people get killed and injured. It also causes the traffic to go very slow and makes people late. There is also the matter of car replacement and insurance and it costs money for you to send emergency vehicles as well. There are about 12 000 car accidents per year in Toronto and about 50-60 fatalities. One way to fix this is to have more buses and additional bus routes around the city. If there are more buses there would be fewer cars, therefore, there would be less traffic, less accidents and this also helps out with pollution problems because cars cause more pollution in buses so if about 50 people who normally drove took a bus to school or work there would be almost 50 times less pollution and 50 less vehicles and that makes less traffic and if there is less traffic it is also less likely to get into a car accident. I have a petition. I have asked Mississauga residents if they thought that we needed more public transportation in the city. The petition is attached to this letter.

Sincerely,

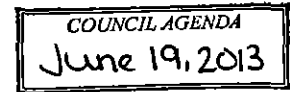
Farzan Dubash

<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 checked="" type="checkbox"/> Transportation & Works	For <input checked="" type="checkbox"/> Appropriate Action <input type="checkbox"/> Information <input type="checkbox"/> Reply <input type="checkbox"/> Report

**We think that the city of Mississauga needs more public transportation.**

Name	Signature	Address	Ward
T. Fuetzner	[Signature]	1571 BRUCE RD.	3
R. Engineer	[Signature]	1826 Shadybrook Ct	8
Mr. N. Nargdwalla	[Signature]	3221 Carabella Way, Miss.	10
K & V MISTRY	[Signature]	1080 FARM COTTAGE CT	8
Roma Fuetzner	[Signature]	1412 GOLDHAR DR. Miss.	3
M. KHURSHIDGARA	[Signature]	4145 TEA GARDEN CIRCLE	4
Yamrez W. W. D.	[Signature]	1324 Tecoma Sch Park	2
Pervez Varkha	[Signature]	1238 UPPER VILLAGE DRIVE	1
Behram Dubash	[Signature]	4316 Romfield Cres.	8
P. DINDHAW	[Signature]	3235 Cedar Hill Dr.	6
S. DUBASH	[Signature]	1271 Walden Circle	2
N. BHESANIA	[Signature]	1202 Cloverbrae Cres.	2
P. H. BHUNGARA	[Signature]	1646 Clarkson Rd. N. Miss.	2
P. Khosrawanwalla	[Signature]	3075 Cornish Rd Miss.	8
James J. J.	[Signature]		
Cyrus Gardner	[Signature]	3428 Angel Pass Dr.	8
Alex Collier	[Signature]	4352 Romfield Cres	8
Sylvia Peters	[Signature]	4317 Romfield Cres	8
Geeta Balsara	[Signature]	4341 Romfield Cres	8
Kelly Sandwell	[Signature]	4320 Romfield Cres	8
Robert Gibson	[Signature]	4312 Romfield	8

**From:** Hon. Bob Chiarelli <write2us@ontario.ca>  
**Sent:** 2013/05/30 12:00 PM  
**To:** Hazel McCallion  
**Subject:** A message from the Honourable Bob Chiarelli



**Ministry of Energy**

Office of the Minister

4th Floor, Hearst Block  
900 Bay Street  
Toronto ON M7A 2E1  
Tel.: 416-327-6758  
Fax: 416-327-6754

**Ministère de l'Énergie**

Bureau du ministre

4e étage, édifice Hearst  
900, rue Bay  
Toronto ON M7A 2E1  
Tél. : 416 327-6758  
Télééc. : 416 327-6754



May 30, 2013

**MEMORANDUM TO:** Her Worship Hazel McCallion

**MEMORANDUM FROM:** The Honourable Bob Chiarelli

**RE:** Stronger Municipal Voice in Renewable Energy Development

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Our government committed to give municipalities a stronger voice in decisions about renewable energy development.

Premier Kathleen Wynne made that commitment in her Throne Speech. As Minister of Energy, I have reiterated that commitment in the Legislature and in the communities I have visited across the province.

I am pleased to say that we are following through and making changes to give municipalities a stronger role in decisions about future renewable energy development.

Earlier this month, I asked the Independent Electricity System Operator (IESO) and the Ontario Power Authority (OPA) to develop a new regional energy planning process to help improve the way we plan, site and build future large energy infrastructure. This process will be based on formal input from municipalities, communities and the energy sector. The IESO and OPA are expected to report back with a joint implementation plan by August 1, 2013.

Today, I am announcing a major change to the way large renewable energy projects are contracted in Ontario. We will ask the OPA to develop a competitive procurement process to replace the large project stream of the Feed-in Tariff (FIT) program for projects greater than 500 kilowatts.

In developing this procurement process, the OPA will be required to engage with municipalities to identify appropriate technical siting requirements and locations for future large renewable energy projects. Competitive procurements tailored to meet the needs of communities to ensure that renewable energy developers work directly with municipalities before contracts are awarded.

I-1(a)

Ontario is also moving forward with procuring small renewable energy projects by introducing clear, predictable procurement windows. This fall, the Ontario Power Authority (OPA) will open a new procurement window for 70 megawatts (MW) for Small FIT and 30 MW for microFIT. In addition, Ontario is setting annual procurement targets from 2014 to 2018 — 150 MW for Small FIT and 50 MW for microFIT. In total, that's 900 MW of new capacity. This represents an estimated 6,400 jobs between now and 2018 and enough new, clean electricity each year for more than 125,000 homes.

In addition, the province is taking steps to make it easier for municipalities to bring their own clean energy projects online. While some municipalities are already participating in the FIT program, the FIT rules will be revised to encourage even more municipalities to participate.

The Ministry of Energy plans to work with the OPA to:

- Revise definitions under the FIT program, including setting aside part of the annual procurement target for projects partnered or led by municipalities and giving these projects priority in the same manner as projects with community and Aboriginal participation.
- Provide municipalities with access to funding for soft costs associated with the development of Small FIT projects.

Ontario also wants to provide further support and revenue opportunities for municipalities:

- We would like to help municipalities maximize their local energy opportunities by providing support for the development of a Municipal Energy Plan. These optional plans will integrate energy, infrastructure, growth and land use planning to support economic development, increase conservation and identify green energy opportunities. The program will focus on small to medium-sized municipalities.
- The OPA is developing a pilot program for FIT projects on unconstructed buildings. This will provide new opportunities for municipalities to generate extra revenue when planning future buildings such as arenas, libraries and community centres.
- Municipalities have also told us they would like to see more tax revenues from local projects. We will work with municipalities to determine the right property tax rate increase for wind turbine towers.

These changes will continue our commitment to clean energy, while giving municipalities a stronger voice, more options and new tools when it comes to renewable energy. Our goal is to ensure that the right projects are built in the right places at the right time.

If you have questions about these changes, you can contact Ministry of Energy staff in the Renewable Energy Facilitation Office (REFO) at [REFO@ontario.ca](mailto:REFO@ontario.ca) or by phone at 1-877-440-7336 (416-212-6582 within the GTA).

Sincerely,

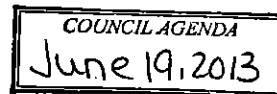


Bob Chiarelli  
Minister of Energy

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<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



www.cn.ca



I-2

**Corporate Services**

**Sean Finn**  
Executive Vice-President  
Corporate Services  
and Chief Legal Officer

935 de La Gauchetière Street West  
16<sup>th</sup> Floor  
Montreal, Quebec H3B 2M9  
Canada  
T 514-399-7091  
F 514-399-4854

**Services corporatifs**

**Vice-président exécutif**  
Services corporatifs et chef de la  
direction des Affaires juridiques

935, rue de La Gauchetière Ouest  
16<sup>e</sup> étage  
Montréal (Québec) H3B 2M9  
Canada  
T 514 399-7091  
Tc 514 399-4854

**RECEIVED**

**REGISTRY No.** 1692

**DATE** JUN 04 2013

**FILE No.**

**MAYORS OFFICE**

May 24, 2013

Her Worship Hazel McCallion  
Mayor of the City of Mississauga  
Office of the Mayor  
300 City Centre Drive  
Mississauga ON L5B 3C1

Dear Mayor McCallion:

We are writing to inform you of the significant investments CN continues to make in infrastructure, equipment, and technology to provide rail capacity to accommodate current and future freight traffic across Canada and the United States. CN handles approximately \$250 billion in goods annually and more than 300 million tons of cargo, serving exporters, importers, retailers, farmers and touching the lives of millions of people every day. Our agenda of supply chain collaboration and Operational and Service Excellence is helping make CN customers and the markets it serves more competitive at home and abroad.

CN's investment in plant and equipment is indeed significant -- 50 cents of every dollar of CN's operating profit is currently allocated to capital spending. And note the fact that North American railways build, maintain and pay taxes on their infrastructure -- at no on-going cost to the taxpayer.

In 2013, CN plans to invest approximately C\$1.9 billion to maintain and upgrade its railway network, grow its business efficiently, and improve customer service. Approximately C\$1 billion will be spent on track infrastructure to ensure continued safe railway operations and to improve the productivity of the company's rail network.

.../2

I-2(a)

Her Worship Hazel McCallion  
May 24, 2013  
Page 2

We would be pleased to answer any questions you may have once you've read the accompanying CN news release itemizing a number of key capital spending initiatives.

Sincerely,



Sean Finn

Enclosures

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<input type="checkbox"/> Planning & Building <input type="checkbox"/> Transportation & Works	<input type="checkbox"/> Appropriate Action <input checked="" type="checkbox"/> Information <input type="checkbox"/> Reply <input type="checkbox"/> Report



# FACT SHEET



- CN lines
- Secondary feeder lines
- Short line partners

- Automotive Distribution Facility
- Multi-Commodity Distribution Center
- CargoFlo Bulk Handling Facility
- Metal Distribution Center
- Intermodal Terminal
- Port Access
- Forest Products Distribution Centers
- Logistics Park

## IN NUMBERS

Employees	3,778
Route miles operated	2,654
Cash taxes paid	\$54M
Local spending	\$1.2B
Annual Capital Investments	\$214M

*As of December 31, 2012. Dollar figures in CDN\$*

ONTARIO

## CONNECTING SHORTLINES

Essex Terminal Railway  
 Goderich-Exeter Railway  
 Huron Central Railway  
 Ontario Northland Railway  
 Ontario Southland Railway  
 Port Colborne Harbour Line  
 Southern Ontario Railway - Hagersville  
 Southern Ontario Railway - Hamilton  
 St. Thomas & Eastern Railway

## IN THE COMMUNITY

### SAFETY AND SUSTAINABILITY

Operation Lifesaver • Parachute Leaders in Injury Prevention • Tree Canada

### TRANSPORTATION EDUCATION

Ryerson University • Canadian Transportation Research Forum • Foundation for Educational Exchange Between Canada and the United States of America

### CARING AND SOLIDARITY

Canadian Diabetes Association • Free The Children • Frontiers Foundation  
 Partnership for a Drug Free Canada • Partners for Mental Health

Royal Botanical Gardens • Smile China Project • The Canadian Red Cross Society  
 UNITED WAY - Belleville • London • Mississauga • Niagara Falls • Oakville • Oshawa  
 Sault Ste. Marie • Sarnia • Sudbury • Thunder Bay • York • Windsor



Miracle Match

**\$1,000,000**

Children's Hospital of Eastern  
 Ontario Foundation  
 2008 beneficiary  
 Ottawa, Ontario

**\$413,000**

Children's Health Foundation  
 2006 beneficiary  
 London, Ontario

### CONTACT

1-888-888-5909  
 contact@cn.ca

[www.cn.ca](http://www.cn.ca)

I-2(c)



North America's Railroad

**NEWS RELEASE**

**CN targets C\$1.9 billion in 2013 capital investments  
to improve service, raise network efficiency and grow the  
business**

**MONTREAL, Feb. 5, 2013** — CN (TSX: CNR) (NYSE: CNI) announced today a 2013 plan to invest approximately C\$1.9 billion to maintain and upgrade its railway network, grow the business efficiently, and continue to improve customer service.

Claude Mongeau, president and chief executive officer, said: "CN is committed to operating a safe and sustainable railway, making continued improvements in service and seizing traffic opportunities to grow at low incremental cost.

"Infrastructure investments, the acquisition of new locomotives and equipment and the enhancement of information technology systems will help support our agenda of operational and service excellence. They will also make our customers more competitive in domestic and global markets and position us to maximize further business opportunities in intermodal, energy and other resource and manufacturing markets in 2013 and beyond."

More than C\$1 billion in 2013 will be spent on track infrastructure to continue operating a safe railway and to improve the productivity and fluidity of the network. This investment will include the replacement of rail, ties and other track materials, and bridge work, as well as capacity and productivity improvements, among others, to:

- Continue CN's extended siding program in northern British Columbia, Alberta, and northern Ontario;
- Double-track portions of its mainline in Saskatchewan and add new signals on CN's Alberta mainline to expedite train movements;
- Continue improvements at Kirk Yard in Gary, Ind., and the former Elgin, Joliet and Eastern Railway line, and increase yard capacity and add sidings in the Baton Rouge, La., region.

CN also expects to spend approximately C\$700 million to grow with its customers across a range of markets as they expand their business, including investments in:

- Transloading operations and distribution centres to transfer freight efficiently between rail and truck;
- Construction of the recently-announced intermodal terminal in Joliet, Ill., and the completion of the Calgary Logistics Park project, and



I-2(c)

- Information technology to improve service and operating efficiency, and other projects to support the Company's strategic agenda.

In addition, CN will target approximately C\$200 million in 2013 for the acquisition of locomotives, intermodal equipment and vehicles as well as locomotive and car refurbishments. CN expects to take delivery of 40 new and 37 second-hand high-horsepower locomotives over the next 24 months, after also acquiring 25 new and 123 second-hand high-horsepower locomotives in 2012.

In 2012, CN's capital investment program totalled more than C\$1.8 billion.

### Forward-Looking Statements

Certain information included in this news release constitutes "forward-looking statements" within the meaning of the United States Private Securities Litigation Reform Act of 1995 and under Canadian securities laws. CN cautions that, by their nature, these forward-looking statements involve risks, uncertainties and assumptions. The Company cautions that its assumptions may not materialize and that current economic conditions render such assumptions, although reasonable at the time they were made, subject to greater uncertainty. Such forward-looking statements are not guarantees of future performance and involve known and unknown risks, uncertainties and other factors which may cause the actual results or performance of the Company or the rail industry to be materially different from the outlook or any future results or performance implied by such statements. Important factors that could affect the above forward-looking statements include, but are not limited to, the effects of general economic and business conditions, industry competition, inflation, currency and interest rate fluctuations, changes in fuel prices, legislative and/or regulatory developments, compliance with environmental laws and regulations, actions by regulators, various events which could disrupt operations, including natural events such as severe weather, droughts, floods and earthquakes, labor negotiations and disruptions, environmental claims, uncertainties of investigations, proceedings or other types of claims and litigation, risks and liabilities arising from derailments, and other risks and assumptions detailed from time to time in reports filed by CN with securities regulators in Canada and the United States. Reference should be made to "Management's Discussion and Analysis" in CN's annual and interim reports, Annual Information Form and Form 40-F filed with Canadian and U.S. securities regulators, available on CN's website, for a summary of major risks.

CN assumes no obligation to update or revise forward-looking statements to reflect future events, changes in circumstances, or changes in beliefs, unless required by applicable Canadian securities laws. In the event CN does update any forward-looking statement, no inference should be made that CN will make additional updates with respect to that statement, related matters, or any other forward-looking statement.

CN - Canadian National Railway Company and its operating railway subsidiaries - spans Canada and mid-America, from the Atlantic and Pacific oceans to the Gulf of Mexico, serving the ports of Vancouver, Prince Rupert, B.C., Montreal, Halifax, New Orleans, and Mobile, Ala., and the key metropolitan areas of Toronto, Buffalo, Chicago, Detroit, Duluth, Minn./Superior, Wis., Green Bay, Wis., Minneapolis/St. Paul, Memphis, St. Louis, and Jackson, Miss., with connections to all points in North America. For more information on CN, visit the company's website at [www.cn.ca](http://www.cn.ca).

- 30 -

#### *Contacts:*

##### Media

Mark Hallman  
Director  
Communications & Public Affairs  
(905) 669-3384

##### Investment Community

Janet Drysdale  
Vice-President  
Investor Relations  
(514) 399-0052

**Diana Haas**

**From:** Diana Haas  
**Sent:** 2013/06/11 9:08 AM  
**To:** Stacey Ballan; Carmela Radice; Sheena Harrington; Jim Tovey  
**Subject:** FW: File: OZ 10/003 W1

COUNCIL AGENDA  
 June 19, 2013

**From:** LORI BROWN  
**Sent:** 2013/06/10 5:00 PM  
**To:** Diana Haas  
**Subject:** File: OZ 10/003 W1

Diana,  
 Please accept this submission to be notified in future of any proposed official Plan Amendments.  
 I also would like to submit my views on the re-zoning. I would like to see zone C5-3 stay.  
 So, therefore, I am against this proposal.

Lori Brown  
 1062 Henley Rd.  
 Mississauga, On  
 L4Y1E1

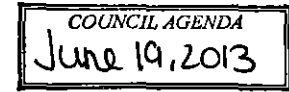
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<input type="checkbox"/> Community Services <input type="checkbox"/> Corporate Services <input checked="" type="checkbox"/> Planning & Building <input type="checkbox"/> Transportation & Works	For <input checked="" type="checkbox"/> Appropriate Action <input type="checkbox"/> Information <input type="checkbox"/> Reply <input type="checkbox"/> Report

**Carmela Radice**

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**From:** Mumtaz Alikhan  
**Sent:** 2013/06/11 12:37 PM  
**To:** Carmela Radice  
**Subject:** FW: Comments for the Meeting June 10, 2013 - File: CD.06.POR

**From:** Kareen Colbert  
**Sent:** 2013/06/10 4:00 PM  
**To:** Diana Haas  
**Cc:** Kareen Colbert  
**Subject:** Re: Comments for the Meeting June 10, 2013



Hello Diana-

My husband and I reside at Cumberland Drive and I would like the following comments noted in response to the Supplementary Report to be presented on the Port Credit Infill Housing Study - Hiawatha Neighbourhood.

1) I oppose the height restrictions — and am not in favour of amending the current height restrictions. Height restrictions were not the main focus of any of the Community meetings or Sub Committee meetings. During the brief occasions when the concept of height restrictions were brought forward, the point was always made with favourable agreement that many of the new builds in the area were at or close to the current height allowances, and were not generally a concern to the neighbours on the issue of height. My understanding is that close to a dozen of the newer builds in the neighbourhood would not be able to be built under the proposed changes. The home owners should be entitled to fully understand which existing homes would be in “breach” of these proposed bylaw changes, so that the community is fully aware of those homes that could not be built in the future under the proposed changes. It is understandable that we are attempting to prevent another 90 Cumberland Drive but it would also appear that these restrictions would prevent the future building of homes that many in our community believe are adding character and value to our unique neighbourhood.

2) It is proposed that the front yard setbacks for the waterfront lots on Cumberland be changed from 6m to 9m, and 12m where one of the abutting properties is set back 12m or more. As a number of the new builds have front yard setbacks of much less than 12m, this provision will inadvertently penalize those properties not yet re-developed. The setback on the north side has been left at 6m. There has been much talk of the need for a green corridor or an enticing street scape on Cumberland or the Waterfront Trail. Surely the need for an attractive streetscape cannot require one side of the street to build with a larger setback than the other. The 20m proposal is more than double the 6m restriction for the north side. This is highly inequitable. In addition, it is clear that the actual effect of the CVC required setback from TOP OF BANK is much more onerous than originally calculated. On a 250 foot length lot, with a 12m or 40ft front setback and the required 120 ft from top of bank rear setback by CVC - 30% lot coverage cannot be achieved. The effect of this will penalize the waterfront owners in lot coverage to a GREATER extent than the non waterfront owners.

I-4(a)

3) a new proposal to eliminate the protruding garage has been introduced. This is punitive because between 40 -50 % of the homes on the waterfront have some garage wall protrusion currently. By eliminating any front garage protrusion — every house will now have second storey living space above the garage (eliminating the need to comply with this regulation) and force more massing at the front of the house, which was the issue that started these discussions.

4) The effect of the proposed restrictions regarding maximum lot coverage of 30% for the waterfront lots on Cumberland is punitive for the waterfront owners. At a minimum, if the restrictions must limit the lot coverage on the waterfront owners to 30%, then surely the lot coverage on the north side should be 30% as well. The lots on the north side of Cumberland at 150' x50' can effectively build to lot coverage of 36%. The proposed limit on house length to 65ft would project lot coverage on most "regular" lots to approximately 36% or greater. The calculations are not this favourable for the waterfront properties. Given the current CVC restrictions, (which could easily be increased again in the future) and the proposed front yard setbacks, many waterfront lots are truly harmed by the proposed changes. As calculated above — we could not build to 30% lot coverage based on the new proposals on our waterfront lot which is 247 feet deep.

It would appear that a fair and equitable solution could be determined — however, this is not it.

Sincerely -

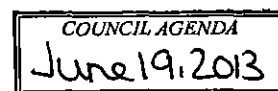
Kareen J. Colbert

Cumberland Drive

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<input checked="" type="checkbox"/> Planning & Building	<input type="checkbox"/> Information
<input type="checkbox"/> Transportation & Works	<input type="checkbox"/> Reply
	<input type="checkbox"/> Report

**Carmela Radice**

**From:** Mumtaz Alikhan  
**Sent:** 2013/06/11 12:39 PM  
**To:** Carmela Radice  
**Cc:** Mark Warrack; Stacey Ballan; Karen Crouse  
**Subject:** FW: Meadowvale Village Heritage Guidelines -



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<input type="checkbox"/> Transportation & Works	<input type="checkbox"/> Reply
	<input type="checkbox"/> Report

**From:** Gordon MacKinnon  
**Sent:** 2013/06/10 4:24 PM  
**To:** Mumtaz Alikhan  
**Cc:** George Carlson  
**Subject:** Meadowvale Village Heritage Guidelines

We have lived in the village since 1972 at Second Line W. and Old Derry Rd. and so have been involved in a number of village initiatives along with many of our neighbours over the years. A number of people down through time have worked hard to ensure that the area retained its unique charm and the heritage designation was a welcome guideline that we endorse.

We would like to give credit to many of those people (some of whom are no longer with us) who gave their time and efforts to ensure that the village would not disappear and simply devolve into another subdivision with monster homes on divided lots as we now have surrounding us. People like Jim and Pat Holmes have given and continue to give their time and efforts to making sure that the heritage of the area is maintained. Councillor George Carlson has also been involved and has been a good friend to the village over the years. People like Mark Warrack, Elaine Egl and Paula Wubbenhorst from the City have worked hard on behalf of the heritage designation and have put together a comprehensive package for your consideration.

Having said this, there is some concern among us that some of the language is too restrictive and others feel that we (being the residents) were not part of the collaborative process when the draft finally emerged.

While I do not entirely agree with the last statement (there were four meetings/presentations at the community hall) I would submit that a well-advertised meeting to all village residents, inviting input and collaboration, sometime in the near future, would rectify this area of concern so that we might get on with the finalization of these guidelines. From the meetings thus far (at the hall, school and private homes) I come away with the following points:

1. We all agree that the updated Heritage Guidelines are necessary.
2. Some of the language is felt to be too restrictive (see "steward", "will not", "shall not" etc.)
3. We all seem to agree that the lots in the village require an appropriate "footprint" for home size, addition, repairs etc. in keeping with the character of the village.
4. The village should be seen as a community of homes for families who enjoy the unique surroundings and wish to maintain the heritage and NOT as a place for developers with an eye on the dollar.

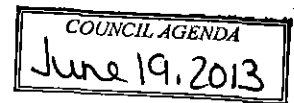
Thank You

Gord and Brenda MacKinnon

Please be informed of a proposed development  
in your neighbourhood



I-6



This is to inform you that the landowner at 1715 Audubon Boulevard, northeast corner of Audubon Boulevard and Fieldgate Drive has applied to the City to permit 30 townhouse dwellings on a common element condominium private road. Below is a short description of the applications. The City will be processing the applications as required by the Provincial *Planning Act* and we would welcome any comments you may have.

**Proposal:**

- This proposal will require an amendment to the Mississauga Official Plan Policies for the Rathwood Neighbourhood from "Parkway Belt West" to "Residential Medium Density";
- To change the zoning for the subject lands from "PB1" (Parkway Belt) to "RM6 - Exception" (Townhouse Dwellings on a CEC - Private Road);

**File:**

OZ 13/006 W3

**Applicant/  
Owner:**

Beverley Homes Holding Corp.

**More  
Information:**

Debbie Sheffield, Project Coordinator, Planning & Building Department at 905-615-3200 Ext. 3927 or by e-mail at: debbie.sheffield@mississauga.ca

The following studies/information were submitted in support of the applications:

- Concept Site Plan and Context Map
- Survey
- Building Elevations
- Planning Rationale
- Functional Servicing Report
- Noise Impact Feasibility Study
- Traffic Impact Study
- Geotechnical Investigation Report
- Phase I & II Environmental Site Assessment
- Arborist Report
- Green Development Strategy
- Parcel Abstract and Easement Documents
- Draft Official Plan Amendment & Zoning By-law

**Notice Date:**

June 6, 2013

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**Planning Act  
Requirements:**

The *Planning Act* requires that all complete applications be processed.

The above-noted application is now being circulated to City Departments and Public Agents for technical review.

Once this has been completed, a report summarizing the development and the comments received will be prepared by staff and presented at a Public Meeting.

Notice of the Public Meeting will be given in accordance with the *Planning Act* requirements.

A recommendation on the application will not be presented until after the Public Meeting and all technical comments have been received.

Please contact Mississauga City Council, c/o Diana Haas, Office of the City Clerk, in writing by mail at 300 City Centre Drive, Mississauga ON L5B 3C1 or by e-mail at [diana.haas@mississauga.ca](mailto:diana.haas@mississauga.ca) if:

- you would like to forward your views on the proposed development. Written submissions will become part of the public record; or
- you wish to be notified of any upcoming meetings.

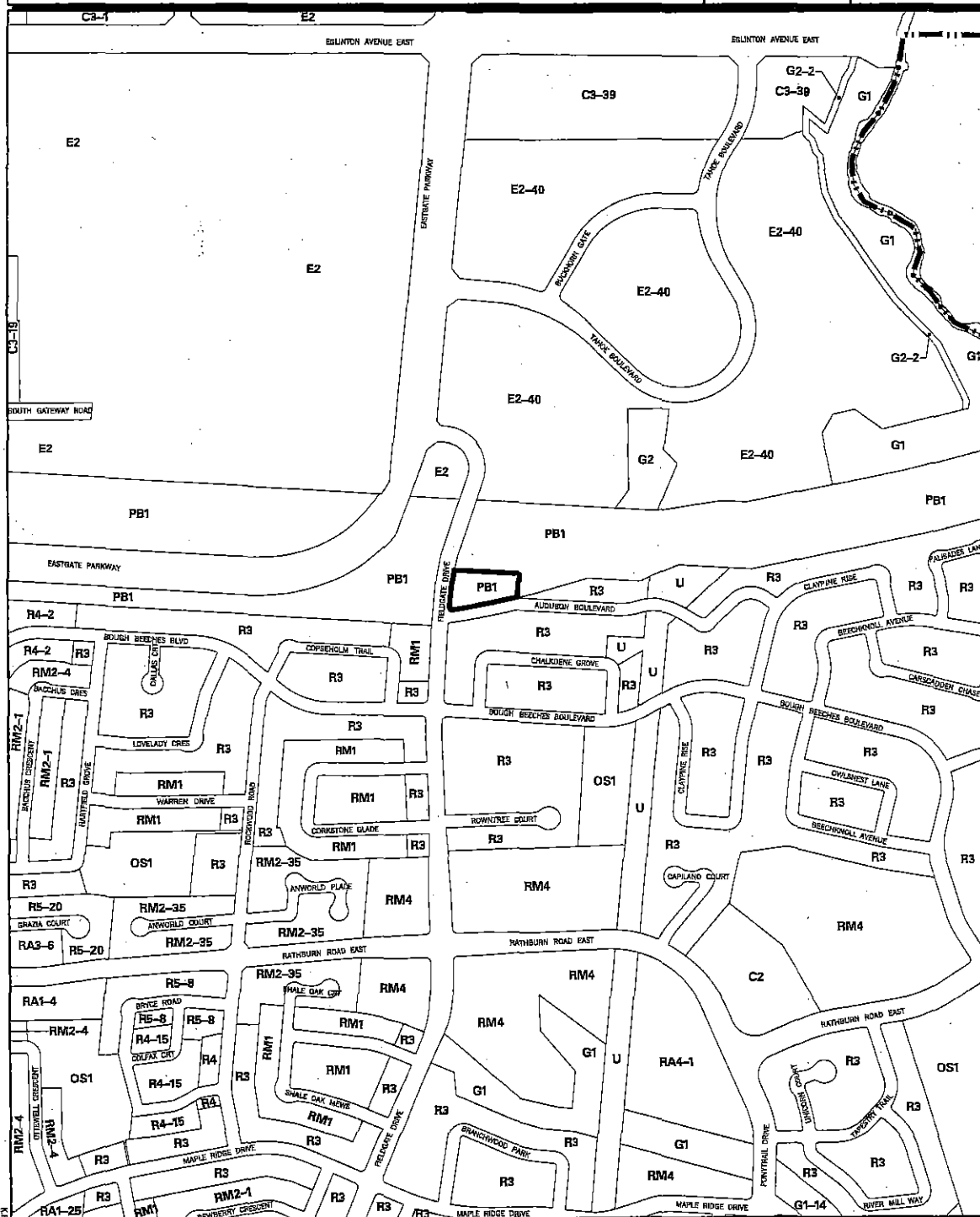
**More Information:**

Contact the person responsible for the file (noted above) for further details on the actual proposal.

The public may view planning documents and background material at the Planning and Building Department, 3<sup>rd</sup> floor, Mississauga Civic Centre between 8:30 a.m. and 4:30 p.m., Monday through Friday.

For residential applications, information regarding education and school accommodation is available from the Peel District School Board at 905-890-1099 or the Dufferin-Peel Catholic District School Board at 905-890-1221.

Marilyn Ball, Director  
Development and Design Division  
Planning and Building Department



C203 Mea I-7

WRITTEN SUBMISSION

COUNCIL AGENDA  
June 19, 2013

TO: Mississauga City Council  
c/o Mumtaz Alikhan  
Office of the City Clerk  
2<sup>nd</sup> Floor  
300 City Centre Drive  
Mississauga ON L5B 3C1

PROVIDE YOUR EMAIL ADDRESS IF YOU  
WISH TO BE CONTACTED THIS WAY

(Email)

FILE NUMBER:

0225-2007

OWNER/ APPLICANT:

PROPOSED AMENDMENTS TO MISSISSAUGA OFFICIAL  
PLAN AND ZONING BY-LAW 0225-2007  
for Meadowvale Village Neighbourhood Character  
BARB O'MARA

FROM:

BARB & STEVE O'MARA  
(First and Last Name)

7080 Second Line W.  
(Street #, Street Name, Unit Number)

MISSISSAUGA ON, L5B 1A1  
(City, Province, Postal Code)

SIGNATURE:



(Please ensure you have completed all sections. Information can be found on the Agenda Outline)

COMMENTS:

Not in support of by-law  
as it stands.

and the size + mass +  
gross floor area.

<input checked="" type="checkbox"/> Receive	<input type="checkbox"/> Resolution
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<input type="checkbox"/> Community Services	For
<input type="checkbox"/> Corporate Services	<input checked="" type="checkbox"/> Appropriate Action
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I-7(a)



## WRITTEN SUBMISSION

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Under the *Planning Act*, R.S.O. 1990, c.P.13, as amended and with respect to Bill 51 applications:

- i) If a person or public body does not make oral submissions at a public meeting, or make written submissions to the City of Mississauga before the by-law is passed, the person or public body is not entitled to appeal the decision of the City of Mississauga to the Ontario Municipal Board (OMB).
- ii) If a person or public body does not make oral submissions at a public meeting, or make written submissions to the City of Mississauga before the by-law is passed, the person or public body may not be added as a party to the hearing of an appeal before the OMB unless, in the opinion of the Board, there are reasonable grounds to do so.

A copy of your written submission will be forwarded to Mississauga City Council to become part of the public record with respect to the above noted matter.

The personal information requested on this form is collected under authority of the *Planning Act*, R.S.O. 1990, c.P.13, as amended, and the applicable implementing Ontario Regulation. This information will be used to inform you of future meetings including OMB Hearings regarding the above application. Questions about the collection of personal information should be directed to the Access and Privacy Officer, City of Mississauga, 300 City Centre Drive, Mississauga, ON L5B 3C1 or by telephone at 905-615-3200, Ext. 5181.

---

**NOTE:**     PLEASE COMPLETE THE BACK OF THIS FORM AND PLACE IN THE DROP BOX PROVIDED OR MAIL IT TO MISSISSAUGA CITY COUNCIL AT THE ADDRESS NOTED ON PAGE 2.

ALTERNATIVELY YOU MAY CHOOSE TO WRITE A LETTER ADDRESSED TO MISSISSAUGA CITY COUNCIL.

WRITTEN SUBMISSION

COUNCIL AGENDA June 19, 2013
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TO: Mississauga City Council  
c/o Mumtaz Alikhan  
Office of the City Clerk  
2<sup>nd</sup> Floor  
300 City Centre Drive  
Mississauga ON L5B 3C1

PROVIDE YOUR EMAIL ADDRESS IF YOU  
WISH TO BE CONTACTED THIS WAY

(Email) \_\_\_\_\_

FILE NUMBER:

~~2011-0007~~ CD.03.MEA

OWNER/ APPLICANT:

~~Michael Stephan~~ CITY OF MISSISSAUGA

FROM:

Michael Stephan & SUSAN STEPHAN

(First and Last Name)

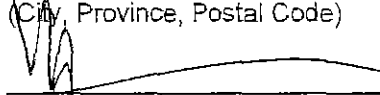

7099 POND STREET

(Street #, Street Name, Unit Number)

MISSISSAUGA ON L5W 1A1

(City, Province, Postal Code)

SIGNATURE:

(Please ensure you have completed all sections. Information can be found on the Agenda Outline)

COMMENTS:

I OBJECT TO ANY ZONING CHANGES  
TO MEADOWVALE VILLAGE HERITAGE  
DISTRICT <sup>PROPOSED</sup> BYLAW 0225-2007.

<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 checked="" type="checkbox"/> Appropriate Action
<input type="checkbox"/> Corporate Services	<input type="checkbox"/> Information
<input checked="" type="checkbox"/> Planning & Building	<input type="checkbox"/> Reply
<input type="checkbox"/> Transportation & Works	<input type="checkbox"/> Report



## WRITTEN SUBMISSION

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ALTERNATIVELY YOU MAY CHOOSE TO WRITE A LETTER ADDRESSED TO MISSISSAUGA CITY COUNCIL.

**WRITTEN SUBMISSION**

COUNCIL AGENDA  
June 19, 2013

TO: Mississauga City Council  
c/o Mumtaz Alikhan  
Office of the City Clerk  
2<sup>nd</sup> Floor  
300 City Centre Drive  
Mississauga ON L5B 3C1

PROVIDE YOUR EMAIL ADDRESS IF YOU  
WISH TO BE CONTACTED THIS WAY

(Email)

FILE NUMBER:

CD 03 Mea

OWNER/ APPLICANT:

FROM:

MARVIN BOY KEN) MEGAN KERRIGAN  
(First and Last Name)

7005 Pono 57.

(Street #, Street Name, Unit Number)

(City, Province, Postal Code)

SIGNATURE:

7.676

(Please ensure you have completed all sections. Information can be found on the Agenda Outline)

COMMENTS:

opposed to the <sup>60196105</sup> ~~original~~ AS DRAFTED

<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 checked="" type="checkbox"/> Appropriate Action <input type="checkbox"/> Information
<input checked="" type="checkbox"/> Planning & Building <input type="checkbox"/> Transportation & Works	<input type="checkbox"/> Reply <input type="checkbox"/> Report

I-9(a)



## WRITTEN SUBMISSION

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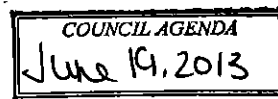
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WRITTEN SUBMISSION

I-10



TO: Mississauga City Council  
c/o Mumtaz Alikhan  
Office of the City Clerk  
2<sup>nd</sup> Floor  
300 City Centre Drive  
Mississauga ON L5B 3C1

PROVIDE YOUR EMAIL ADDRESS IF YOU  
WISH TO BE CONTACTED THIS WAY

(Email)

FILE NUMBER:

CD.03. MEA

OWNER/ APPLICANT:

Siobhan Kukolic

FROM:

Siobhan Kukolic

(First and Last Name)

7079 Pond Street

(Street #, Street Name, Unit Number)

MISS ON L5W1A1

(City, Province, Postal Code)

SIGNATURE:

(Please ensure you have completed all sections. Information can be found on the Agenda Outline)

COMMENTS:

I object to the proposed changes  
to Mississauga Official Plan and Zoning  
By Law 0225-2007.

<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



## WRITTEN SUBMISSION

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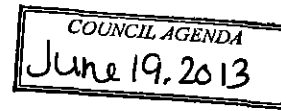
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WRITTEN SUBMISSION

I-11



TO: Mississauga City Council  
c/o Mumtaz Alikhan  
Office of the City Clerk  
2<sup>nd</sup> Floor  
300 City Centre Drive  
Mississauga ON L5B 3C1

PROVIDE YOUR EMAIL ADDRESS IF YOU  
WISH TO BE CONTACTED THIS WAY

(Email)

FILE NUMBER: CID.03. MEA

OWNER/ APPLICANT: Commissioner of Planning & Bldg

FROM: Miles Backhouse  
(First and Last Name)

7059 Second line W  
(Street #, Street Name, Unit Number)

Mississauga, Ontario L5W1A1  
(City, Province, Postal Code)

SIGNATURE:

(Please ensure you have completed all sections. Information can be found on the Agenda Outline)

COMMENTS:

To Reserve My Right of Appeal, I Reject  
the By-law 0225-2007 dated. I do  
not want any changes to existing  
zoning especially changes that require  
larger frontages and tougher restrictions  
on gross floor area

<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 checked="" type="checkbox"/> Appropriate Action <input type="checkbox"/> Information
<input checked="" type="checkbox"/> Planning & Building <input type="checkbox"/> Transportation & Works	<input type="checkbox"/> Reply <input type="checkbox"/> Report



I-11(a)



## WRITTEN SUBMISSION

---

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WRITTEN SUBMISSION

I-12

COUNCIL AGENDA  
June 19, 2013

TO: Mississauga City Council  
c/o Mumtaz Alikhan  
Office of the City Clerk  
2<sup>nd</sup> Floor  
300 City Centre Drive  
Mississauga ON L5B 3C1

PROVIDE YOUR EMAIL ADDRESS IF YOU  
WISH TO BE CONTACTED THIS WAY.

(Email)

FILE NUMBER:

0225-2007 BI-LAW (File # CB.03.14EA)

OWNER/ APPLICANT:

Cheryl Krasa

FROM:

Cheryl Krasa (Peter Krasa)

(First and Last Name)

7025 POND ST

(Street #, Street Name, Unit Number)

MISS ONT L5W 1A1

(City, Province, Postal Code)

SIGNATURE:

Cheryl Krasa

(Please ensure you have completed all sections. Information can be found on the Agenda Outline)

COMMENTS:

WE DO NOT SUPPORT THE

BY-LAW AND ZONING

AS IT STANDS.

SIZE, MASS, GROSS FLOOR AREA

<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



## WRITTEN SUBMISSION

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**WRITTEN SUBMISSION**

COUNCIL AGENDA  
June 19, 2013

TO: Mississauga City Council  
c/o Mumtaz Alikhan  
Office of the City Clerk  
2<sup>nd</sup> Floor  
300 City Centre Drive  
Mississauga ON L5B 3C1

PROVIDE YOUR EMAIL ADDRESS IF YOU  
WISH TO BE CONTACTED THIS WAY

(Email)

FILE NUMBER: CD-03-MEA 0225-2007

OWNER/ APPLICANT: Michael & Susey Piceo

FROM: Michael & Susey Piceo  
(First and Last Name)

7057 Pond St.  
(Street #, Street Name, Unit Number)

MISSISSAUGA  
(City, Province, Postal Code)

SIGNATURE: [Signature]

(Please ensure you have completed all sections. Information can be found on the Agenda Outline)

**COMMENTS:**

WE DO NOT support the Proposed  
ZONING CHANGES AND DO NOT  
support the GUIDELINES AS  
they STAND

<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-13(a)



## WRITTEN SUBMISSION

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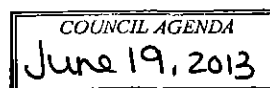
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WRITTEN SUBMISSION

TO: Mississauga City Council  
c/o Mumtaz Ali Khan  
Office of the City Clerk  
2<sup>nd</sup> Floor  
300 City Centre Drive  
Mississauga ON L5B 3C1

PROVIDE YOUR EMAIL ADDRESS IF YOU  
WISH TO BE CONTACTED THIS WAY

(Email)

FILE NUMBER:

CD-03-MEA & By-law 0225-2007

OWNER/ APPLICANT:

Robert Zaffino

FROM:

Robert Zaffino

(First and Last Name)

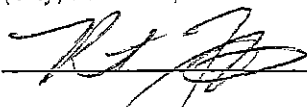
7143 Pond Street

(Street #, Street Name, Unit Number)

Mississauga ON L5W 1A1

(City, Province, Postal Code)

SIGNATURE:



(Please ensure you have completed all sections. Information can be found on the Agenda Outline)

COMMENTS:

Opposed to zoning as presented

Opposed to proposed guidelines

Unhappy with many issues re: childrens  
safety with guidelines

Ratio b/w building & lot sizes

<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
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