



AGENDA

SESSION 3

THE COUNCIL OF

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

WEDNESDAY, FEBRUARY 12, 2014 – 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



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1. CALL TO ORDER**2. APPROVAL OF AGENDA****3. DECLARATIONS OF CONFLICT OF INTEREST****4. MINUTES OF PREVIOUS COUNCIL MEETINGS**

(a) January 22, 2014

5. PRESENTATIONS

(a) Abilities Award

Diana Simpson, Accessibility Coordinator, Jaime Castro, Founder and Public Relations Director of the Abilities Awards, Rabia Khedr, Chair of Mississauga Accessibility Advisory Committee and Mayor McCallion will present a 2013 Abilities Award for the "Exceptional Volunteer with a Disability" to Glenn Barnes, Committee Member from the Mississauga Accessibility Advisory Committee and will speak to the 2nd Annual Abilities Awards – "The Academy Awards of the Disability Community" that will be held on December 3, 2014.

Information Item I-1

(b) Government Finance Officers Association Awards

Gary Kent, Commissioner of Corporate Services and Chief Financial Officer will provide an overview of the Government Finance Officers Associations Award and Mayor McCallion will present the 2013 Distinguished Budget Presentation Award to staff.

6. DEPUTATIONS

(a) Peel District School Board - Special Education High Needs Funding

Janet McDougald, Chair of the Peel District School Board will speak to Special Education High Needs Funding required in Peel Region.

Information Item I-2

(b) Autism Awareness – ONE person ONE Donation ONE Hope

Janan Di Nola, Co-founder One Piece Productions will speak to the goal of bringing the world's attention to autism, a pervasive disorder that affects tens of millions globally and ask Council to Light It Up Blue (Mississauga Celebration Square) in celebration of World Autism Awareness Day.

(c) Art Gallery of Mississauga

Stuart Keeler, Director/Curator at the Art Gallery of Mississauga and Mike Douglas, Board President, Art Gallery of Mississauga, Community resident and publisher of Spirit of Mississauga will provide an update on 2013 and plans for 2014 regarding exhibitions, programs and community connections.

(d) Friends of the Greenbelt Foundation

Shelley Petrie, Program Director of Friends of the Greenbelt Foundation will speak to the Expansion of the Provincial Greenbelt Plan Area into Mississauga report.

Unfinished Business UB-1

(e) Ontario Greenbelt Alliance

Erin Shapero, Program Manager, Land and Water for Environmental Defence and Coordinator of the Ontario Greenbelt Alliance will speak to the issue of Mississauga's application to add the publicly owned lands of the Credit River and Etobicoke Creek Valleys to the Greenbelt.

Unfinished Business UB-1

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

(In accordance with Section 43 of the City of Mississauga Procedure By-law 0139-2013, 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. INTRODUCTION AND CONSIDERATION OF CORPORATE REPORTS

- R-1 A report dated January 20, 2014, from the Commissioner of Planning and Building re: **Rezoning and Draft Plan of Subdivision Applications, to permit 24 semi-detached dwellings 5337 and 5353 Ninth Line and Blocks 548 to 553, inclusive, on Registered Plan 43M-1357, South of Tacc Drive, east side of Ninth Line, Owner: Cal-Arvona Developments Inc. Applicant: KLM Planning Partners Inc. Bill 51, Supplementary Report, Ward 10.**

Recommendation

That the Report dated January 20, 2014, from the Commissioner of Planning and Building recommending approval of the applications under Files OZ 13/004 W10 and T-M13001 W10, Cal-Arvona Development Inc., 5337 and 5353 Ninth Line and Blocks 548 to 553, inclusive, on Registered Plan 43M-1357, south of Tacc Drive, east side of Ninth Line, be adopted in accordance with the following:

1. That notwithstanding that subsequent to the public meeting, changes to the applications have been proposed, Council considers that the changes do not require further notice and, therefore, pursuant to the provisions of subsection 34(17) of the *Planning Act*, R.S.O. 1990, c.P.13, as amended, any further notice regarding the proposed amendment is hereby waived.
2. That the application to change the Zoning from "R1" (Detached Dwellings - Typical Lots) to "RM1-1" (Semi-Detached Dwellings) and "RM1-Exception" (Semi-Detached Dwellings) and from "RM1-1" (Semi-Detached Dwellings) to "RM1-Exception" (Semi-Detached Dwellings) to permit a plan of subdivision for 24 semi-detached dwellings in accordance with the proposed zoning standards described in the Information Report, be approved subject to the following conditions:
 - (a) That the draft plan of subdivision be approved.
 - (b) That the applicant agree to satisfy all the requirements of the City and any other official agency concerned with the development.
 - (c) Prior to final approval, the City of Mississauga shall be advised by the School Boards that satisfactory arrangements regarding the adequate provision and distribution of educational facilities have been made between the developer/applicant and the School Boards for this plan.

- (d) That in accordance with Council Resolution 160-91, requiring a minimum of three car spaces per dwelling, including those in a garage be required on-site and a minimum of 0.25 on-street visitor parking spaces per dwelling be required for dwellings on lots less than 12 m (39.4 ft.) of frontage for the subject development shall not apply.
- 3. That the Plan of Subdivision under file T-M13001 W10, be recommended for approval subject to the conditions contained in Appendix S-4, attached to the report dated January 20, 2014 from the Commissioner of Planning and Building.
- 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 36 months of the Council decision.

Motion

- R-2 A report dated January 29, 2014, from the Commissioner of Community Services re: **Port Credit Cultural Node Project Update, (Ward 1)**.

Recommendation

That the recommendations in the corporate report dated January 29, 2014 from the Commissioner of Community Services entitled "Port Credit Cultural Node Project Update", be approved, as follows:

- a) That applications for patio encroachment agreements within the Port Credit Cultural Node area be received no later than November 30th of the previous calendar year to allow for review and approval of applications for the following season;
- b) That acoustic music be permitted at outdoor patios in the Port Credit Cultural Node area;
- c) That a City initiated, blanket minor variance be sought to permit outdoor displays and street furniture immediately adjacent to a commercial business within the Port Credit BIA pilot project area, subject to an encroachment permit with the City, and such further conditions as stated in this report; and,

- d) That propane heaters be permitted on public right-of- way patios subject to an encroachment agreement with the City and such further conditions as stated in this report.

Motion

- R-3 A report dated January 29, 2014, from the Commissioner of Transportation and Works re: **2014 American Public Works Association (APWA) Congress Exposition - Toronto.**

Recommendation

That the City of Mississauga sponsor \$5000 at the Bronze level to the 2014 American Public Works Association (APWA) Congress and Exposition – Toronto.

Motion

9. **PRESENTATION OF COMMITTEE REPORTS**

- (a) Transportation Committee Report 2-2014 dated January 29, 2014.

Motion

- (b) Planning and Development Committee Report 2-2014 dated February 3, 2014.

Motion

- (c) General Committee Report 2-2014 dated February 5, 2014.

Motion

10. **UNFINISHED BUSINESS**

- UB-1 A report dated January 14, 2014, from the Commissioner of Community Services re: **Expansion of the Provincial Greenbelt Plan Area into Mississauga.**

Recommendation

- 1. That the report dated January 14, 2014, from the Commissioner of Community Services entitled “Expansion of the Provincial Greenbelt Plan Area into Mississauga”, be received for information.

2. That the Commissioner of Community Services be directed to submit a Corporate Report prior to the Summer 2014 Council recess, outlining a plan and cost estimates to expand the Provincial Greenbelt by designating selected public lands as Urban River Valley, as outlined in the Legislation.

Motion

11. **PETITIONS** - Nil

12. **CORRESPONDENCE**

- (a) Information Items: I-1-I-7
- (b) Direction Item: D-1

D-1 A letter dated January 13, 2014, from Randy Pettapiece, MPP (Perth-Wellington) requesting that Council pass a motion regarding joint and several liability.

Direction Required

13. **NOTICE OF MOTION** - Nil

14. **MOTIONS**

- (a) To approve recommendations from the following Committee Reports:
 - (i) Recommendations TC-0005-2014 to TC-0042-2014 inclusive contained in the Transportation Committee Report 2-2014 dated January 29, 2014.
 - (ii) Recommendations PDC-0005-2014 to PDC-0009-2014 inclusive contained in the Planning and Building Committee Report 2-2014 dated February 3, 2014.
 - (iii) Recommendations GC-0021-2014 to GC-0037-2014 inclusive contained in the General Committee Report 2-2014 dated February 5, 2014.
- (b) To close to the public a portion of the Council meeting to be held on February 12, 2014, to deal with various matters. (See Item 18 Closed Session).

- (c) To adopt the Report dated January 20, 2014, from the Commissioner of Planning and Building recommending approval of the applications under Files OZ 13/004 W10 and T-M13001 W10, Cal-Arvona Development Inc., 5337 and 5353 Ninth Line and Blocks 548 to 553, inclusive, on Registered Plan 43M-1357, south of Tacc Drive, east side of Ninth Line.

Corporate Report R-1

- (d) To approve the recommendations in the corporate report dated January 29, 2014 from the Commissioner of Community Services entitled "Port Credit Cultural Node Project Update."

Corporate Report R-2

- (e) To sponsor at the bronze level \$5,000 for the 2014 American Public Works Association (APWA) Congress and Exposition – Toronto.

Corporate Report R-3

- (f) To receive the report dated January 14, 2014, from the Commissioner of Community Services entitled "Expansion of the Provincial Greenbelt Plan Area into Mississauga" and to direct the Commissioner of Community Services to submit a Corporate Report prior to the Summer 2014 Council recess, outlining a plan and cost estimates to expand the Provincial Greenbelt by designating selected public lands as Urban River Valley, as outlined in the Legislation.

Unfinished Business UB-1

15. INTRODUCTION AND CONSIDERATION OF BY-LAWS

- B-1 A by-law to establish certain lands as part of the municipal highway system Plan 43R-33542 (in the vicinity of Torbam Road and Rena Road) (Ward 5).
- B-2 A by-law to allocate sums from the Capital Reserve Fund (Account 33121) to the Automatic Dialling – Announcing Device Project (PN14-510) and to authorize the withdrawal therefrom.

Resolution 0211-2013/December 11, 2013

- B-3 A by-law to authorize the execution of a Letter of Agreement between Her Majesty the Queen in right of the Province of Ontario, as represented by the Minister of Transportation for the Province of Ontario and the City of Mississauga.

TC-0008-2014/January 29, 2014

- B-4 A by-law to amend By-law No. 555-2000, as amended, being the Traffic By-law by deleting Schedule 3 no parking on Bristol Road West, and deleting Schedule 34 bicycle lanes on Bristol Road West, by adding Schedule 3 no parking on Bristol Road West and adding Schedule 34 bicycle lanes Bristol Road West (Ward 5)

TC-0067-2013/ November 27, 2013

- B-5 A by-law to allocate sums from the Parkland Dedication Reserve Fund (Account 32121) to the Hershey Parcel Development Planning Project (PN13-442) and to authorize the withdrawal therefrom (Ward 5).

GC-0668-2013/December 4, 2013

- B-6 A by-law to transfer funds from the Development Charges Reserve Fund Fire (Account 31320) to the Fire Master Plan Project (PN14-251).

GC-0006-2014/January 15, 2014

- B-7 A by-law to authorize the execution of an Agreement for the implementation of an eradication plan for the Asian Long Horn Beetle (the "ALHB").

GC-0608-2013/November 13, 2013

- B-8 A by-law to amend By-law 0347-2008, as amended being a By-law to exempt certain lands from Part-Lot Control Registered Plan 43M1776 (Ward 11).

- B-9 A by-law to amend 0282-2013, 0284-2013, 0285-2013, 0286-2013, 0287-2013 and 0288-2013, a by-law to amend various by-laws to effect housekeeping amendments to include a date of enactment.

GC-0609-2013/November 13, 2013

- B-10 A by-law to Adopt Mississauga Official Plan Amendment No. 18
Owner/Applicant: Amacon Development (City Centre) Corp (Ward 4).

PDC-0009-2014/February 3, 2014

- B-11 A by-law to amend By-law Number 0225-2007, as amended Owner/Applicant: Amacon Development (City Centre) Corp on the North side of Burnhamthorpe Road West, west of Confederation Parkway (Ward 4).

PDC-0009-2014/February 3, 2014

- B-12 A by-law to authorize the execution of an Assumption Agreement between Amacon Development (City Centre) Corp. Peel Standard Condominium Corporation No. 954 and The Corporation of the City of Mississauga,
Owner/Applicant: Amacon Development (City Centre) Corp (Ward 4).

PDC-0002-2009/January 21, 2009

- B-13 A by-law to amend By-law 0293-2006, as amended being the Site Plan Control By-law section 5, Schedules 4 and 5 and adding Schedule 5A.

PDC-0004-2014/January 13, 2014

- B-14 A by-law to authorize the execution of a Development Agreement between Centre City Capital Limited, The Corporation of the City of Mississauga and The Regional Municipality of Peel, southeast corner of Lakeshore Road East and Elizabeth Street (OZ 08/009 W1) (Ward 1).

PDC-0039-2012/June 20, 2012

- B-15 A by-law to adopt Mississauga Official Plan Amendment No. 1 Owner: Centre City Capital Limited Applicant: Michael Crabtree, John D. Rogers & Associates (Ward 1)

PDC-0039-2012/June 20, 2012

- B-16 A by-law to amend By-law Number 0225-2007, as amended in the zoning of the property outlined on the attached Schedule "A" from "C4" to "C4-60", southeast corner of Lakeshore Road East and Elizabeth Street, Owner: Centre City Capital Limited Applicant: Michael Crabtree, John D. Rogers & Associates (OZ 08/009 W1) (Ward 1).

PDC-0039-2012/June 20, 2012

- B-17 A by-law to authorize the execution of an Agreement between The Corporation of the City of Mississauga and Centre City Capital Limited pursuant to Section 37 of the *Planning Act*, as amended with respect to lands municipally known as 91-93 & 99 Lakeshore Road East and 42 Port Street East, Owner: Centre City Capital Limited Applicant: Michael Crabtree, John D. Rogers & Associates (OZ 08/009 W1) (Ward 1).

PDC-0039-2012/June 20, 2012

16. **INQUIRIES**

17. **OTHER BUSINESS AND ANNOUNCEMENTS**

18. **CLOSED SESSION**

- (a) Pursuant to the *Municipal Act*, Section 239 (2)
- (i) Litigation or potential, including matters before administrative tribunals, affecting the municipality or local board re: **Committee of Adjustment Appeal of "A" 437/13 – Imran Khan Dentistry Professional Corp. – 6951 Second Line West – Ward 11.**

- (ii) A proposed or pending acquisition of land or disposition of land by the municipality or local board re: **Torbram Road Grade Separation Project - Agreements of Purchase and Sale between Canadian National Railway Company and the Corporation of the City of Mississauga (Ward 5).**
- (iii) A proposed or pending acquisition of land or disposition of land by the municipality or local board re: **Lease Agreement with the YMCA for the Ernest Majury Child Care Centre at 1320 Williamsport Drive (Ward 3).**
- (iv) Personal matters about an identifiable individual, including municipal or local board employees re: **Traffic Safety Council – Life Member Nomination**
- (v) Personal matters about an identifiable individual, including municipal or local board employees re: **Employee Performance Review.**

19. CONFIRMATORY BILL

A by-law to confirm the proceedings of the Council of The Corporation of the City of Mississauga at its meeting held on February 12, 2014.

20. ADJOURNMENT



Corporate Report

Clerk's Files

R-1

Originator's

Files OZ 13/004 W10

T-M13001 W10

DATE: January 20, 2014



TO: Mayor and Members of Council
Meeting Date: February 12, 2014

FROM: Edward R. Sajecki
Commissioner of Planning and Building

SUBJECT: **Rezoning and Draft Plan of Subdivision Applications**
To permit 24 semi-detached dwellings
5337 and 5353 Ninth Line and Blocks 548 to 553, inclusive,
on Registered Plan 43M-1357
South of Tacc Drive, east side of Ninth Line
Owner: Cal-Arvona Developments Inc.
Applicant: KLM Planning Partners Inc.
Bill 51

Supplementary Report

Ward 10

RECOMMENDATION: That the Report dated January 20, 2014, from the Commissioner of Planning and Building recommending approval of the applications under Files OZ 13/004 W10 and T-M13001 W10, Cal-Arvona Development Inc., 5337 and 5353 Ninth Line and Blocks 548 to 553, inclusive, on Registered Plan 43M-1357, south of Tacc Drive, east side of Ninth Line, be adopted in accordance with the following:

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

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

2. That the application to change the Zoning from "R1" (Detached Dwellings - Typical Lots) to "RM1-1" (Semi-Detached Dwellings) and "RM1-Exception" (Semi-Detached Dwellings) and from "RM1-1" (Semi-Detached Dwellings) to "RM1-Exception" (Semi-Detached Dwellings) to permit a plan of subdivision for 24 semi-detached dwellings in accordance with the proposed zoning standards described in the Information Report, be approved subject to the following conditions:
 - (a) That the draft plan of subdivision be approved.
 - (b) That the applicant agree to satisfy all the requirements of the City and any other official agency concerned with the development.
 - (c) Prior to final approval, the City of Mississauga shall be advised by the School Boards that satisfactory arrangements regarding the adequate provision and distribution of educational facilities have been made between the developer/applicant and the School Boards for this plan.
 - (d) That in accordance with Council Resolution 160-91, requiring a minimum of three car spaces per dwelling, including those in a garage be required on-site and a minimum of 0.25 on-street visitor parking spaces per dwelling be required for dwellings on lots less than 12 m (39.4 ft.) of frontage for the subject development shall not apply.
3. That the Plan of Subdivision under file T-M13001 W10, be recommended for approval subject to the conditions contained in Appendix S-4, attached to the report dated January 20, 2014 from the Commissioner of Planning and Building.

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 36 months of the Council decision.

**REPORT
HIGHLIGHTS:**

- There were no significant concerns raised in connection with the proposed development; and
- The applications are acceptable from a planning standpoint and should be approved.

BACKGROUND:

A public meeting was held by the Planning and Development Committee on September 30, 2013, at which time a Planning and Building Department Information Report (Appendix S-1) was presented and received for information.

At the Public Meeting, the Planning and Development Committee passed Recommendation PDC-0065-2013 which was subsequently adopted by Council and is attached as Appendix S-2.

COMMENTS:

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

COMMUNITY ISSUES

A community meeting was held by Ward 10 Councillor Sue McFadden, on May 1, 2013. No concerns regarding the proposal were raised with staff. There were no additional comments raised at the Public Meeting held on September 30, 2013.

One e-mail was received from an area resident expressing concerns regarding increased traffic and insufficient parking. An acceptable Traffic Impact Study has been provided in support of the applications which demonstrates that the additional vehicular trips generated by this proposal will have limited impact on the surrounding road network and can be adequately accommodated.

UPDATED AGENCY AND CITY DEPARTMENT COMMENTS

City Transportation and Works Department

In comments updated January 15, 2014, the Transportation and Works Department confirmed receipt of a Site Servicing Plan, Grading Plan, Cross-sections, and Phase 1 Environmental Site Assessment. Notwithstanding the findings of these reports and drawings, additional details have been requested to be addressed as part of the required engineering submission process.

A noise report has also been received which concludes that with the use of appropriate attenuation measures, including an acoustical berm/fence with a buffer block and warning clauses, the proposed development can be adequately attenuated from the surrounding noise sources in accordance with City and Ministry of Environment guidelines.

In the event this application is approved by Council, the applicant will be required to enter into Servicing and Development Agreements to the satisfaction of the City and the Region of Peel for the dedication, design and construction of the municipal roads and services to extend Arvona Place, acquisition of part blocks and related works and any financial contributions required in support of this development.

PLANNING COMMENTS

Official Plan

As noted in Appendix S-1, the subject lands are designated "Residential-Low Density II" in the Churchill Meadows Neighbourhood Character Area in Mississauga Official Plan. The proposal is in conformity with the land use designation and associated policies contained in Mississauga Official Plan.

Zoning

Since the Information Report, the applicant has revised their application to only propose one "RM1 - Exception" Zone along with the existing "RM1-1 Exception" Zone. The six (6) semi-detached dwelling units located along the eastern property lines of the subject development are now proposed to have the same zone regulations as the proposed semi-detached dwellings located on the western portion of the subject properties (see Appendix S-3). The "RM1-Exception" Zone provisions identified in the last column of Appendix I-10 of the Information Report (Appendix S-1) will apply to all semi-detached dwellings located within the Arvona Place crescent. The Planning and Building Department have reviewed this revised proposal and minor revisions to the proposed zoning and find them acceptable.

Green Development Initiatives

The applicant has indicated that they will be using energy efficient materials in the construction of the proposed dwellings and will be providing "Energy Star" rated appliances.

Draft Plan of Subdivision

The proposed plan of subdivision was reviewed by City Departments and agencies and is acceptable subject to certain conditions, as outlined in Appendix S-3. Since the lands are the subject of a Draft Plan of Subdivision under File T-M13001 W10, development will be subject to the completion of services and registration of the plan.

FINANCIAL IMPACT:

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

CONCLUSION:

The proposed Rezoning and Draft Plan of Subdivision are acceptable from a planning standpoint and should be approved for the following reasons:

2-1(e)

1. The proposal represents an infill development that is compatible with the surrounding land uses as it provides for an appropriate density, built form, scale and setbacks.
2. The proposed "RM1-1" (Semi-Detached Dwellings) and "RM1-Exception" (Semi-Detached Dwellings) Zones are appropriate to accommodate the requested uses and meet the overall intent, goals and objectives of Mississauga Official Plan.
3. The proposed Draft Plan of Subdivision provides an efficient use of land and services and results in the orderly development of the lands at an appropriate density and scale.

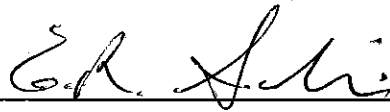
ATTACHMENTS:

Appendix S-1: Information Report

Appendix S-2: Recommendation PDC-0065-2013

Appendix S-3: Revised Zone Map

Appendix S-4: Conditions of Draft Approval



Edward R. Sajecki

Commissioner of Planning and Building

Prepared By: Antonia Krijan, Development Planner





Corporate Report

PDC SEP 30 2013

Clerk's Files

APPENDIX S-1

R-1 (f)

Originator's

Files

OZ 13/004 W10
T-M13001 W10

DATE: September 10, 2013

TO: Chair and Members of Planning and Development Committee
Meeting Date: September 30, 2013

FROM: Edward R. Sajecki
Commissioner of Planning and Building

SUBJECT: **Information Report**
Rezoning and Draft Plan of Subdivision Applications
To permit 24 semi-detached dwellings
5337 and 5353 Ninth Line
South of Tacc Drive, east side of Ninth Line
Owner: Cal-Arvona Developments Inc.
Applicant: KLM Planning Partners Inc.
Bill 51

Public Meeting

Ward 10

RECOMMENDATION: That the Report dated September 10, 2013, from the Commissioner of Planning and Building regarding the application to change the Zoning from "R1" (Detached Dwelling - Typical Lots) and "RM1-1" (Semi-Detached Dwellings) to "RM1-1" (Semi-Detached Dwellings) and "RM1 - Exception" (Semi-Detached Dwellings) zones under file OZ 13/004 W10 and a Draft Plan of Subdivision to permit 24 semi-detached dwellings under file T-M13001 W10, Cal-Arvona Developments Inc., 5337 and 5353 Ninth Line, be received for information.

**REPORT
HIGHLIGHTS:**

- The applications are to allow for the development of 24 semi-detached dwellings and the extension of Arvona Place as a public road.

R-1 (g)

- Community concerns identified to date relate to traffic and parking;
- Prior to the Supplementary Report, matters to be addressed include the appropriateness of the proposed Zoning By-law amendment and Draft Plan of Subdivision and satisfactory resolution regarding grading, retaining walls, stairs, walkway connections, and other design details.

BACKGROUND:

The above-noted applications have been circulated for technical comments and a community meeting has been held.

The purpose of this report is to provide preliminary information on the applications and to seek comments from the community.

COMMENTS:

Details of the proposal are as follows:

Development Proposal	
Applications submitted:	February 4, 2013 (received) March 5, 2013 (deemed complete)
Number of units:	24 semi-detached dwellings
Net Density:	34 units/ha (13.7 units/acre)
Maximum Height:	2 storeys/10.7 m (35.1 ft.)
Anticipated Population:	81* *Average household sizes for all units (by type) for the year 2011 (city average) based on the 2008 Growth Forecasts for the City of Mississauga.
Supporting Documents:	Planning Justification Report Draft Plan of Subdivision Context Map Preliminary Grading/Site Servicing Plan Parking Plan Acoustic Feasibility Study Architectural Elevations/Drawings Urban Design Guidelines

R-1(h)

Development Proposal	
	Phase 1 Environmental Site Assessment

Site Characteristics	
Frontage:	97.0 m (318.2 ft.) along Ninth Line
Depth:	76.0 m (249.3 ft.)
Net Lot Area:	0.71 ha (1.75 ac.)
Existing Use:	Two detached dwellings

The development proposal for 24 semi-detached dwellings and the completion of Arvona Place would incorporate Blocks 548 to 553, inclusive on Registered Plan 43M-1357, which are remnant blocks from the adjacent subdivision to the north and are currently held by the City in escrow.

Green Development Initiatives

The applicant is proposing the use of certain building materials such as low light gathering shingle colours to reduce hot roofs.

Neighbourhood Context

The subject property is located in the Churchill Meadows Neighbourhood Character Area and is surrounded by existing low density residential units and community uses, including a day care and a park. Currently, there are two detached dwellings located on the site. Information regarding the history of the site is found in Appendix I-1.

The surrounding land uses are described as follows:

- North: Detached dwellings
- East: Semi-detached dwellings and McCarron Park (P-418)
- South: Day care facility
- West: Across Ninth Line, vacant City lands (P-459)

2-1(i)

**Mississauga Official Plan Designation and Policies for
Churchill Meadows Neighbourhood (November 14, 2012)**

"Residential Low Density II" which permits detached, semi-detached and duplex dwellings, triplexes, street townhouses and other forms of low-rise dwellings with individual frontages.

These development applications conform to the policies of Mississauga Official Plan.

Existing Zoning

"R1" (Detached Dwellings – Typical Lots), which permits detached dwellings on lots with minimum frontages of 22.5 m (73.81 ft.) and minimum lot areas of 750 m² (8,072.9 sq. ft.) and **"RM1-1" (Semi-Detached Dwellings)** which permits semi-detached dwellings with minimum frontages of 8.5 m (27.9 ft.) and minimum lot areas of 220 m² (2,368 sq. ft.), as well as detached dwellings in accordance with the **"R7" (Detached Dwellings – Shallow Lots)** zone regulations.

Proposed Zoning By-law Amendment

"RM1-1" (Semi-Detached Dwellings) to permit semi-detached dwellings on lots with minimum frontages of 8.5 m (27.9 ft.) and minimum lot areas of 220 m² (2,368 sq. ft.).

"RM1-Exception" (Semi-Detached Dwellings) to permit semi-detached dwellings on lots with minimum frontages of 8.5 m (27.9 ft.), minimum lot areas of 220 m² (2,368 sq. ft.) and reduced rear yards.

"RM1-Exception" (Semi-Detached Dwellings) to permit semi-detached dwellings on lots with minimum frontages of 7.5 m (24.6 ft.) and minimum lot areas of 190 m² (2,045 sq. ft.).

As part of the rezoning, the applicant is proposing that the detailed zone standards outlined in Appendix I-10 be applied. Further, the proposal will require relief from Council approved resolution

R-10j)

CPD 121-91, which requires 3 on-site parking spaces per unit for frontages less than 12.0 m (39.4 ft.).

COMMUNITY ISSUES

A community meeting was held by Ward 10 Councillor Sue McFadden on May 1, 2013. No concerns regarding the proposal were raised with staff. To date, one e-mail from an area resident has been received expressing concerns with traffic and parking.

DEVELOPMENT ISSUES

Agency comments are summarized in Appendix I-8 and school accommodation information is contained in Appendix I-9. Based on the comments received and the applicable Mississauga Official Plan policies, the following matters will have to be addressed:

- Satisfactory arrangements regarding grading, retaining walls, stairs, walkway connections, and other design details.

OTHER INFORMATION

Development Requirements

In conjunction with the proposed development, there are certain other engineering matters with respect to servicing, grading, road construction and storm water which will require the applicant to enter into the appropriate agreements with the City, the details of which will be dealt with during the processing of the plan of subdivision.

FINANCIAL IMPACT:

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

CONCLUSION:

All agency and City department comments have been received and after the public meeting has been held and all issues are resolved,

R-1(K)

Files: OZ 13/004 W10

T-M13001 W10

Planning and Development Committee

- 6 -

September 10, 2013

the Planning and Building Department will be in a position to make a recommendation regarding these applications.

ATTACHMENTS:

Appendix I-1: Site History
Appendix I-2: Aerial Photograph
Appendix I-3: Excerpt of Churchill Meadows Land Use Map
Appendix I-4: Excerpt of Existing Land Use Map
Appendix I-5: Draft Plan of Subdivision
Appendix I-6: Context Plan
Appendix I-7: Elevations
Appendix I-8: Agency Comments
Appendix I-9: School Accommodation
Appendix I-10: Proposed Zoning Standards
Appendix I-11: General Context Map



Edward R. Sajecki

Commissioner of Planning and Building

Prepared By: Katherine Mahoney, Development Planner

R.

Cal-Arvona Developments Inc.

**Files: OZ 13/004 W10
T-M13001 W10**

Site History

- June 20, 2007 – Zoning By-law 0225-2007 came into force except for those sites which have been appealed. The subject lands are zoned "R1" (Detached Dwelling – Typical Lot) and "RM1-1" (Semi-Detached Dwellings).
- November 14, 2012 – The Ontario Municipal Board approved Mississauga Official Plan except for those policies under appeal. The subject lands and associated policies are not under appeal. The lands are located in the Churchill Meadows Neighbourhood and designated "Residential Low Density II".



LEGEND:



SUBJECT LANDS

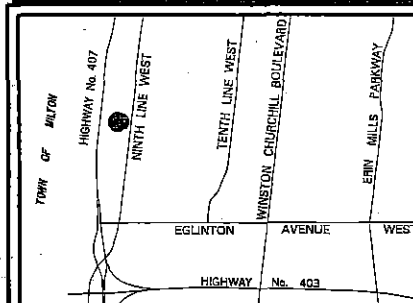
2-1 (m)

DATE OF AERIAL PHOTO: 03 2012



SUBJECT:

CAL-ARVONA DEVELOPMENTS INC.



FILE NO:
T-M13001 W10 &
OZ 13-004 W10

DWG. NO:
13304A

SCALE:
1:2000

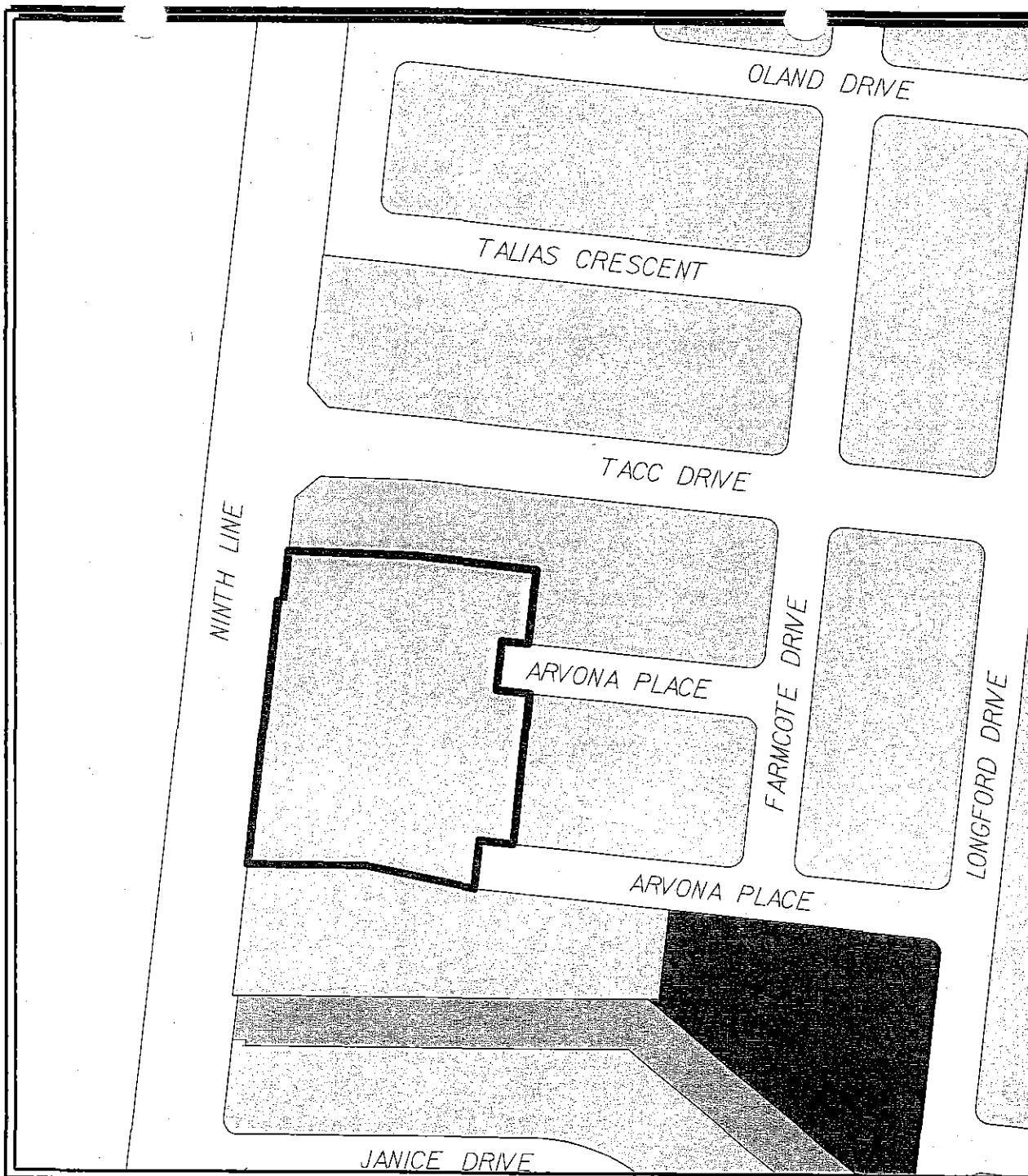
DATE:
2013 09 30

DRAWN BY:
K. PROKOP

APPENDIX I-2

MISSISSAUGA
Planning and Building

Produced by
T&W, Geomatics



PART OF SCHEDULE 10 LAND USE DESIGNATIONS OF MISSISSAUGA OFFICIAL PLAN

LAND USE DESIGNATIONS

	Residential Low Density I		Business Employment
	Residential Low Density II		Industrial
	Residential Medium Density		Airport
	Residential High Density		Institutional
	Downtown Mixed Use		Public Open Space
	Downtown Core Commercial		Private Open Space
	Mixed Use		Greenbelt
	Convenience Commercial		Parkway Belt West
	Motor Vehicle Commercial		Utility
	Office		To Be Determined

LAND USE LEGEND

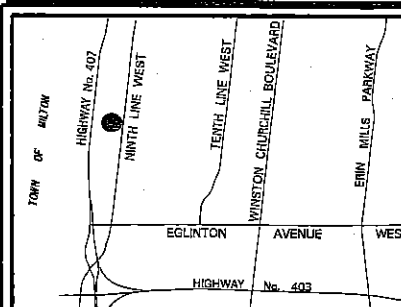
	Heritage Conservation District		Civic Centre (City Hall)
	1986 NEP/2000 NEP Composite Noise Contours		City Centre Transit Terminal
	LBPIA Operating Area Boundary See Aircraft Noise Policies		GO Rail Transit Station
	Area Exempt from LBPIA Operating Area		Public School
	Natural Hazards		Catholic School
			Hospital
			Community Facilities

CITY STRUCTURE

	Downtown		Corporate Centre
	Major Node		Employment Area
	Community Node		Special Purpose Area
	Neighbourhood		

SUBJECT LANDS

SUBJECT:
CAL-ARVONA DEVELOPMENTS INC.



FILE NO:
T-M13001 W10 &
OZ 13004 W10
DWG. NO:
13304L

SCALE:
1:2000

DATE:
2013 09 30

DRAWN BY:
K. PROKOP

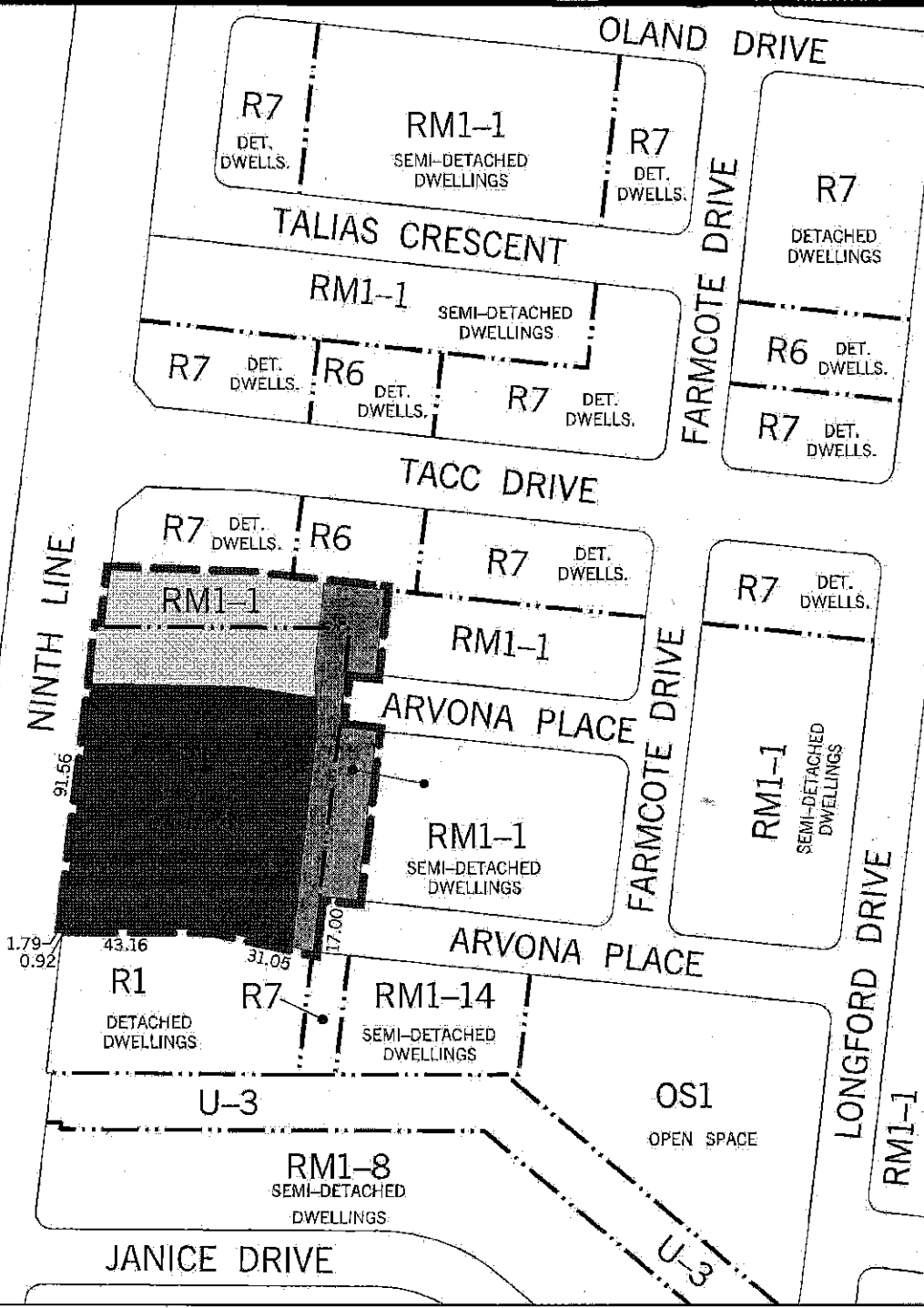
APPENDIX I-3

MISSISSAUGA
Planning and Building

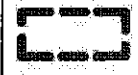
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T&W, Geomatics

2-1(6)

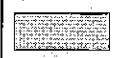
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LEGEND:



SUBJECT LANDS



PROPOSED REZONING FROM 'R1' (DETACHED DWELLING-TYPICAL LOT) AND 'RM1-1' (SEMI-DETACHED DWELLING) TO 'RM1-1' (SEMI-DETACHED DWELLING) TO PERMIT 6 SEMI-DETACHED UNITS.



PROPOSED REZONING FROM 'R1' (DETACHED DWELLING-TYPICAL LOT) AND 'RM1-1' (SEMI-DETACHED DWELLING) TO 'RM1-EXCEPTION' (SEMI-DETACHED DWELLING) TO PERMIT 6 SEMI-DETACHED UNITS.



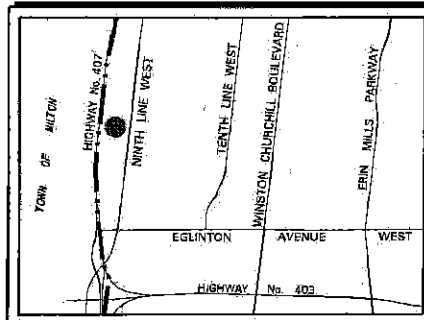
PROPOSED REZONING FROM 'R1' (DETACHED DWELLING-TYPICAL LOT) TO 'RM1-EXCEPTION' (SEMI-DETACHED DWELLING) TO PERMIT 12 SEMI-DETACHED UNITS.

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



SUBJECT:

CAL-ARVONA DEVELOPMENTS INC.



FILE NO: T-M13001 W10 & OZ 13004 W10	
DWG. NO: 13304R	
SCALE: 1:2000	
DATE: 2013 09 13	
DRAWN BY: K. PROKOP	

APPENDIX 1-4

MISSISSAUGA
Planning and Building

Produced by
T&W, Geomatics



SUBJECT
LANDS

NINTH LINE

BLK. 13

BLK. 14

BLK. 15

0.92

1.79

ARVONA PLACE

R=5.0m

R=5.0m

78.94

BLK. 12

BLK. 11

BLK. 10

BLK. 9

18.88

15.54

15.54

1

2

3

BLK. 8

25.8

25.9

26.0

99.02

25.8

25.9

26.0

BLK. 7

6

5

4

19.00

15.54

15.54

43.16

31.05

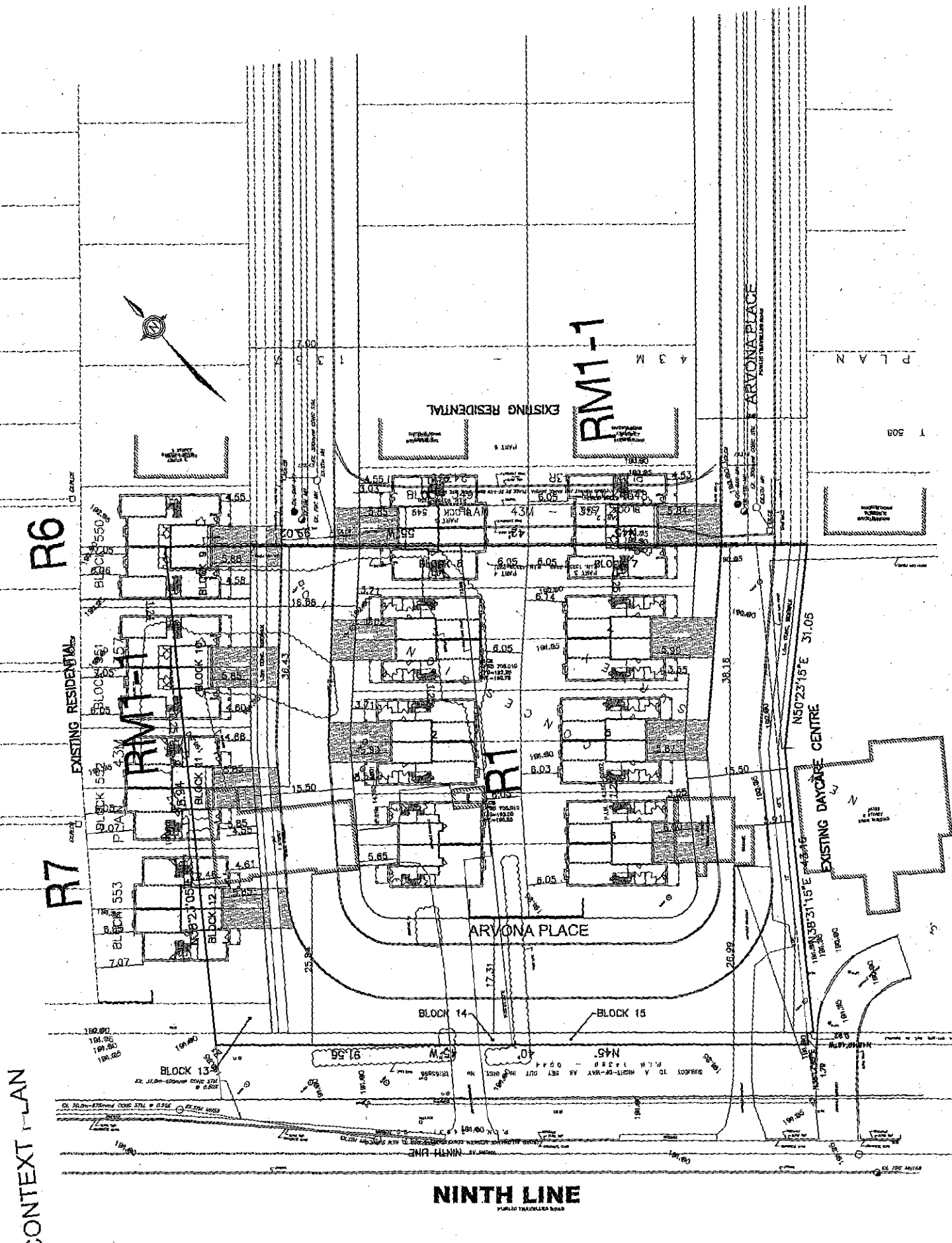
ARVONA PLACE

TACC DRIVE

FARMCOTE DRIVE

APPENDIX I-5

2-1(p)



59'-7 1/2" (10.25m) TOP OF ROOF
26'-14" (7.96m) MEAN OF ROOF



FRONT ELEVATION 'A'

FRONT ELEVATION 'B'

FRONT ELEVATION 'C'

FRONT ELEVATION 'D'

P-1(S)



FRONT ELEVATION 'A'

FRONT ELEVATION 'B'

FRONT ELEVATION 'C'

FRONT ELEVATION 'D'

Cal-Arvona Developments Inc.

Files: OZ 13/004 W10
T-M13001 W10**Agency Comments**

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

Agency / Comment Date	Comment
Region of Peel (April 25, 2013)	The Developer will be required to enter into a Subdivision/ Servicing Agreement with the City and the Region for the construction of municipal sewer and water associated with the lands, which includes satisfactory items and clauses. These services will be in accordance with the latest Region standards and requirements. Prior to the issuance of building permits for all lots and blocks, satisfactory arrangements must be made with the Regional Municipality of Peel with regard to water service applications and payments of the required connection charges. The Region will not accept payment for building permits until fire protection for the development is available and all securities for the development are in place.
Dufferin-Peel Catholic District School Board and the Peel District School Board (March 22, 2013 and March 19, 2013, respectively)	Both School Boards responded that they are satisfied with the current provision of educational facilities for the catchment area and, as such, the school accommodation condition as required by City of Mississauga Council Resolution 152-98 pertaining to satisfactory arrangements regarding educational facilities need not be applied for these development applications. In addition, if approved, both School Boards require that warning clauses regarding temporary school accommodation and transportation arrangements be included in any Agreement of Purchase and Sale as well as the Development/and or Servicing Agreements. Notice signs must also be erected on site advising that students may have to be accommodated in temporary facilities or bused to schools.
City Community Services Department – Parks and Forestry Division/Park Planning Section (July 23, 2013)	Residents of this development will be served by McCarron Park (P-418), which is located approximately 70 m (230 ft.) from the site and contains a playground. Sparling Woods (P-404) is also situated 650 m (2,133 ft.) from the site. P-459 - Not Yet Named (undeveloped) is close to the development and

Cal-Arvona Developments Inc.

Files: OZ 13/004 W10
T-M13001 W10

Agency / Comment Date	Comment
	<p>is located approximately 30 m (98 ft.) away.</p> <p>Should these applications be approved, a cash contribution for street tree planting on all public roads will be required. Further, prior to the issuance of building permits, payment of cash-in-lieu of parkland is required.</p> <p>According to the City Arborist, a Tree Inventory prepared by SBK, dated December 2012, identifies trees to be removed/preserved within the municipal boulevard along Ninth Line. Framed hoarding will be required for municipal trees to be protected.</p>
<p>City Transportation and Works Department (August 14, 2013)</p>	<p>This Department confirms receipt of a Site Servicing Plan, Grading Plan, Phase 1 Environmental Site Assessment, and Noise Feasibility Study, which are currently under review. Notwithstanding the findings of these reports and drawings, additional technical details have been requested, including proposed cross-sectional details confirming the compatibility with the adjacent lands to the south.</p> <p>Further detailed comments/conditions will be provided prior to the Supplementary Report Meeting pending receipt and review of the foregoing.</p> <p>The owner is required to make satisfactory arrangements with the City and the Region of Peel for the dedication, design and construction of the road and municipal services required for the extension of Arvona Place in support of this development</p>
<p>Other City Departments and External Agencies</p>	<p>The following City Departments and external agencies offered no objection to these applications provided that all technical matters are addressed in a satisfactory manner:</p> <p>Enersource Hydro Mississauga Inc. Rogers Cable Bell Canada Ministry of Transportation</p>

Cal-Arvona Developments Inc.

Files: OZ 13/004 W10
T-M13001 W10

Agency / Comment Date	Comment
	<p>The following City Departments and external agencies were circulated the applications but provided no comments:</p> <p>Economic Development Office - City Manager's Department Culture Division – Community Services Department Fire Prevention – Community Services Department Region of Halton Town of Milton Peel Regional Police Credit Valley Hospital The Trillium Health Centre Sun-Canadian Pipe Line Company Ltd. Conseil Scolaire de District Centre-Sud Conseil Scolaire de District Centre-Sud-Ouest</p>

R-1(W)

Cal-Arvona Developments Inc.

Files: OZ 13/004 W10

T-M13001 W10

School Accommodation

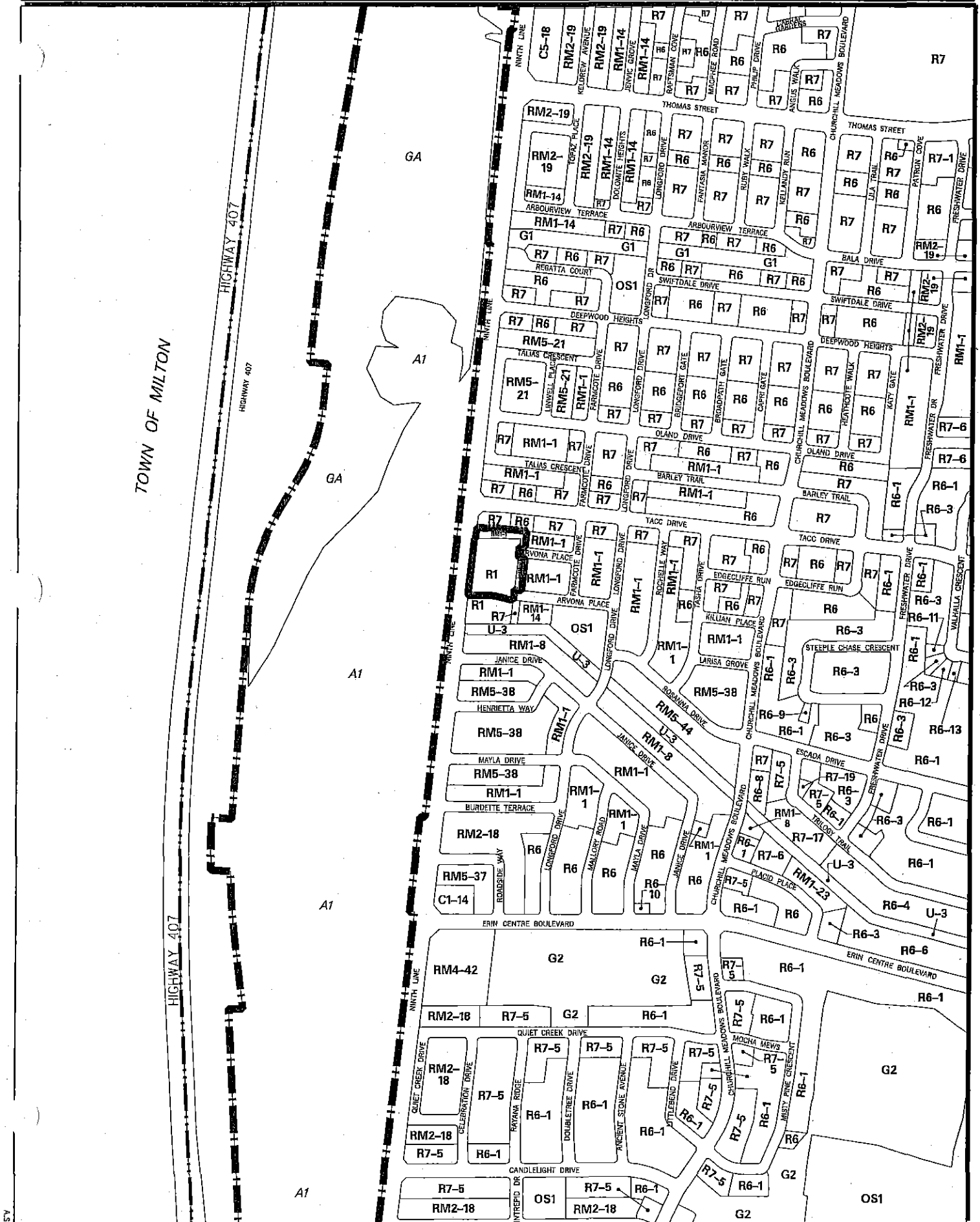
The Peel District School Board	The Dufferin-Peel Catholic District School Board
<ul style="list-style-type: none"> Student Yield: <ul style="list-style-type: none"> 6 Kindergarten to Grade 5 2 Grade 6 to Grade 8 2 Grade 9 to Grade 12 School Accommodation: <ul style="list-style-type: none"> McKinnon Public School <ul style="list-style-type: none"> Enrolment: 666 Capacity: 570 Portables: 4 Ruth Thompson Middle School <ul style="list-style-type: none"> Enrolment: 703 Capacity: 629 Portables: 5 Stephen Lewis Secondary School <ul style="list-style-type: none"> Enrolment: 1,516 Capacity: 1,530 Portables: 2 <p>* Note: Capacity reflects the Ministry of Education rated capacity, not the Board rated capacity, resulting in the requirement of portables.</p>	<ul style="list-style-type: none"> Student Yield: <ul style="list-style-type: none"> 4 Junior Kindergarten to Grade 8 1 Grade 9 to Grade 12 School Accommodation: <ul style="list-style-type: none"> St. Sebastian Elementary School <ul style="list-style-type: none"> Enrolment: 661 Capacity: 593 Portables: 0 St. Joan of Arc Secondary School <ul style="list-style-type: none"> Enrolment: 1,252 Capacity: 1,371 Portables: 4

Cal-Arvona Developments Inc.

Files: OZ 13/004 W10
T-M13001 W10

Proposed Zoning Standards

	Existing "R1"	Existing "RM1-1"	Proposed "RM1- Exception"	Proposed "RM1- Exception"
Permitted Use	Detached Dwelling	Detached and Semi-detached Dwellings	Detached and Semi-detached Dwellings	Detached and Semi-detached Dwellings
Minimum Lot Area (Interior)	750 m ² (8,073 sq. ft.)	220 m ² (2,368 sq. ft.)	220 m ² (2,368 sq. ft.)	190 m ² (2,045 sq. ft.)
Minimum Lot Frontage (Interior)	22.5 m (73.8 ft.)	8.5 m (27.9 ft.)	8.5 m (27.9 ft.)	7.5 m (24.6 ft.)
Minimum Rear Yard	7.5 m (24.6 ft.)	7.0 m (23.0 ft.)	7.0 m (23.0 ft.)	6.0 m (19.7 ft.)
Rear Wall Projection/ Encroachment	n/a	Where the abutting rear lot has a min. rear yard of 7.0 m (23.0 ft.), the min. rear yard may be reduced to 6.0 m (19.7 ft.) for a max. of 50% of the width of the rear wall.	A maximum of 50% of the width of the rear wall of the semi-detached dwelling shall be permitted to encroach a maximum of 1.0 m (3.3 ft.) into the required rear yard.	n/a
Parking	n/a	2 spaces per unit	2 spaces per unit	2 spaces per unit



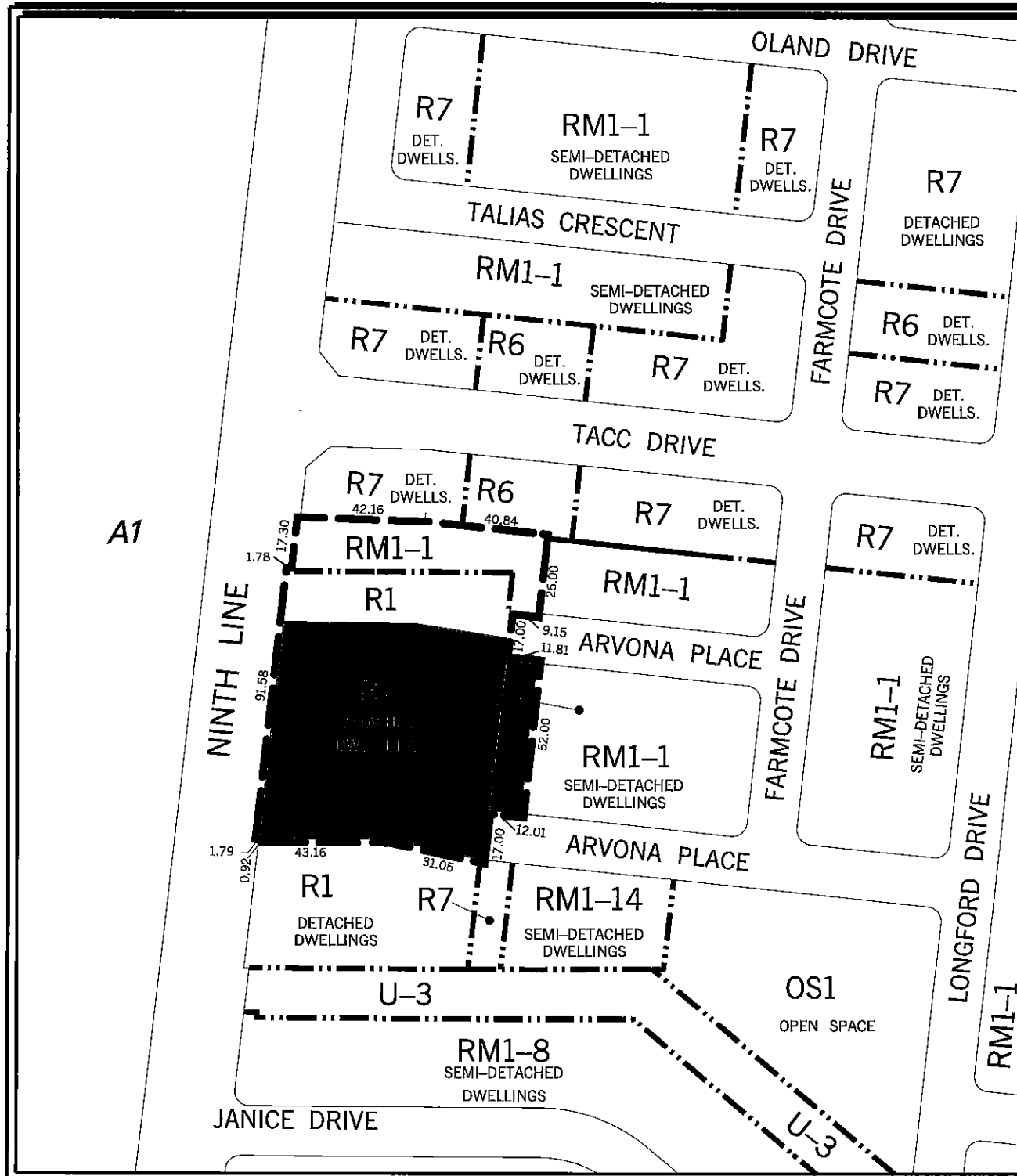
Cal-Arvona Developments Inc.

**Files: OZ 13/004 W10
T-M13001 W10**

Recommendation PDC-0065-2013

PDC-0065-2013

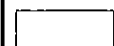
"That the Report dated September 30, 2013, from the Commissioner of Planning and Building regarding the application to change the Zoning from 'R1' (Detached Dwelling – Typical Lots) and 'RM1-1' to 'RM1 – Exception' (Semi-Detached Dwellings) zones under file OZ 13/004 W10 and a Draft Plan of Subdivision to permit 24 semi-detached dwellings under file T-13001 W10, Cal-Arvona Development Inc., 5337 and 5353 Ninth Line, be received for information, subject to the notwithstanding clause."



LEGEND:



SUBJECT LANDS



PROPOSED REZONING FROM 'R1' (DETACHED DWELLING-TYPICAL LOT) TO 'RM1-1' (SEMI-DETACHED DWELLING) AND TO REMAIN 'RM1-1' (SEMI-DETACHED DWELLING) TO PERMIT 8 SEMI-DETACHED UNITS.



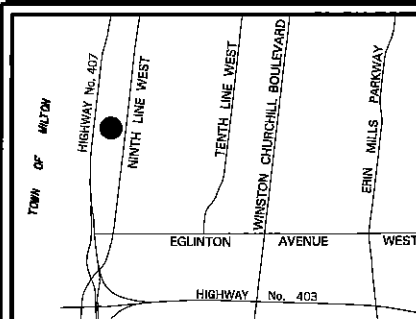
PROPOSED REZONING FROM 'R1' (DETACHED DWELLING-TYPICAL LOT) AND 'RM1-1' (SEMI-DETACHED DWELLING) TO 'RM1-EXCEPTION' (SEMI-DETACHED DWELLING) TO PERMIT 16 SEMI-DETACHED UNITS.

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



SUBJECT:

CAL-ARVONA DEVELOPMENTS INC.



FILE NO:
T-M13001 W10 &
OZ 13004 W10

DWG. NO:
13304R

SCALE:
1:2000

DATE:
2014 01 20

DRAWN BY:
B.KRUGER

APPENDIX S-3

MISSISSAUGA
Planning and Building

Produced by
T&W, Geomatics



2-1(b)(b)

**SCHEDULE A
CONDITIONS OF APPROVAL**

**NOTICE OF DECISION
TO APPROVE:**

To be determined

FILE:

T-M13001 W10

SUBJECT:

**Draft Plan of Subdivision
Part of Lot 3, Concession 10, New Survey
5337 and 5353 Ninth Line and Blocks 548 to 553 inclusive
Registered Plan 43M-1357
South of Tacc Drive, east side of Ninth Line
City of Mississauga
Cal-Arvona Developments Inc.**

In accordance with By-law 1-97, as amended, the Commissioner, Planning and Building Department has made a decision to approve the above noted draft plan of subdivision subject to the lapsing provisions and conditions listed below.

Approval of a draft plan of subdivision granted under Section 51 of the *Planning Act*, R.S.O. 1990, c.P.13, as amended, will be valid until approval is either withdrawn or the plan is registered. Approval may be withdrawn by the Commissioner, Planning and Building Department if approval of the final plan has not been given three (3) years after the date of approval of the draft plan.

NOTE: City is "The Corporation of the City of Mississauga"
Region is "The Regional Municipality of Peel"

The City has not required either the dedication of land for park or other public recreational purposes, or a payment of money in lieu of such conveyance as a condition of subdivision draft approval authorized by Section 51.1 of the *Planning Act*, R.S.O. 1990, c.P13 as amended. The City will require payment of cash-in-lieu for park or other public recreational purposes as a condition of development for each lot and block, prior to the issuance of building permits pursuant to Section 42(6) of the *Planning Act*, R.S.O. 1990, c.P13, as amended, and in accordance with the City's policies and by-laws.

- 1.0 Approval of the draft plan applies to the plan dated January 18, 2013.
- 2.0 That the owner agree, in writing, to satisfy all the requirements, financial and otherwise of the City and the Region.
- 3.0 That the applicant/owner shall enter into Servicing, Development and any other necessary agreements, satisfactory to the City, Region or any other appropriate authority, prior to ANY development within the plan. These agreements may deal with matters including,

but not limited to, the following: engineering matters such as municipal services, road widenings, construction and reconstruction, signals, grading, fencing, noise mitigation, and warning clauses; financial issues, such as cash contributions, levies (development charges), land dedications or reserves, securities, or letters of credit; planning matters such as residential reserve blocks, buffer blocks, site development plan and landscape plan approvals and conservation. THE DETAILS OF THESE REQUIREMENTS ARE CONTAINED IN COMMENTS IN RESPONSE TO THE CIRCULATION OF THE PLAN FROM AUTHORITIES, AGENCIES, AND DEPARTMENTS OF THE CITY AND REGION WHICH HAVE BEEN FORWARDED TO THE APPLICANT OR HIS CONSULTANTS, AND WHICH COMMENTS FORM PART OF THESE CONDITIONS.

- 4.0 All processing and administrative fees shall be paid prior to the registration of the plan. Such fees will be charged at prevailing rates of approved City and Regional Policies and By-laws on the day of payment.
- 5.0 The applicant/owner shall agree to convey/dedicate, gratuitously, any required road or highway widenings, 0.3 m (1 ft.) reserves, walkways, sight triangles, buffer blocks and utility or drainage easements to the satisfaction of the City, Region or other authority.
- 6.0 The applicant/owner shall provide all outstanding reports, plans or studies required by agency and departmental comments.
- 7.0 That a Zoning By-law for the development of these lands shall have been passed under Section 34 of the *Planning Act*, R.S.O. 1990, c.P.13, as amended, and be in full force and effect prior to registration of the plan.
- 8.0 The proposed streets shall be named to the satisfaction of the City and the Region. In this regard, a list of street names shall be submitted to the City Transportation and Works Department as soon as possible after draft plan approval has been received and prior to any servicing submissions. The owner is advised to refer to the Region of Peel Street Names Index to avoid proposing street names which conflict with the approved or existing street names on the basis of duplication, spelling, pronunciation, and similar sounding.
- 9.0 Prior to final approval, the Engineer is required to submit, to the satisfaction of the Region, all engineering drawings in Micro-Station format as set out in the latest version of the Region of Peel "Development Procedure Manual".
- 10.0 Prior to final approval or preservicing, the developer will be required to monitor wells, subject to the homeowner's permission, within the zone of influence, and to submit results to the satisfaction of the Region.
- 11.0 Prior to final approval, the City shall be advised by the School Boards that satisfactory arrangements regarding the adequate provision and distribution of educational facilities have been made between the developer/applicant and the School Boards for this plan.
- 12.0 Prior to final approval, the Dufferin-Peel Catholic District School Board is to be satisfied that the applicant has agreed to include in the Development Agreement and all offers of

purchase and sale for all residential lots, the following warning clauses until the permanent school for the area has been completed:

- 12.1 Whereas, despite the best efforts of the Dufferin-Peel Catholic District School Board, sufficient accommodation may not be available for all anticipated students from the area, you are hereby notified that students may be accommodated in temporary facilities and/or bussed to a school outside of the neighbourhood, and further, that students may later be transferred to the neighbourhood school.
- 12.2 That the purchasers agree that for the purpose of transportation to school, the residents of the subdivision shall agree that children will meet the bus on roads presently in existence or at another place designated by the Board.
- 13.0 That the Servicing Agreement shall contain a clause satisfactory to the Dufferin-Peel Catholic District School Board that the developer will erect and maintain signs at the entrances to the subdivision which shall advise prospective purchasers that due to present school facilities, some of the children from the subdivision may have to be accommodated elsewhere on a temporary basis until suitable permanent pupil places, funded by the Government of Ontario, are available. These signs shall be to the School Board's specifications and at locations determined by the Board.
- 14.0 Prior to final approval, the Peel District School Board is to be satisfied that the following provision is contained in the Development Agreement and on all offers of purchase and sale for a period of five years after registration of the plan:
 - 14.1 Whereas, despite the efforts of the Peel District School Board, sufficient accommodation may not be available for all anticipated students in neighbourhood schools, you are hereby notified that some students may be accommodated in temporary facilities or bussed to schools outside of the area, according to the Board's Transportation Policy. You are advised to contact the School Accommodation Department of the Peel District School Board to determine the exact schools.
- 15.0 Prior to preservicing and/or execution of the Servicing Agreement, the developer shall name to the satisfaction of the City Transportation and Works Department the telecommunications provider.
- 16.0 Prior to execution of the Servicing Agreement, the developer must submit in writing, evidence to the Commissioner of the City Transportation and Works Department, that satisfactory arrangements have been made with the telecommunications provider, Cable TV and Hydro for the installation of their plant in a common trench, within the prescribed location on the road allowance.

-
- 17.0 That prior to signing of the final plan, the Commissioner of Planning and Building is to be advised that all of the above noted conditions have been carried out to the satisfaction of the appropriate agencies and the City.

THE REQUIREMENTS OF THE CITY WILL BE EFFECTIVE FOR THIRTY-SIX (36) MONTHS FROM THE DATE THE CONDITIONS ARE APPROVED BY THE COMMISSIONER, PLANNING AND BUILDING DEPARTMENT. AFTER THIS DATE REVISED CONDITIONS WILL BE REQUIRED. NOTWITHSTANDING THE SERVICING REQUIREMENTS MENTIONED IN SCHEDULE A, CONDITIONS OF APPROVAL, THE STANDARDS IN EFFECT AT THE TIME OF REGISTRATION OF THE PLAN WILL APPLY.



Corporate Report

Clerk's Files

Originator's
Files

R-2

DATE: January 29, 2014

TO: Mayor and Members of Council
Meeting Date: February 12, 2014

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

SUBJECT: **Port Credit Cultural Node Project Update
(Ward 1)**



RECOMMENDATION: That the recommendations in the corporate report dated January 29, 2014 from the Commissioner of Community Services entitled "Port Credit Cultural Node Project Update", be approved, as follows:

- a) That applications for patio encroachment agreements within the Port Credit Cultural Node area be received no later than November 30th of the previous calendar year to allow for review and approval of applications for the following season;
- b) That acoustic music be permitted at outdoor patios in the Port Credit Cultural Node area;
- c) That a City initiated, blanket minor variance be sought to permit outdoor displays and street furniture immediately adjacent to a commercial business within the Port Credit BIA pilot project area, subject to an encroachment permit with the City, and such further conditions as stated in this report; and,
- d) That propane heaters be permitted on public right-of-way patios subject to an encroachment agreement with the City and such further conditions as stated in this report.

**REPORT
HIGHLIGHTS:**

- The Port Credit Cultural Node project was introduced in 2012 and met with great success in 2012 and 2013
- In 2013 patio hours within the Port Credit Cultural Node were extended which did not result in any recorded complaints or issues
- Requests to play acoustic music at open air patios and to use propane heaters are recommended subject to existing by-law and safety requirements
- To ensure appropriate time to review patio encroachment applications, a deadline of November 30th of the previous year is recommended.

BACKGROUND:

Recommendation 36 of the Culture Master Plan states “the Culture Division select a cultural node as the site for a pilot project to test the use of land use planning tools, incentives, supports and partnerships to support cultural resources and activities in a specific community.” The Port Credit Cultural Node Project was introduced as a pilot project in spring 2012. The pilot project applies to the use of the public right-of-way along Lakeshore Road East and West for approximately 1 kilometre east and west of Hurontario Street, and within the Port Credit BIA boundary, in the south central part of the City of Mississauga (Appendix 1).

The project was introduced to animate and revitalize the business core of Port Credit, and included the use of public sidewalks for restaurant patios and public art installations in selected parking spaces. A 2012 survey of 235 residents and visitors indicated the use of the public right-of-way was positively received because it enhanced their experience. Among the respondents, 84% indicated that the impact of the Cultural Node, including the patios, displays and art, made the main street more vibrant. Additionally, 71% said patios improved or greatly improved their experience on Lakeshore Road East and West. Feedback from local businesses indicates an increase in customers. Temporary sidewalk encroachments allowed restaurants and businesses within the pilot project boundary to use the municipal sidewalks to attract people and create on-street activity. Those restaurants which created patios were required to construct temporary sidewalk platforms on the municipal right-of-way to ensure pedestrians could safely move through the area. Safety standards

were developed and implemented for platforms.

Following the first season the hours of operation for the temporary patios were extended for the 2013 season. Sidewalk patios were permitted to remain open during the establishment's normal operating hours, up to a four hour extension over the original 11 p.m. curfew established in 2012. Staff are not aware of any complaints or issues arising from these extended hours.

The Port Credit Cultural Node Project received an Award of Merit for Community Scale and Innovation at the City's 2013 Urban Design Awards. The jury noted the project demonstrated "... innovative qualities as a catalyst for enhanced street life."

COMMENTS:

At its meeting of July 3, 2013, Council adopted the resolution: "That the Culture Division be directed to investigate and report back to council on the requirements and criteria to allow small businesses to provide limited displays and outdoor seating for customers on both the public right-of-way and private lands." In response to Council's motion, the Culture Division facilitated several meetings among staff from various divisions seeking their input and advice. The following is a summary of these discussions:

Using the public right-of-way for display and outdoor seating

The business community wishes to provide small seating and/or display in the public right-of-way adjacent to their business. It is reasonable to provide such places to stop and enjoy the activity on the street, and to foster leisurely shopping experiences.

The City of Mississauga is the owner of the public right-of-way (on-street parking spaces and /or municipal sidewalk) in the pilot project area. The current zoning within the pilot project boundary does not allow a property owner to use the public right-of-way for display or patio use, nor the adjacent outdoor private space (being only those small pieces of private lands located between the building and the public right-of-way, where the building does not immediately abut City lands.).

In 2012, due to these zoning restrictions, the City initiated a minor variance allowing the use of the public right-of-way (on-street parking

spaces) for temporary outdoor patios and displays, with the condition the property owner enter into an encroachment agreement with the City first. See Committee of Adjustment decision 'A' 146/12 W1, approved on April 19, 2012 (Appendix 2).

Likewise, in order to facilitate the most recent request to permit display or seating areas on private lands or within the public right-of-way (municipal sidewalk), it is recommended the City initiate a second minor variance subject to the following conditions:

- the display area is a maximum of 1.2 metres (4 feet) deep, measured from the face of the building;
- a minimum of 1.2 m (4 feet) wide continuous and unencumbered pedestrian access parallel to and adjoining the curbing of the street is maintained;
- 'private lands' refers only to those lands located between a building and the public right-of-way;
- the property owner is responsible for the upkeep and maintenance of display areas or street furniture within the public right-of-way, and;
- the property owner signs a Minor Encroachment Permit, or alternatively the business operator/occupant signs the Minor Encroachment Permit with the property owner's permission.

The proposed minor variance will only be valid if the property owner complies with these conditions. If a property owner does not meet the above-noted conditions but wishes to pursue the sidewalk use, then a new minor variance will be required and an application for an encroachment agreement with the City.

Proposed 2014 Enhancements

The restaurant operators within the BIA, who were part of the program since 2012 have requested live acoustic music and outdoor propane patio heaters, be permitted for the 2014 patio season. If approved, the variances should be effective until the current encroachment agreements for patios and display areas on on-street parking spaces expire in October, 2016.

The City's Noise Control By-law 360-79 prohibits the use of amplified sound between 17:00 hours to 7:00 hours (5:00 pm to 7:00 am) of the next day (or to 9:00 am on a Sunday). The Noise By-law is silent with respect to the use of acoustic music. However, as some of the restaurants and patios are adjacent to residential uses, acoustic music should be permitted, but only during the hours stated within the Noise Control By-law.

Respecting the use of propane heaters on outdoor patios, staff are supportive as long as safety conditions are upheld. The heaters will help to extend the shoulder seasons of early spring and late fall when temperatures may be too cool to be outdoors. An extended patio season would add to the vibrant street. Given propane heaters may pose some additional risk to the use of the public right-of-way and the City's Fire and Emergency Services Division has requested the following conditions be required for approval:

- Exit doors and paths shall not be blocked, obstructed or reduced from buildings; and
- Propane heaters (if used) shall be listed for use in these areas and manufacturer's instructions followed; and
- No other open flame devices are permitted unless approved by the City's Fire and Emergency Services.

Application Deadline

Considerable staff time is required to process applications for restaurant patio encroachment agreements on the public right-of-way. Currently staff from Transportation and Works, Realty Services and Planning and Building review applications as they are received. With the growth of the number of businesses participating within the Cultural Node, a cut-off date of November 30th should be imposed. This will ensure adequate time to review the applications, provide comments to the applicant and potential approvals in time to open a patio on the public right-of-way (municipal sidewalk) for spring.

STRATEGIC PLAN:


The Port Credit BIA area pilot project for the use of the public right of way aligns with the Connect Pillar in the City's Strategic Plan. One of the strategic goals of this Pillar is to nurture villages and "to promote 'village' main streets as destinations, not simply places to pass through".

FINANCIAL IMPACT: No financial implications.

CONCLUSION: The Port Credit Cultural Node project has had two successful seasons since its beginning in 2012. Council has asked staff to review the potential for allowing businesses to have displays and street furniture within the public right-of-way (municipal sidewalks). As these uses are not permitted under the Zoning By-law, it is proposed the City apply for a blanket minor variance for all properties in the Cultural Node to permit small seating and display areas. It is also recommended that, if approved, the variances be effective until the current encroachment agreements for the patios and display areas on on-street parking spaces expire in October, 2016.

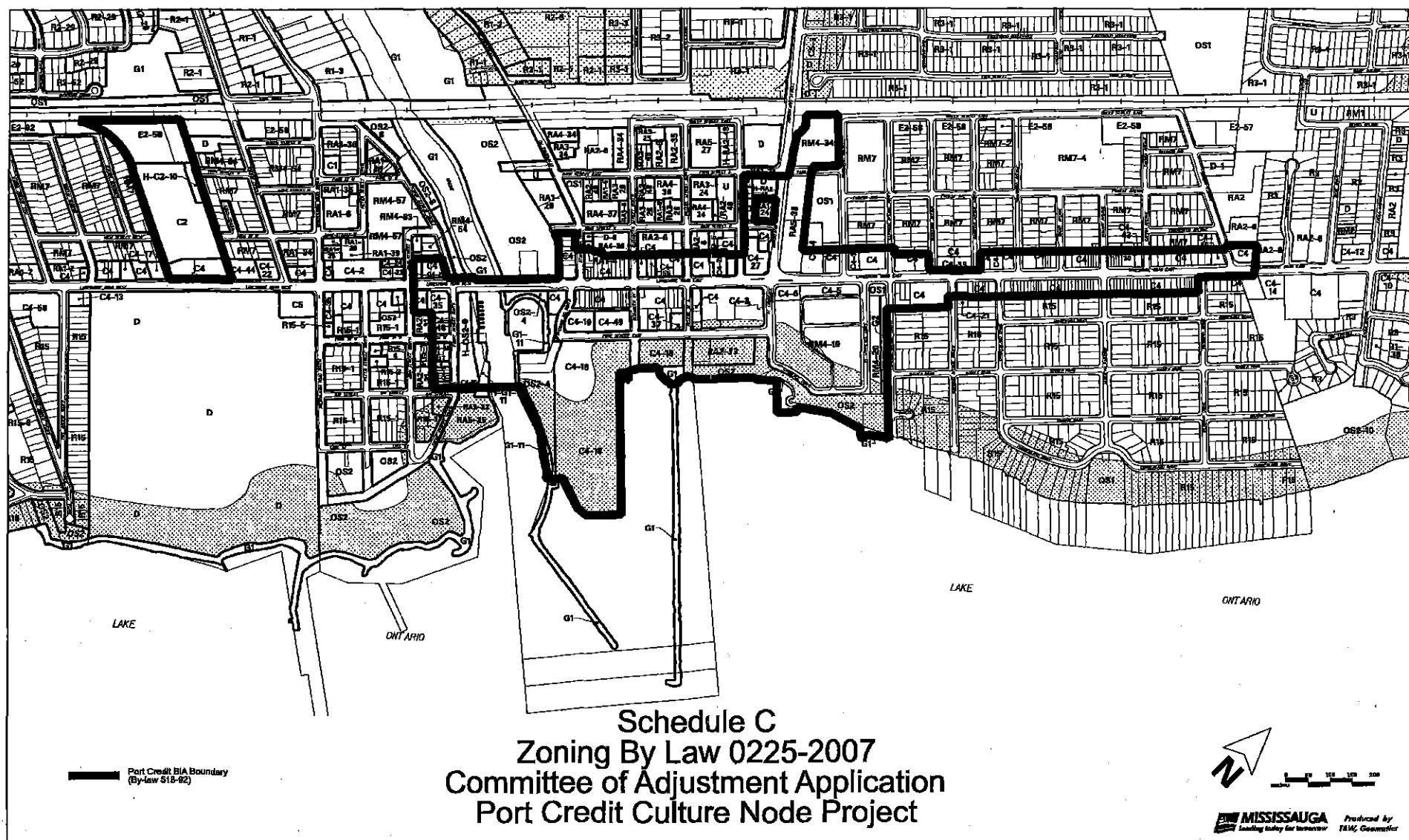
In addition to allowing patios in the public right-of-way, businesses have also asked that live acoustic music and propane heaters be considered for the 2014 patio season. Live acoustic music is acceptable in accordance with the Noise Control By-law despite some of the restaurants being adjacent to residential uses. The use of propane heaters is recommended subject to the conditions as outlined in this report.

ATTACHMENTS: Appendix 1: Map of the Port Credit BIA area.
Appendix 2: Committee of Adjustment decision 'A' 146/12 W1



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

Prepared By: Mark Warrack, Cultural Planner, Culture Division



12-22CF



File: "A" 146/12
WARD 1

COMMITTEE OF ADJUSTMENT

IN THE MATTER OF SECTION 45(1) OR (2)
of The Planning Act R.S.O. 1990, c.P.13, as amended
- and -

IN THE MATTER OF ZONING BY-LAW 0225-2007
as amended
- and -

IN THE MATTER OF AN APPLICATION BY
THE CORPORATION OF THE CITY OF MISSISSAUGA

on Thursday April 12, 2012

The Corporation Of The City Of Mississauga is the owner of the municipal road allowances within the Port Credit Business Improvement Area, zoned Commercial, Residential, Open Space, Greenbelt and Development. The applicant requests the Committee to authorize a minor variance to permit the municipal right of way area to be utilized for art installations, street furniture, retail sales, outdoor patios accessory to take-out restaurants, restaurants, bakeries and the existing billiard hall, (during April 15-October 15 for a five year period) within the Port Credit BIA area (as described in Schedule A of By-law 518-92); whereas By-law 0225-2007, as amended, does not permit outdoor displays, retail sales or outdoor patios within a municipal right of way in this instance.

Mr. S. Patrizio declared a conflict of interest with the subject application. Mr. Patrizio left the hearing room and did not participate in the proceedings in any manner.

Ms. B. Brown, authorized agent, attended and presented the application to permit municipal right-of-ways to be utilized for outdoor patios and retail sales areas. Ms. Brown advised the Committee that the subject application was an expansion of a previously approved minor variance application to enhance the cultural resources and activities within the Port Credit area. Ms. Brown indicated that the Cultural Node Pilot Project initiative was to be expanded to include patios with table service. It was Ms. Brown's opinion that the requested changes would contribute to creating a vibrant and liveable community in support of the Cultural Master Plan and requested a temporarily approval of the subject application.

Ms. E. Timms, General Manager of the Port Credit Business Improvement Area, attended and indicated her association's support of the subject application. Ms. Timms advised the Committee that businesses within the Port Credit Business Improvement Area (BIA) would be able to enter into encroachment agreements with the City of Mississauga to allow for outdoor patios and areas of retail display. She noted that a minimum 1.20 m (4.00 ft.) wide continuous and unencumbered pedestrian walkway would be provided for access purposes in areas with additional street furniture and retail display areas. Ms. Timms confirmed that only areas zoned for commercial purposes could participate in the program.

The Committee reviewed the information and plans submitted with the application.

The City of Mississauga Planning and Building Department commented as follows (April 11, 2012):

1.0 RECOMMENDATION

The Planning and Building Department has no objections to the requested variances, subject to the conditions outlined below.

2.0 BACKGROUND

Mississauga Plan

File: "A" 146/12
WARD 1

Planning District: Port Credit
Designation: Various designations

New Mississauga Official Plan

Character Area: Port Credit Neighbourhood and Community Node Area
Designation: Various designations

Zoning By-law 0225-2007

Zoning: Various zones

3.0 OTHER APPLICATIONS

No other applications are currently in process.

4.0 COMMENTS

We note that the Committee previously approved "a minor variance to permit the municipal right-of-ways [within the Port Credit Business Improvement Area] to be utilized for outdoor patio seating areas (without table service) and outdoor retail sales areas accessory to restaurants, take-out restaurants and retail stores" on a temporary basis, under file 'A' 239/11. The decision expired on September 30, 2011.

As per Council direction and Resolution 0044-2012, the requested variances would allow for continuation of the previous approval, as well as temporary encroachments within the municipal right-of-ways for art installations (Parking Space Transformation Program) and outdoor patios with table service.

This Department has no objections to the requested variances, subject to the following conditions:

1. That approval be for a seasonal period of April 15 to October 15 annually for a five year term;
2. That the City of Mississauga, Port Credit Business Improvement Area and/or any owner(s) of properties located within the area identified on Schedule "A" of By-law 518-92 that request to use the permissions of this variance on City-owned lands enter into an Encroachment Agreement to the satisfaction of the City of Mississauga Legal Services Division, and the Commissioners of the Planning and Building Department and Transportation and Works Department, which addresses the following:
 - Art installations, street furniture, retail display areas and outdoor patios (with and without table service) shall only be located on the side of a building facing a municipal right-of-way located within the area identified on the attached Schedule "A" of By-law 518-92.
 - Retail display areas and outdoor patios (with and without table service) shall not be located within a 1.20 m (4.00 ft.) wide continuous and unencumbered pedestrian access (or walkway) parallel to and adjoining the curbing of the street.
 - Where a minimum 1.20 m (4.00 ft.) wide continuous and unencumbered pedestrian access (or walkway) around outdoor patios cannot be accommodated, temporary sidewalk platforms over appropriate lay-by parallel parking spaces shall be designed in accordance with the "Detailed Specifications for Temporary Sidewalk Platforms" prepared by the Planning and Building Department."

The City of Mississauga Transportation and Works Department commented as follows (April 5, 2012):

"The requested variance is proposing to permit the municipal right of way areas to be utilized for art installations, street furniture, retail sales, outdoor patios accessory to take-out restaurants, restaurants, bakeries and the existing billiard hall within the Port Credit BIA area. As indicated in the March 9, 2012 letter circulated with this application from Susan Burt, Director, Culture Division, this variance application is being submitted on behalf of the Corporation of the City of Mississauga as per Council direction and Resolution 0044-2012.

The Culture Node Pilot Project initiative as requested by Councillor Tovey and the Port Credit BIA was endorsed by Council on March 7, 2012 and the purpose of this request is to support the goals of the Port Credit Culture Node Pilot Project.

We would also like to acknowledge and draw specific attention to Item 3b of Council Resolution 0044-2012 where it specifically states that "All encroachment applications will be received and approved by the Commissioners of Transportation and Works and Planning and Building or his/her designate".

In view of the above and from our review of the information submitted with this application supporting the requested variance, and from the various staff meetings and discussions regarding this request, this department has no objections to the applicant's request."

The Region of Peel, Environment, Transportation and Planning Services, commented as follows (April 10, 2012):

"Port Credit Memorial Park/Library (7069)

This property is within the vicinity of Port Credit Memorial Park/Library. The site is located on a closed landfill site. The site was used for the disposal of flyash and waste. Methane gas and leachate have been detected at the site. An environmental monitoring program is in place and consists of groundwater, surface water and landfill gas monitoring on a routine basis. The site is currently a park complete with library facilities. It is catalogued by the M.O.E as #7069.

Saddington Memorial Park (7070)

This property is within the vicinity of Saddington Memorial Park. The site was likely used for the disposal of construction and demolition wastes. There is no trace of methane gas or leachate. The site is used as a neighbourhood park. It is catalogued by the M.O.E as #7070."

A letter was received from the Peel District School Board expressing an interest in the application.

Ward Councillor Tovey attended and expressed his support for the subject application.

A representative of 56, 60 & 62 Lakeshore Road East, attended and expressed his support for the subject application.

Mr. D. Stogios, a representative of 55-57 Lakeshore Road East, attended and expressed his support for the subject application.

A representative of the Brogue Inn located at 136 Lakeshore Road East, attended and expressed his support for the subject application.

A representative of 45 Oakwood Avenue South, attended and expressed his support for the subject application.

Mr. B. Hamilton, a resident of 66 High Street East – Unit 1003, attended and expressed his concern with the subject application.

No other persons expressed any interest in the application.

The Committee after considering the submissions put forward by Ms. Brown and Ms. Timms and having reviewed the plans and comments received, is satisfied that the request is desirable for the appropriate temporary use of the subject property.

The Committee is satisfied that the general intent and purpose of the Zoning By-law and the Official Plan will be maintained in this instance.

The Committee is of the opinion that the requested variance is minor in nature in this instance.

Accordingly, the Committee resolves to authorize and grant the amended request to for a temporary period of five (5) years and is to expire and terminate on or before May 31, 2017 and is subject to the following conditions:

1. The municipal right of way area to be utilized for art installations, street furniture, retail sales, outdoor patios accessory to take-out restaurants, restaurants, bakeries and the existing billiard hall shall be permitted between April 15 to October 15 annually within the Port Credit BIA area, as described in Schedule A of By-law 518-92.
2. That the City of Mississauga, Port Credit Business Improvement Area and/or any owner(s) of properties located within the area identified on Schedule "A" of By-law 518-92 that request to use the permissions of this variance on City-owned lands enter into an Encroachment Agreement to the satisfaction of the City of Mississauga Legal Services Division, and the Commissioners of the Planning and Building Department and Transportation and Works Department, which addresses the following:
 - a. Art installations, street furniture, retail display areas and outdoor patios (with and without table service) shall only be located on the side of a building facing a municipal right-of-way located within the area identified on the attached Schedule "A" of By-law 518-92.
 - b. Retail display areas and outdoor patios (with and without table service) shall not be located within a 1.20 m (4.00 ft.) wide continuous and unencumbered pedestrian access (or walkway) parallel to and adjoining the curbing of the street.
 - c. Where a minimum 1.20 m (4.00 ft.) wide continuous and unencumbered pedestrian access (or walkway) around outdoor patios cannot be accommodated, temporary sidewalk platforms over appropriate lay-by parallel parking spaces shall be designed in accordance with the "Detailed Specifications for Temporary Sidewalk Platforms" prepared by the Planning and Building Department.

R-2(K)

File: "A" 146/12
WARD 1

MOVED BY: J. Robinson SECONDED BY: R. Bennett CARRIED

Application Approved on conditions as stated.

Dated at the City of Mississauga on April 19, 2012.

THIS DECISION IS SUBJECT TO APPEAL TO THE ONTARIO MUNICIPAL BOARD BY FILING WITH THE SECRETARY-TREASURER OF THE COMMITTEE OF ADJUSTMENT A WRITTEN NOTIFICATION, GIVING REASONS FOR THE APPEAL, ACCOMPANIED WITH THE PRESCRIBED FEE ON OR BEFORE MAY 9, 2012.

Date of mailing is April 23, 2012.

ABSENT

S. PATRIZIO


D. GEORGE (CHAIR)


R. BENNETT


J. THOMAS


D. KENNEDY


L. DAHONICK


J. ROBINSON

I certify this to be a true copy of the Committee's decision given on April 19, 2012.


DAVID L. MARTIN, SECRETARY-TREASURER

A copy of Section 45 of the Planning Act, as amended, is attached.

NOTES:

- A Development Charge may be payable prior to the issuance of a Building Permit.
- Further approvals from the City of Mississauga may be required i.e. a Building Permit, a Zoning Certificate, a License, etc.

R-2(1)

**Final Notice
Minor Variance Application**



**Committee of Adjustment
City of Mississauga**
300 City Centre Drive
Mississauga, Ontario L5B 3C1
Telephone: (905) 896-5000

File: "A" 146/12 – The Corporation of The City of Mississauga.
Within the Port Credit Business Improvement Area
Mississauga, Ontario

In the matter of the above-noted application considered by the Committee of Adjustment pursuant to Section 45 of The Planning Act, R.S.O. 1990, c.P.13, as amended, wherein the applicant requested a minor variance to the provisions By-law 0225-2007.

The 20-day period of Appeal allowed by Section 45(12) of the Planning Act, R.S.O. 1990, c.P.13, as amended, has now terminated and no Notice of Appeal was received.

In accordance with Section 45(14) of The Planning Act, R.S.O. 1990, c.P.13, as amended, the decision of the Committee of Adjustment is now final and binding.

Dated this 10th day of May, 2012.

Yours very truly,

A handwritten signature in black ink, appearing to read "David L. Martin".

David L. Martin
Secretary-Treasurer
Committee of Adjustment



Corporate Report

Clerk's Files

Originator's
Files

R-3

DATE: January 29, 2014



TO: Mayor and Members of Council
Meeting Date: February 12, 2014

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

SUBJECT: **2014 American Public Works Association (APWA) Congress
Exposition - Toronto**

RECOMMENDATION: That the City of Mississauga sponsor \$5000 at the Bronze level to the 2014 American Public Works Association (APWA) Congress and Exposition – Toronto.

BACKGROUND: In August 2008, the Ontario Public Works Association (OPWA) and the City of Toronto were awarded hosting the 2014 American Public Works Association (APWA) Congress. The event will be held at the Metro Toronto Convention Centre from August 17 to 21, 2014. OPWA is a Chapter of both the Canadian Public Works Association (CPWA) and APWA. The APWA Congress and Exposition attracts some 6,000 delegates from the United States, Canada, Mexico and other countries.

The City of Mississauga has always been a supporter of the OPWA. Staff and elected officials attend OPWA events, including Congress and the majority of OPWA Technical events are held within the City at the Mississauga Grand Banquet and Convention Centre.

The OPWA, CPWA and APWA provide excellent technical sessions of all Public Works functions and provide awareness and education and awareness to provincial and federal representatives on infrastructure needs.

The City has participated in National Public Works Week for many years. This event is promoted and organized locally by the OPWA. The City in the past has received numerous awards from the OPWA and CPWA regarding City projects as well as our National Public Works Week programs. These awards provide an opportunity to showcase the work done by the City of Mississauga.

Given that the 2014 Congress and Exposition will be held in Toronto, it is an ideal opportunity for elected officials and staff to economically obtain the latest information on what is happening in Public Works.

COMMENTS:

Attached is a request dated December 9, 2013 from Paul Smeltzer, Chair, 2014 Congress Organizing Committee, for the City of Mississauga to become a sponsor and be recognized at the 2014 APWA Congress and Exposition which ranges from \$5,000 to \$20,000+. As noted a number of municipalities have already committed sponsorship including the Region of Peel at \$15,000. It is recommended that the City become a bronze level sponsor at \$5,000.

FINANCIAL IMPACT:

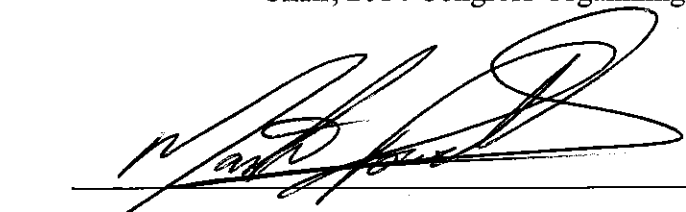
The \$5,000 cost of the sponsorship can be accommodated within the Transportation and Works Department 2014 budget.

CONCLUSION:

It is recommended that the City become a bronze level sponsor of the 2014 APWA International Congress and Exposition to be held in Toronto from August 17 to 21, 2014.

ATTACHMENTS:

Appendix 1: Letter dated December 9, 2013 from Paul Smeltzer, Chair, 2014 Congress Organizing Committee.



Martin Powell, P.Eng.

Commissioner of Transportation and Works

Prepared By: Martin Powell, P.Eng.

Commissioner, Transportation and Works

R-3(b)



Management Committee:

General Chair
Paul Smeltzer

Vice-Chairs
Myles Currie
Yvonne Tindall

Provincial Liaison
Steve Naylor

Organizing Committees:

Exhibition
Jeff Johnson

Finance & Sponsorship
Paul May

Local Liaison
Michelle Albert

Ceremonies & Celebrations
Kealy Dedman

Sporting Activities
Chris Hamel

Futures
Debbie Korolnek

Tours
Richard Noehammer

Transportation
Bob Penner

Volunteers
Trish Holden

December 9, 2013

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

Dear Martin:

RE: 2014 APWA Congress and Exposition – Toronto

In August, 2008, the Ontario Public Works Association (OPWA) and City of Toronto were pleased to be awarded the 2014 APWA Congress. This is a wonderful opportunity to showcase Ontario to public work delegates across North America. The event will be held at the Metro Toronto Convention Centre from August 17th to 21st, 2014. OPWA is a Chapter of both the Canadian Public Works Association (CPWA) as well as the American Public Works Association (APWA). OPWA is a volunteer, non-profit, organization comprised of public works professionals from both the public and private sectors.

The APWA Congress and Exposition attracts some 6,000 delegates from the US, Canada, Mexico and other countries. Toronto last hosted the Congress in 1988, at which time Angus McDonald of the City of Mississauga was the Chair of the local Planning Committee. Reports of the 1988 Congress ranked the Toronto experience very highly.

The City of Mississauga has always been a great supporter of the OPWA. Staff and elected officials attend OPWA events, including Congress, and the majority of OPWA Technical events are held within the City at the Mississauga Grand.

The OPWA are well into the planning for the 2014 Congress having set up nine sub-committees to plan the Congress events. We wish to thank you for allowing Donna Watters and Joe Pitushka to sit on the planning sub-committees. We are now reaching out to municipalities as well as private corporations and other organizations across Ontario to assist in the planning and execution of our event. We have identified two very significant ways in which your municipality can participate.

Firstly, we expect that 350 to 400 volunteers will be required leading up to and during Congress. Volunteers will serve on Committees, act as moderators, provide direction, and serve as Ambassadors to Toronto and Ontario. We have put the organization in place and most volunteers will be required to provide time in the lead-up and during the actual event in 2014. This is an excellent opportunity to provide for your staff to practice their leadership skills and create and expand their networks of professional contacts that make them more effective in the delivery of services to your community. The call for volunteers will be rolled out in March 2014.

The other area of support is financial. The OPWA has prepared a Draft Budget in the order of \$250,000 to support events prior to and during Congress. This is a substantial commitment for a volunteer organization, and we will be working hard to ensure our commitments are delivered. We have enclosed our Sponsorship

2014 APWA International Congress & Exposition

Ontario Public Works Association, 1525 Cornwall Road, Unit 22, Oakville, ON L6J 0B2
Tel: 647-726-0167 Fax: 289-291-6477 Email: 2014Congress@gmail.com



R-3(c)



Management Committee:

General Chair
Paul Smeltzer

Vice-Chairs
Myles Currie
Yvonne Tindall

Provincial Liaison
Steve Naylor

Organizing Committees:

Exhibition
Jeff Johnson

Finance & Sponsorship
Paul May

Local Liaison
Michelle Albert

Ceremonies & Celebrations
Kealy Dedman

Sporting Activities
Chris Hamel

Futures
Debbie Korolnek

Tours
Richard Noshammer

Transportation
Bob Penner

Volunteers
Trish Holden

Information for your consideration. To date we have had a good response from municipalities including the following:

Region of Peel – Gold Sponsor
City of Hamilton – Silver Sponsor
City of Kitchener – Silver Sponsor
Region of York – Silver Sponsor
Region of Niagara – Silver Sponsor
City of Toronto – Silver Sponsor
Region of Halton – Bronze Sponsor

Should have any questions, please do not hesitate to contact myself at (905) 335-2353 or our Finance and Sponsorship Chair, Paul May at (905) 886-6767, ext. 1030.

Sincerely yours,

Per: Paul Smeltzer
Chair, 2014 Congress Organizing Committee

PDS/kf

c.c. Paul May - York Transit

**2014 APWA International Congress and Exposition
Toronto, Ontario**



Dear Sponsor:

In 2014 the Ontario Public Works Association will host the American Public Works Association (APWA) International Congress and Exposition. More than 6,000 public works industry professionals from all over the world will come together for four days of extensive educational programming, workshops, viewing an enormous expo floor, and networking. They will learn about the latest innovations, exchange ideas, and develop new business relationships. There are several activities that the Ontario Chapter has to provide to make this all happen. Some of them are the "Get Acquainted Party", the hospitality booth, the vendor social, the sports events, the technical tours, and not to mention the 250 plus volunteers to make things run smoothly.

We would like you and your Organization to help make this all happen by sponsoring the Ontario Chapter in this endeavor. Should you decide to become a Sponsor, recognition for your Organization will be provided based on the Sponsorship Levels identified below.

Platinum Sponsor	Recognition at all Chapter Events from 2011 to 2014 Recognition throughout Congress at the Local Hospitality Booth Access to the Local Hospitality Booth for four throughout Congress Foursome at the Golf Event Four tickets to the Get Acquainted Event Advertising in all Local Promotions Materials Recognition at the 2014 Chapter Dinner - four tickets	\$20,000+
Gold Sponsor	Recognition at all Chapter Events from 2011 to 2014 Recognition throughout Congress at the Local Hospitality Booth Access to the Local Hospitality Booth for two throughout Congress Two tickets to the Golf Event Two tickets the Get Acquainted Event Advertising in all Local Promotions Materials Recognition at the 2014 Chapter Dinner - four tickets	\$15,000
Silver Sponsor	Recognition at all Chapter Events from 2011 to 2014 Recognition throughout Congress at the Local Hospitality Booth Access to the Local Hospitality Booth for two throughout Congress Advertising in all Local Promotions Materials Recognition at the 2014 Chapter Dinner - two tickets	\$10,000
Bronze Sponsor	Recognition at all Chapter Events from 2011 to 2014 Recognition throughout Congress at the Local Hospitality Booth Recognition at the 2014 Chapter Dinner - two tickets	\$5,000

For more information please contact Paul May at (905) 886-6767 x 1030 or Paul Smeltzer at (905) 335-2353.

REPORT 2 - 2014



TO: THE MAYOR & MEMBERS OF COUNCIL

Transportation Committee of Council presents its second Report of 2014 and recommends:

TC-0005-2014

1. That the Commissioner of Transportation and Works and the City Clerk be authorized to execute and affix the corporate seal on behalf of The Corporation of the City of Mississauga (the "City") to the Universal Transit Pass Agreement between the City, the Governing Council of the University of Toronto (the "University") and Erindale College Student Union (the "UTMSU") for a three (3) year term beginning September 2014 until August 2017, in a form satisfactory to Legal Services, as outlined in the report dated January 6, 2014 from the Commissioner of Transportation and Works.
2. That the Mississauga Transit Fares By-Law # 218-13 be amended to reflect a Universal Pass (U-Pass) annual fee of one hundred and sixty-eight dollars and thirty-five cents (\$168.35) in September 2014 for the fall/winter term and to reflect the one-time replacement fee of 50 percent of the value of the U-pass.
3. That the Mississauga Transit Fares By-Law # 218-13 be amended to reflect a Universal Pass (U-Pass) annual fee of one hundred and three dollars and seventy-four cents (\$103.74) in May 2015 for the summer U-Pass term and a one-time replacement fee of 50 percent of the value of the U-Pass.
4. That all necessary by-laws be enacted.

TC-0006-2014

1. That the report entitled, "Petition: Tedlo Street-Transit Service Request" dated January 9, 2014 from the Commissioner of Transportation and Works be received for information.
2. That a copy of the report be forwarded to the petitioners by the City Clerk's office.

TC-0007-2014

1. That a by-law be enacted to authorize the Commissioner of Transportation and Works and the City Clerk to execute the agreement with the Canadian National Railway Company (CNR) and the Corporation of the City of Brampton for the construction and future maintenance of the Torbram Road Grade Separation at CNR Halton Subdivision, Mileage 10.49, in a form satisfactory to the City Solicitor.

2. That a by-law be enacted to authorize the Commissioner of Transportation and Works and the City Clerk to execute the agreement with Metrolinx and the Canadian National Railway Company (CNR) for the construction and future maintenance of the Torbram Road Grade Separation at Metrolinx Weston Subdivision, Mileage 16.17, in a form satisfactory to the City Solicitor.
3. That a by-law be enacted to authorize the Commissioner of Transportation and Works and the City Clerk to execute the joint Municipal Capital Road Project Agreement with the Corporation of the City of Brampton for the reconstruction of Torbram Road from Kimbel Street to the Ontario Hydro corridor including two road/rail grade separations and a storm water pumping station, , in a form satisfactory to the City Solicitor.

TC-0008-2014

That a bylaw be enacted authorizing the Mayor and the Commissioner of Corporate Services and Chief Financial Officer to execute a letter of agreement on behalf of the City of Mississauga with the Province of Ontario on the Gas Tax Funding, attached as Appendix 1 to the Corporate Report dated January 15, 2014 from the Commissioner of Corporate Services and Chief Financial Officer.

TC-0009-2014

That the matter of reviewing the need for a Transportation Committee be referred to the Governance Committee.

TC-0010-2014

That the deputation made by Michael Gusche, Project Coordinator regarding the Sawmill Trail project be received.
(MCAC-0001-2014)

TC-0011-2014

That the deputation made by Michael Gusche, Project Coordinator regarding the Off Road Cycling Network plan be received and referred to the Network and Technical Subcommittee.
(MCAC-0002-2014)

TC-0012-2014

That the memorandum dated January 8, 2014 from Jacquelyn Hayward Gulati, Manager Cycling Office regarding the 2013 Cycling Network Program: Year-End Report be received and referred to the Network and Technical Subcommittee.
(MCAC-0003-2014)

TC-0013-2014

That the memorandum dated January 8, 2014 from Jacquelyn Hayward Gulati, Manager Cycling Office regarding the Proposed 2014 Cycling Network Plan be received and referred to the Network and Technical Subcommittee.
(MCAC-0004-2014)

TC-0014-2014

1. That up to \$250.00 be allocated to purchase Tour de Mississauga postcards and that the funds come from the 2014 Mississauga Cycling Advisory Committee budget.
2. That up to \$750.00 be allocated to purchase promotional and marketing items for the 2014 Toronto Bike Show and that the funds come from the 2014 Mississauga Cycling Advisory Committee budget.

(MCAC-0005-2014)

TC-0015-2014

That \$300.00 be allocated towards incidentals for the Tour de Mississauga working group meetings and that the funds come from the 2014 Mississauga Cycling Advisory Committee budget.

(MCAC-0006-2014)

TC-0016-2014

That Heather Relf, Boris Swedak, Matthew Moore and Sushil Kumra be appointed as members of the Budget Subcommittee of Traffic Safety Council for the term ending in November 30, 2014 or until a successor is appointed.

(TSC-0001-2014)

TC-0017-2014

That Louise Goegan, Dan Suess, Altamash Syed, David Brennan and Peter Westbrook be appointed as members of the Walk to School of Traffic Safety Council for the term ending in November 30, 2014 or until a successor is appointed.

(TSC-0002-2014)

TC-0018-2014

That Anna Mydral, Peter Westbrook, Louise Goegan and Sushil Kumra be appointed as members of the Kiss & Ride Subcommittee of Traffic Safety Council for the term ending in November 30, 2014 or until a successor is appointed.

(TSC-0003-2014)

TC-0019-2014

That David Brennan, Dan Suess, Matthew Moore, Denise Gordon-Mohamud, Altamash Syed and Heather Relf be appointed as members of the Public Information Subcommittee of Traffic Safety Council for the term ending in November 30, 2014 or until a successor is appointed.

(TSC-0004-2014)

TC-0020-2014

That Peter Westbrook, Boris Swedak and Altamash Syed be appointed as members of the Dismissal Subcommittee of Traffic Safety Council for the term ending in November 30, 2014 or until a successor is appointed.

(TSC-0005-2014)

TC-0021-2014

That Councillor Sue McFadden, Dan Suess, Louise Goegan, Peter Westbrook and Boris Swedak be appointed as members of the Site Plan Review Subcommittee of Traffic Safety Council for the term ending in November 30, 2014 or until a successor is appointed.

(TSC-0006-2014)

TC-0022-2014

That the memorandum dated January 17, 2014 from Angie Melo, Legislative Coordinator, with respect to the new site plan review process be received for information.

(TSC-0007-2014)

(Ward 2)

TC-0023-2014

1. That the request for a crossing guard in front of Tecumseh Public School be denied as the warrants have not been met.
2. That the Transportation and Works be requested to review No U-Turn signage in front Tecumseh Public School.

(TSC-0008-2014)

(Ward 8)

TC-0024-2014

1. That Transportation and Works be requested to review the following for St. Margaret of Scotland School at the intersection of the Collegeway/Hornbeam Crescent:
 - a. Sign corner prohibitions as soon as possible.
 - b. Review on-street parking once the parking consideration terminates April 30, 2014.
2. That Transportation and Works be requested to install corner No Stopping prohibitions at the intersection of Chokecherry Crescent and Hornbeam Crescent.

(TSC-0009-2014)

(Ward 8)

TC-0025-2014

1. That the request for a crossing guard on Artesian Drive between Fulwell Road and Derrydown Drive for the students attending Artesian Drive Public School be denied as the warrants have not been met and that the Site Inspection Subcommittee of Traffic Safety Council re-inspect the intersection once the Peel District School Board has erected a fence on school property.
2. That the Peel District School Board be requested to erect a fence on school property between the driveway entrance and exit to discourage pedestrians from walking through the Kiss & Ride.
3. That Transportation and Works be requested to review the landing pad in place on the north side of Artesian Drive opposite Dunoon Drive for consideration for removal.
4. That the Principal of Artesian Drive Public School be requested to operate a dismissal program in the afternoon.

(TSC-0010-2014)

(Ward 8)

TC-0026-2014

- 1 That the request for two crossing guards at the intersection of Artesian Drive and Southampton Drive/Colombo Crescent for the students attending Artesian Drive Public School be denied as the warrants have not been met.
- 2 That Transportation and Works be requested to cold patch the southeast corner of Artesian Drive and Colombo Crescent.

(TSC-0011-2014)

(Ward 8)

TC-0027-2014

That Transportation & Works be requested to replace the "No parking" driveway prohibition signs with "No Stopping" prohibitions in front of Erin Centre Middle School.

(TSC-0012-2014)

(Ward 10)

TC-0028-2014

1. That the request to extend the crossing guard time at Thorn Lodge Drive at the Kiss & Ride entrance to Sheridan Park Public School be denied as the warrants have not been met.
2. That Parking Enforcement, be requested to enforce the parking infractions at Thorn Lodge Drive at the Kiss & Ride entrance to Sheridan Park Public School between 8:00 a.m. and 8:30 a.m. and 3:00 p.m. and 3:30 p.m., when Transportation and Works has put signage in place.

(TSC-0013-2014)

(Ward 2)

TC-0029-2014

1. That the request for a crossing guard at the intersection of Escada Drive and Freshwater Drive for the students attending St. Bernard of Clairvaux Catholic School be denied as the warrants have not been met.
2. That the Principal at St. Bernard of Clairvaux be requested to remind the parents to use the Kiss & Ride instead of parking on Freshwater Drive.
3. That the Site Inspection Subcommittee conduct a site inspection in front of St. Bernard of Clairvaux Catholic School to ensure signage is adequate.

(TSC-0014-2014)

(Ward 10)

TC-0030-2014

That the School Zone Safety (Kiss & Ride) Report from November and December 2013 be received for information.

(TSC-0015-2014)

TC-0031-2014

That the Dufferin Peel Catholic School Board be requested to review the following for St. Therese of the Child Jesus Elementary School:

- a. Review the feasibility of erected a fence in front of the school so that parents and children use the property route into the school, instead of crossing the bus and car lanes.
- b. Place "Do Not Enter" signs at the driveway entrance to discourage parents from exiting through the entrance.

- c. That the Principal of St. Therese of the Child Jesus Elementary School be requested to have a teacher volunteer stand closer to the stop bar to encourage parents to utilize all of the Kiss & Ride.

(TSC-0016-2014)

(Ward 10)

TC-0032-2014

That the Peel District School Board be requested to repaint the Kiss & Ride markings at Tecumseh Public School.

(TSC-0017-2014)

(Ward 2)

TC-0033-2014

1. That the Peel District School Board be requested to review the following:
 - a. Consider moving the fence back on the northwest side of the building so that the west side can be used for loading and unloading of buses.
 - b. Review the need for the Kiss & Ride markings to be repainted.
 - c. Install a fence along the front of the school to encourage children and parents to enter the school property through the proper pathways.
2. That Transportation and Works be requested to remove the landing pad in front of the Artesian Drive Public School.

(TSC-0018-2014)

(Ward 8)

TC-0034-2014

That the Peel District School Board be requested to consider closing off the west side entrance to the parking lot at Erin Centre Middle School.

(TSC-0019-2014)

(Ward 10)

TC-0035-2014

1. That the Peel District School Board be requested to review signage in the Kiss & Ride at Fallingbrook Middle School.
2. That the Principal of Fallingbrook Middle School be requested to show the Traffic Safety Council Kiss & Ride video to the parents of newly enrolled students.
3. That the Principal of Fallingbrook Middle School be requested to continue to work with the parents to encourage them to leave the school property by Dream Crest Road instead of circling around the parking lot.

(TSC-0020-2014)

(Ward 6)

TC-0036-2014

That the email dated December 3, 2013 from Joanne Igerich, Principal, with respect to a request for a site inspection at St. Margaret of Scotland School be received

(TSC-0021-2014)

(Ward 8)

TC-0037-2014

That Traffic Safety Council send a letter to the Dufferin-Peel Catholic District School Board and Peel District School Board expressing concern with traffic congestion in front of schools, specifically parents stopping and/or parking in front of schools causing unsafe conditions for students crossing, and requesting that the School Boards work with school principals to encourage parents to utilize the Kiss & Ride.

TSC-0022-2014

TC-0038-2014

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

(TSC-0023-2014)

TC-0039-2014

That the report from the Manager of Parking Enforcement with respect to parking enforcement in school zones for the month of December 2013 be received for information.

(TSC-0024-2014)

TC-0040-2014

That Traffic Safety Council request Council to consider appointing a Traffic Safety Council citizen member as a Life Member of Traffic Safety Council, based on the Life Membership criteria in the Committee's Terms of Reference.

(TSC-0025-2014)

TC-0041-2014

1. That the request for a second crossing guard at the intersection of Artesian Drive and Long Acre/Glasshill Drive for the students attending Artesian Drive Public School be denied as the warrants have not been met.
2. That Transportation and Works be requested to cold patch/repair the landing pad/curb on the southeast corner at Artesian Drive and Long Acre/Glasshill Drive.

(TSC-0026-2014)

(Ward 8)

TC-0042-2014

1. That Transportation and Works be requested to sign the Cul-de-sac "No Stopping" from 8:00 a.m. – 9:30 a.m. and 3:00 p.m. – 4:30 p.m., Monday to Friday, September to June on Florian Road behind St. Timothy Catholic School.
2. That the Principal of St. Timothy Catholic School be requested to encourage the parents currently parking on Florian Road to utilize the Kiss & Ride at the school to drop off students.

(TSC-0027-2014)

(Ward 7)

REPORT 2 – 2014



TO: MAYOR AND MEMBERS OF COUNCIL

The Planning and Development Committee presents its second report of 2014 from its meeting held on February 3, 2014, and recommends:

PDC-0005-2014

That the Report dated January 14, 2014 from the Commissioner of Planning and Building regarding Sign By-law 0054-2002, as amended, and the requested one (1) Sign Variance Application described in Appendix 1 to the Report, be adopted in accordance with the following:

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

- (a) Sign Variance Application 13-06207
Ward 3
1127792 Ontario Limited
2225 Dundas St. E.

To permit the following:

- (i) One (1) ground sign located on the city road allowance subject to the issuance of an encroachment agreement with the City.
- (ii) One (1) ground sign with a sign area of 15.34 sq. m. (165.16 sq. ft.) per sign face.

File: BL.03-SIG (2014)

PDC-0006-2014

- 1. That the Draft Lakeview Local Area Plan (January 2014), under separate cover to the report titled "Draft Lakeview Local Area Plan" dated January 14, 2014 from the Commissioner of Planning and Building be circulated for comment to City Departments, agencies and stakeholders for review, and further, that a public consultation program, including an open house and statutory public meeting, be held.
- 2. That the letter dated February 3, 2014 from Mr. Jim Levac, Senior Associate, Weston Consulting Group Inc., be received.

File: CD.03.LAK

PDC-0007-2014

That the Report dated January 14, 2014, from the Commissioner of Planning and Building regarding a proposed Housekeeping Amendment to Zoning By-law 0225-2007, be received for information and notwithstanding planning protocol, that the Supplementary Report be brought directly to a future Council meeting.

File: BL.09-COM

PDC-0008-2014

That the Report dated January 14, 2014, from the Commissioner of Planning and Building regarding the application to change the Zoning from "R1" (Detached Dwellings - Typical Lots) to "R4- Exception" (Detached Dwellings - Typical Lots) under file OZ 13/014 W10 and a Draft Plan of Subdivision to permit 15 detached dwellings under file T-M13004 W10, Argo Trail Corporation, 6565 Ninth Line, be received for information and notwithstanding planning protocol, that the Supplementary Report be brought directly to a future Council meeting.

Files: OZ 13/10 W10 and T-M13004 W10

PDC-0009-2014

That the Report dated January 14, 2014, from the Commissioner of Planning and Building recommending approval of the applications under File CD.21.AMA W4, Amacon Development (City Centre) Corp., Part of Lot 19, Concession 2, N.D.S., be adopted in accordance with the following:

1. That notwithstanding that subsequent to the public meeting, changes to the amendments have been proposed, Council considers that the changes do not require further notice and, therefore, pursuant to the provisions of subsection 34(17) of the Planning Act, R.S.O. 1990, c.P.13, as amended, any further notice regarding the proposed amendment is hereby waived.
2. That the application to amend Mississauga Official Plan from "Public Open Space" to "Downtown Mixed Use" and "Public Open Space", as amended, and to add a new Minor Collector road (Square One Drive), be approved, as per Appendix S-3 of this Report. This amendment will permit revised park limits and add a new road.
3. That the application to change the Zoning from "CCOS" (City Centre – Open Space) to "CC4-5" (City Centre – Mixed Use) and "CCOS" (City Centre – Open Space), as amended, and change the CC4 (City Centre – Mixed Use) zoning provisions to permit revised tower placement, heights and floor plates, be approved in accordance with Appendix S-4 of this Report.

4. That Legal Services be directed to prepare an amendment to the Agreement dated December 14, 2005, relating to the Urban Design Control Document to incorporate the revisions as per Appendix S-5, to accommodate the revised master plan.
5. That the decision of Council for approval of the rezoning application be considered null and void, and a new development application be required unless a zoning by-law is passed within 18 months of the Council decision.

File: CD.21.AMA W4

REPORT 2 - 2014



TO: THE MAYOR & MEMBERS OF COUNCIL

General Committee of Council presents its second Report of 2014 and recommends:

GC-0021-2014

That the following deputations with respect to the Expansion of the Provincial Greenbelt Plan Area into Mississauga be received:

- a) Olav Sibille, Planner, Park Planning and Paul Lowes, Principal, Sorensen Gravely Lowes Planning Associates Inc.
- b) Thaia Jones, Sierra Club of Peel and Kiruthiha Kulendiren, David Suzuki Foundation

GC-0022-2014

That the deputation by Olav Sibille, Planner, Park Planning, Mirek Sharp, Principal, North South Environmental and Margot Ursic, Planning Ecologist, Beacon Environmental with respect to the Natural Heritage and Urban Forest Strategy and Urban Forest Management Plan be received.

GC-0023-2014

1. That the "Natural Heritage and Urban Forest Strategy" (NH&UFS) and the "Urban Forest Management Plan" (UFMP), provided as Appendix 3 to the Corporate Report dated January 14, 2014 from the Commissioner of Community Services be endorsed in principle;
2. That the Implementation Guides for the "Natural Heritage and Urban Forest Strategy" and the "Urban Forest Management Plan", provided as Appendix 4 to the Corporate Report dated January 14, 2014 from the Commissioner of Community Services, be referred to the annual business planning and budget process for review and prioritization;
3. That staff initiate consultations with land owners of properties proposed to be included in the City's Natural Heritage System as shown on Map 1 of the Natural Heritage and Urban Forest Strategy; and
4. That a public meeting be held to consider amendments to Mississauga Official Plan further to the policy directions recommended in Appendix E of the Natural Heritage and Urban Forest Strategy.

GC-0024-2014

That the Corporate Report dated January 14, 2014 from the Commissioner of Community Services with respect to the expansion of the Provincial Greenbelt Plan Area into Mississauga be referred to Council without a recommendation.

GC-0025-2014

That the deputation by Ted Li and Tracy Lee, Kaleidoscope Chinese Performing Arts Society with respect to the 2014 Arts and Culture Grant Program be received.

GC-0026-2014

1. That the 2014 Arts and Culture grant allocations as outlined in the report “Recommended Grant Allocations for the 2014 Arts and Culture Grant Program”, dated January 6, 2014, from the Commissioner of Community Services, be approved.
2. That Cultural projects with a “Pan Am Games” focus be prioritized for project grant approvals in 2015.

GC-0027-2014

That the 2014 grant allocations for the Cultural Festivals and Celebrations Grant Program as outlined in the report “Recommended Grant Allocations for the 2014 Cultural Festivals and Celebrations Grant Program”, dated January 6, 2014 from the Commissioner of Community Services, be approved.

GC-0028-2014

1. That the 2014 Recreation and Sport grant allocations as outlined in the report “Recommended Community Grant Allocations for the 2014 Recreation and Sport Grant Program and 2014 Environment Grant Program” dated January 14, 2014 from the Commissioner of Community Services, be approved.
2. That the Commissioner of Community Services and City Clerk be given authority to enter into a multi-year funding agreement with Ecosource for no more than the total award of \$75,000 annually in a form satisfactory to Legal Services, City Manager’s Department for January 1, 2014 to December 31, 2018.
3. That the Commissioner of Community Services and City Clerk be given authority to enter into a multi-year funding agreement with Nexus Youth Services, Volunteer Mississauga Brampton Caledon (VMBC), Square One Older Adult Centre, Mississauga Sports Council, St John Ambulance and The Riverwood Conservancy for no more than the total award outlined in Appendix 2, “Recommended Grant Allocations – Recreation and Sport, 2014 Community Grant Program”, in a form satisfactory to Legal Services, City Manager’s Department, for January 1, 2014 to December 31, 2018.

4. That the Commissioner of Community Services and City Clerk be given authority to amend the current multi-year funding agreement with Safe City Mississauga to extend the term to 2018 in a form satisfactory to Legal Services, City Manager's Department, effective for 2015 to 2018.
5. That all necessary by-laws to execute the funding agreements with EcoSource, Nexus Youth Services, Volunteer Mississauga Brampton Caledon (VMBC), Square One Older Adult Centre, Mississauga Sports Council, St John Ambulance and The Riverwood Conservancy be enacted.

GC-0029-2014

1. That funding of \$990,000 be transferred from Capital Tax Reserves to (PN12-331) as replacement for CIIF funding to allow the Streetsville Village Square tender to be awarded as outlined in the report dated January 24, 2014 from the Commissioner of Community Services, to ensure continuation of the project notwithstanding that discussions with the Federal Government are ongoing with regard to an extension to the CIIF project completion date.
2. That all necessary by-laws be enacted.
(Ward 11)

GC-0030-2014

That McNally Construction Inc. be granted an exemption from the Noise Control By-law No. 360-79, as amended, to allow for extended tunnelling construction work of the Hanlan Feedermain as outlined in the Corporate Report dated January 13, 2014 from the Commissioner of Transportation and Works for the following locations:

- a. 920 Lakeshore Road East, commencing at 7:00 p.m. on Tuesday, February 18, 2014 and ending at 7:00 a.m. on Monday, June 1, 2015.
- b. 1352 Lakeshore Road East, commencing at 7:00 p.m. on Tuesday, February 18, 2014 and ending at 7:00 a.m. on Friday, April 1, 2016.
- c. 1635 Cormack Crescent, commencing at 7:00 p.m. on Tuesday, February 18, 2014 and ending at 7:00 a.m. on Friday, January 1, 2016.

(Ward 1)

GC-0031-2014

That McNally-Kiewit-Aecon Partnership be granted an exemption from Noise Control By-law No. 360-79, as amended, to allow for extended construction work for the third phase of twinning of the existing West Trunk Sanitary System between Highway 401 and Queen Elizabeth Way (QEW), commencing Tuesday, February 18, 2014 and ending Friday, August 29, 2014.

(Wards 9 and 11)

GC-0032-2014

That the Realty Services Section of Corporate Services Department be authorized to enter into negotiations for a lease agreement, in a form and content satisfactory to the City Solicitor, between the City of Mississauga as landlord and 2016169 Ontario Inc. (o/a Blyth Academy) as tenant, for the Cawthra-Elliot House located at 1507 Cawthra Road, in accordance with the terms contained herein.

(Ward 1)

GC-0033-2014

1. That the City owned parcel of land located on the west side of Keenan Crescent, between 3681 and 3685 Keenan Crescent, containing an area of approximately 115 square metres (1,238 square feet), be declared surplus to the City's requirements. The City owned parcel is described as PCL PLAN-2, SEC M7; BLK H, PL M7, in the City of Mississauga, Regional Municipality of Peel, Ward 5.
2. That Realty Services staff be authorized to proceed to dispose of the subject property to the adjacent landowners once it has been declared surplus.
3. That all steps necessary to comply with the requirements of Section 2. (1) of City Notice By-law 215-08 be taken, including giving notice to the public by posting a notice on the City of Mississauga's website for a two week period, where the expiry of the two week period will be at least one week prior to the execution of an agreement for the sale of the subject land under delegated authority.

(Ward 5)

GC-0034-2014

1. That a portion of City owned property, municipally known as 4140 Pheasant Run, containing a site area of approximately 0.81 ha. (2 acres), be declared surplus to the City's requirements for the purpose of a proposed conveyance to Hearthouse Hospice Inc. upon satisfactory completion of all required lease payment under a five (5) year lease-to-own agreement. The subject lands are legally described as Part of Block X on Registered Plan M-120, containing approximately 2 acres in the approximate location as shown on Appendix 1, in the City of Mississauga, Regional Municipality of Peel, in Ward 8.
2. That the requirements of Section 2.(1) of City Notice By-law 215-2008 be waived and, in lieu, notice to the public will be given by posting a notice on the City of Mississauga's website for at least three weeks prior to the Transfer of Title the subject land to Hearthouse Hospice Inc.

(Ward 8)

GC-0035-2014

That the following Corporate Policies and Procedures be declared obsolete:

- a) Assisted Education Leave (01-06-06)
- b) Portables (03-03-02)
- c) Highway Noise in Industrial Subdivisions (09-03-01)

GC-0036-2014

That the matter regarding a bylaw to amend the Tow Truck Licensing By-Law to clarify subsection 4(3)(b) of the Tow Truck Licensing By-Law and to set out the appropriate time frames for subsequent applications for tow truck licences be referred back to staff for further discussion.

GC-0037-2014

That the City Manager conduct further in depth analysis of the market data regarding Director compensation and return to Council for further discussion.

Memorandum



UB-1

TO: Mayor and Members of Council
FROM: Carmela Radice, Legislative Coordinator
DATE: February 6, 2014
SUBJECT: **Expansion of the Provincial Greenbelt Plan Area into Mississauga**



At the General Committee meeting on February 5, 2014, Chair and Members of the Committee referred the Corporate Report titled “**Expansion of the Provincial Greenbelt Plan Area into Mississauga**” from the Commissioner of Community Services to Council’s meeting on February 12, 2014 for an amendment to the recommendation in the report.

The amended recommendation states:

1. That the report dated January 14, 2014, from the Commissioner of Community Services entitled “Expansion of the Provincial Greenbelt Plan Area into Mississauga”, be received for information.
2. That the Commissioner of Community Services be directed to submit a Corporate Report prior to the Summer 2014 Council recess, outlining a plan and cost estimates to expand the Provincial Greenbelt by designating selected public lands as Urban River Valley, as outlined in the Legislation.

Sincerely,

A handwritten signature in cursive script, appearing to read 'Carmela Radice'.

Carmela Radice
Legislative Coordinator
City of Mississauga

UB-1(a)



Corporate Report

Clerk's Files

Originator's
Files

EC. 10 NAT

EC.11.GREENBELT

DATE: January 14, 2014

TO: Chair and Members of General Committee
Meeting Date: February 5, 2014

General Committee

FEB 05 2014

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

COUNCIL AGENDA

FEB 12 2014

SUBJECT: Expansion of the Provincial Greenbelt Plan Area into Mississauga

RECOMMENDATION: That the report dated January 14, 2014 from the Commissioner of Community Services entitled "Expansion of the Provincial Greenbelt Plan Area into Mississauga" be received for information.

REPORT HIGHLIGHTS:

- Viability of expanding the provincial Greenbelt Plan Area was assessed to fulfill Council Recommendation GC-0288-2010.
- In January 2013 the Province passed Amendment 1 to the Greenbelt Plan that introduced the Urban River Valley (URV) designation.
- Expansion of the Provincial Greenbelt Plan Area into Mississauga can be achieved by designating publicly-owned lands as URV lands within the Credit River and Etobicoke Creek watersheds.
- There is no clear policy-related benefits or additional protection from URV designation.
- Designating URV lands in the City can raise the profile and awareness of lands as connections to a larger natural heritage system and demonstrate City's educational and stewardship leadership.
- Staff is currently working on criteria to select land parcels to be considered for designation and estimating associated costs involved.
- Environmental Advisory Committee has expressed support to the expansion of the Greenbelt Plan Area into Mississauga.

- Natural Heritage and Urban Forest Strategy (NH&UFS) includes a recommendation for expanding the Provincial Greenbelt.
- The City would demonstrate leadership by being the first GTA municipality to proceed with the URV land designation.

BACKGROUND:

A Feasibility Analysis for expansion of the Provincial Greenbelt Plan Area into Mississauga was conducted to fulfill Council Recommendation GC-0288-2010, which states:

1. *That City Council support, in principle, the addition of public lands in the Credit River Valley to the Provincial Greenbelt to ensure these valuable lands are preserved and protected.*
2. *That prior to requesting the Region to make application to the Province of Ontario for Growing the Greenbelt, staff, in consultation with the Region of Peel and Credit Valley Conservation (CVC), carry out a feasibility analysis of Growing the Greenbelt and report back to the Environmental Advisory Committee.*

Study Direction and Stakeholder Engagement

The Feasibility Analysis (Appendix 1) was conducted as a project deliverable of the Natural Heritage and Urban Forest Strategy (NH&UFS) study. This analysis identifies the location of publicly owned lands within the Credit River and Etobicoke Creek, and assesses the implications of designating public lands within these watersheds as Urban River Valley (URV) lands.

Direction and technical guidance to the Analysis was provided by the NH&UFS Study cross departmental Project Steering Committee and Core Working Team with representation from Parks and Forestry, Environment, Planning and Building, Transportation and Works, Region of Peel and the three local conservation authorities.

The Feasibility Analysis was circulated and received input from the Ministry of Municipal Affairs and Housing; the Region; the neighbouring municipalities of Brampton, Milton, Oakville and Toronto; as well as environmental organizations. A revised version of the document was posted online for public comment for the month of September 2013.

COMMENTS:

The Feasibility Analysis for Expansion of the Provincial Greenbelt Plan Area includes consideration of new developments in provincial legislation, in particular Amendment 1 to the Greenbelt Plan, approved by the Province in January 2013 that introduced the Urban River Valley (URV) land designation. It also examines the implications of having such designation applied to City owned lands with respect to recreational uses, facilities and infrastructure. The analysis indicates that there would appear to be no clear policy-related benefits for designating publicly owned lands as URV lands as it will not result in any increased protection of natural heritage features.

The benefits for designation include raising awareness of the role of the urban river valleys in supporting connection to a larger, regional natural heritage system; reinforcing land securement undertakings; and creating restoration, educational and stewardship opportunities. Expanding the Greenbelt locally would raise the profile of these valley lands through their inclusion in a Provincial plan that has a strong symbolic value and is expected to provide widespread positive recognition and support.

In addition, designating URV lands locally would offer an opportunity for the permanent protection of suitable lands and for the City to show leadership in being the first GTA municipality undertaking the Greenbelt expansion through this new designation. Public comments to the Feasibility Analysis paper were also generally supportive.

Staff support pursuing designation of suitable public lands along the Credit River and Etobicoke Creek as URV lands for the reasons outlined in the Feasibility Analysis, and recommend beginning preliminary work required (including costing), to pursue application for such designation through the Region.

COMMENTS FROM THE ENVIRONMENTAL ADVISORY COMMITTEE

The Environmental Advisory Committee has expressed support to the expansion of the Greenbelt Plan Area into Mississauga, and has underlined the importance of connecting expansion of the Provincial Greenbelt Plan Area to other initiatives for the Credit River, such as the Credit River Parks Strategy.

A question was raised on the process for future additions of URV lands. Any new addition would follow the process established by the Province for an Amendment to the Greenbelt Plan.

NEXT STEPS

- City staff will continue preliminary work and costing to pursue application through the Region, as required by the Province, for designation of suitable lands and report to the Environmental Advisory Committee;
- City staff to initiate coordination with other public land owners to identify lands suitable for URV land designation. This will also inform cost estimation;
- City, Region and Province to agree on the scope and extent of public consultation required before proceeding;
- City to prepare detailed justification report demonstrating that the six criteria for Provincial Greenbelt expansion can be met; and,
- Resolution required from both City and Regional Councils requesting that the specified sites be added to the Provincial Greenbelt Plan Area.

STRATEGIC PLAN: Expansion of the Provincial Greenbelt Plan Area into Mississauga by designating Urban River Valley (URV) lands in the city supports the Strategic Plan's Green Pillar. Through its implementation, the provincial Greenbelt expansion will advance our City's strategic goals to lead and encourage environmentally responsible approaches; and to conserve and connect natural environments.

FINANCIAL IMPACT: If additional funding is required, it will be requested through the 2015 Corporate Business Plan and Budget Process, and where possible, opportunities to secure grants will be sought to offset cost to City. The Friends of the Greenbelt Foundation has informed that partial funding could be made available to the City for work conducive to the URV land designation.

Costs for designating URV lands in the City include; land surveying, public consultation and reporting. Detail costing for land surveying is not yet available as specific suitable land parcels to be considered for designation are currently being estimated. The Province has advised

that costs related to land surveying may be reduced as there will be some flexibility when assessing legal descriptions of land parcels proposed for designation.

CONCLUSION:

Although there is no clear policy-related benefits for designating publicly owned lands as URV lands; the City would demonstrate environmental leadership and raise awareness of the value of the urban rivers. Expansion of the Provincial Greenbelt Plan Area into Mississauga supports other City interests such as long-term environmental education and stewardship efforts.

Further to the draft Feasibility Analysis for the Expansion of the provincial Greenbelt Area into Mississauga, City staff continue current work to identify public lands within the Credit River and Etobicoke Creek as Urban River Valley lands that are suitable for designation. Following the completion of this work, a report with recommendations to designate URV lands will be prepared for EAC's consideration

ATTACHMENTS:

Appendix 1: Feasibility Analysis for Expansion of the Provincial Greenbelt Plan Area into Mississauga



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

Prepared By: Olav Sibille, Planner, Park Planning



**Feasibility Analysis for Expansion of the
Provincial Greenbelt Plan Area into Mississauga**

November 8, 2013



North-South Environmental Inc.
Specialists in Sustainable Landscape Planning



UB-1 (g)

**Natural Heritage and Urban Forest Strategy: Draft Discussion Paper #3:
Feasibility Analysis for Expansion of the Provincial Greenbelt Area into Mississauga**

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Feasibility Analysis for Expansion of the Provincial Greenbelt Area into Mississauga

1.0 INTRODUCTION

1.1 PURPOSE OF THIS PAPER

This paper discusses the feasibility and implications for expanding the Provincial Greenbelt Plan Area into the Credit River Valley in the City of Mississauga. The purpose of this paper originates from a recommendation by the Environmental Advisory Committee to undertake such study. This recommendation was subsequently included in the Terms of Reference for the Natural Heritage and Urban Forest Strategy.

On April 28, 2010 Mississauga City Council adopted the following resolution:

1. That City Council support, in principle, the addition of public lands in the Credit River Valley to the Provincial Greenbelt to ensure these valuable lands are preserved and protected.
2. That prior to requesting the Region to make application to the Province of Ontario for Growing the Greenbelt, staff, in consultation with Region of Peel and Credit Valley Conservation (CVC), carry out a feasibility analysis of Growing the Greenbelt and report back to the Environmental Advisory Committee; and the report should specifically include:
 - a. the location of City and CVC owned lands within the Credit River valley in the City of Mississauga that may be suitable for Provincial Greenbelt designation; and
 - b. an analysis of the implications of the Provincial Greenbelt designation for City and CVC owned lands with respect to recreational uses, facilities and infrastructure.

Since the upper reaches of the Etobicoke Creek extends into Caledon and is included within the Greenbelt Plan Area, this report also assesses the implications of extending the Provincial Greenbelt Plan along this river valley in addition to the Credit River valley.

2.0 THE GREENBELT PLAN

2.1 GREENBELT PLAN OVERVIEW

The Greenbelt Plan identifies "where urbanization should not occur in order to provide permanent protection to the agricultural land base and the ecological features and functions". It applies not only to large areas of farmland and countryside, but also to significant natural heritage features and areas.

The vision of the Greenbelt plan is for a band of permanently protected land which:

- Protects against loss of agricultural land;
- Gives protection to the natural heritage and water resources; and
- Provides for a diverse range of economic and social activities associated with rural communities, agricultural, tourism, recreation and resource uses.

Within the Greenbelt Plan, the significant natural heritage features and areas are protected from development through policies on key natural heritage features (KNHFs) and key hydrologic features (KHF).

The Greenbelt Plan also identifies a Natural Heritage System, which is intended to include areas within the Protected Countryside with the highest concentration of the most significant natural features and functions. The intent is further to manage this area as a connected and integrated natural heritage system. However, outside of the KNHFs and KHF the full range of existing and new agricultural, agricultural related, and normal farm practices are permitted, as well as non-agricultural uses with limitations on coverage and the proportion of the developable area on a site.

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Within Peel Region, the Greenbelt Plan Area encompasses a large swath of land in the northern half of the Town of Caledon. It then extends as "fingers" south along a series of stream corridors in the rural part of the Town of Caledon and the City of Brampton to the limits of the existing urban area boundaries. From that point south, through the existing urban area, it is shown in dotted lines as "River Valley Connections (outside the Greenbelt)" along the Etobicoke Creek, and Credit River corridors (as shown in Figure 1).

These River Valley Connections are discussed in Section 3.2.5 of the Greenbelt Plan. This section states that,

"The river valleys that run through existing or approved urban areas and connect the Greenbelt to inland lakes and the Great Lakes are a key component of the long-term health of the Natural System. In recognition of the function of the urban river valleys, municipalities and conservation authorities should:

- 1. Continue with stewardship, remediation and appropriate park and trail initiatives which maintain and, to the extent possible, enhance the ecological features and functions found within these valley systems;*
- 2. In considering land conversions or redevelopments in or abutting an urban river valley, strive for planning approaches that:*
 - a) Establish or increase the extent or width of vegetation protection zones in natural self-sustaining vegetation, especially in the most ecologically sensitive areas (i.e. near the stream and below the stable top of bank);*
 - b) Increase or improve fish habitat in streams and in the adjacent riparian lands;*
 - c) Include landscaping and habitat restoration that increase the ability of native plants and animals to use valley systems as both wildlife habitat and movement corridors; and*
 - d) Seek to avoid, minimize and/or mitigate impacts associated with the quality and quantity of urban run-off into the valley systems; and*
- 3. Integrate watershed planning and management approaches for lands both within and beyond the Greenbelt."*

2.2 GROWING THE GREENBELT

In 2008, the Province released criteria to be used in considering municipal requests for expanding the Greenbelt Plan. The report, *Growing the Greenbelt*, establishes the process and criteria under which the Greenbelt Plan can be expanded. Municipalities can request the Province to expand the Greenbelt Plan, but the authority to amend the Greenbelt Plan lies only with the Lieutenant Governor, who can approve amendments to the plan, on the recommendation of Cabinet, that have been proposed by the Minister of Municipal Affairs and Housing.

The criteria and the process to consider requests to grow the Greenbelt are based on the following principles:

- *"Reductions or deletion to the Greenbelt area will not be considered.*
- *Land in the Greenbelt will not be swapped or traded for land outside the Greenbelt.*
- *The mandated 10-year Greenbelt Plan review is not replaced. The plan's policies and mapping will be subject to comprehensive review by 2015.*
- *The ability of the Minister to propose other amendments is not affected.*
- *The legislated Greenbelt amendment process remains unchanged, only the Minister of Municipal Affairs can propose amendments, and only the Lieutenant Governor, on the recommendation of Cabinet, can approve amendments."*

The six criteria that a municipality must demonstrate in their submission through a detailed proposal and supporting information (i.e. maps and reports), and that the Ministry of Municipal Affairs and Housing will consider, are:

- 1. "The request is from a regional, county or single-tier municipal government and is supported by a council resolution. In a region or county, the lower-tier host municipality (or municipalities) in*

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the proposed expansion area supports the request through a council resolution...The municipality documents [s]how it has addressed the Ministry of Municipal Affairs and Housing's expectations for:

- *Engagement with the public, key stakeholders, and public bodies such as conservation authorities, including notification of affected landowners.*
 - *Engagement with Aboriginal communities."*
2. *"The request identifies an expansion area that is adjacent to the Greenbelt or demonstrates a clear functional relationship to the Greenbelt area and how the Greenbelt policies apply."*
 3. *"The request demonstrates how the proposed expansion area meets the intent of the visions and one or more of the goals of the Greenbelt Plan."*
 4. *"One or more of the Greenbelt systems (Natural Heritage System, Agricultural System and Water Resource Systems) is identified and included in the propose expansion area and their functional relationship to the existing Greenbelt system is demonstrated."*
 5. *"The proposed area for expansion cannot impede the implementation of the Growth Plan. The municipalities must demonstrate how the expansion area supports the goals, objectives and targets of the Greenbelt Plan and Growth Plan. Expansions to the Greenbelt plan will be considered for areas that are outside existing settlement areas. An exception may be considered for major natural heritage systems that are located within the existing urban settlement areas. The natural heritage system must be designated within the municipal official plan."*
 6. *"A municipality's request to expand the Greenbelt may be considered by the Ministry of Municipal Affairs and Housing while complementary provincial initiatives area being developed. The request has to demonstrate that the proposed expansion area will not undermine provincial interests, or the planning or implementation of complementary provincial initiatives (e.g. Source Protection Plan under the Clean Water Act, 2006, Metrolinx's Regional Transportation Plan, proposed lake Simcoe Protection Strategy)."*

With regards to the fifth criteria, the report states that lands designated for public parks and recreation uses, such as sports fields, that make up part of the urban community would not be considered part of the natural heritage system that could be incorporated into the Greenbelt Plan area. This point however seems to be contradicted by Amendment #1 for the new Urban River Valley designation, which indicates that the policies of Section 3.3 of the Greenbelt Plan would apply. Section 3.3 applies to parkland, open space and trails and states that municipalities should provide for a full range of publicly accessible built and natural settings for recreation. Provincial staff have clarified that active recreational uses such as sports fields are permitted in the Urban River Valley designation of the Greenbelt Plan if the municipality's Official Plan permits the use. However, the Provincial staff cautioned that the City may not want to include lands used for active recreation where the City may want to intensify those active recreational uses as such intensive uses may not be compatible with long term vision for the Greenbelt Plan Area

2.3 GREENBELT PLAN AMENDMENT #1

Greenbelt Plan Amendment #1 was approved on January 9, 2013. The intent of the Amendment is to allow for the inclusion of publicly owned lands in the urban river valleys into the Greenbelt Plan Area. Urban river valleys are valleys that traverse the existing urban areas generally south of the Greenbelt Plan Area and link to river valleys that are located generally north of the existing urban area. This would appear to apply to those areas referenced above as "River Valley Connections". In Mississauga, this would include the Credit River and Etobicoke Creek.

The Greenbelt Plan is not clear on what "publicly owned lands" can and cannot be included in the Urban River Valleys. The only publically owned lands that are currently designated as "Urban River Valley" within the Greenbelt Plan are Provincially owned lands in North Oakville within and adjacent to Bronte Creek north of Dundas Street and south of Highway 407. Since the Oakville lands are all Provincially owned lands, it would appear that any publicly owned lands could be included if the agency responsible

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for the lands is willing. Provincial staff confirmed that any publicly owned lands can be included in the Urban River Valley designation provided the government or agency responsible for the lands is agreeable.

Greenbelt Plan Amendment #1 adds a new Section 6.0 to the Greenbelt Plan which sets the policy framework for the new designation of Urban River Valley. The lands within the Urban River Valley are to be governed by the applicable municipal official plan policies provided they have regard to the objectives of the Greenbelt Plan. Infrastructure is permitted subject to the Environmental Assessment Act. The use and operation of existing municipal infrastructure in the urban river valleys including stormwater management ponds would continue to be governed by municipal official plan policies and current municipal practices.

The Amendment also states that the Protected Countryside policies of the Greenbelt Plan do not apply except for the policies on external connections in Section 3.2.5 and the policies on parkland, open space and trails in Section 3.3.

The policies in Section 3.2.5 have been described above. The policies in Section 3.3 are rather general and are largely encouraging rather than prescriptive policies and encourage the development of a system of parkland, open space and trails for recreation and to support the connectivity of the Natural Heritage System, and set out policies to encourage municipal parkland and open space strategies and municipal trail strategies.

Other than the lands in North Oakville added through Amendment #1, additional lands would have to be added through further amendment and regulation.

3.0 ONTARIO GREENBELT ALLIANCE REPORT

The Ontario Greenbelt Alliance prepared a report on the Greenbelt expansion titled *Good Things Are Growing in Ontario – Expanding Ontario's Greenbelt Through Urban River Valleys* (February, 2013). The report recommends that the process be initiated to include the areas around the urban river valleys in Toronto, Mississauga, Brampton, Oakville, Guelph, Markham, and Hamilton as Greenbelt under the Urban River Valley Designation on the basis that it provides “*connect[ion] to the natural spaces and working farmland that are essential to the environmental social and cultural health of the communities across the Greater Golden Horseshoe.*” (p. 34). Specific to Mississauga, the reports identifies two benefits of designating the Credit River as part of the Greenbelt. Doing so would “*bridge a connection between southern Ontario's green space and agricultural lands and one of Canada's fastest growing and most diverse populations*” (p.16) and “*encourage residents to see their city in a new light, not just as a growing urban center but one that is connected to the natural world through a river in need of protection*” (p.16). The report is vague in its approach, does not discuss the specific Greenbelt policies in any detail nor outline any precise benefits or any possible downfalls to adding the Credit River Valley or the other major river valleys in Mississauga to the Greenbelt Plan. However, as discussed later in this report, including lands in Mississauga in the Greenbelt Plan may help to raise the profile of the urban river valley and public awareness of their importance.

4.0 OTHER MUNICIPAL APPROACHES TO THE GREENBELT EXPANSION

4.1 OAKVILLE

The Town of Oakville explored the issue of expanding the Greenbelt Plan into the urban area in a report dated October 11, 2011 (PD-040-11). They found that there is merit in maximizing the protection of natural environmental areas but that the Greenbelt Plan was not the right tool at that time for the following reasons:

- *At a fundamental level, the Greenbelt policies are suited to a rural agricultural context and not*

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appropriate for the urban area;

- *Oakville's vision for environmental protection and orderly urban development does not meet the intent of the rural and agricultural vision of the Greenbelt Plan;*
- *The Greenbelt policies could permit the introduction of agricultural land uses and aggregate operations within the urban area which could result in diminished environmental protection for Oakville's natural environment;*
- *If agricultural land uses and aggregate operations were permitted to establish, the town might not be able to regulate these uses adequately in order to maintain the existing levels of environmental protection provided by current land use policy and regulation; and*
- *There would be inflexibility, conflict and inconsistency implementing existing local official plan policies if Greenbelt policies were introduced.*

However, the report noted that the matter should be re-examined if policies appropriate for an urban context area were introduced into the Greenbelt Plan. One of the report recommendations was that, *"the Minister of Municipal Affairs and Housing be requested to amend the Greenbelt Plan to introduce policies that address the urban context including limitations on the full range of existing and new agricultural, agricultural-related, secondary uses, normal farm practices and mineral aggregate operations."*

The Province's subsequent Amendment #1 to the Greenbelt Plan, which was passed on January 9, 2013, would appear to have addressed the Town's concerns.

4.2 TORONTO

Prior to the introduction of the Greenbelt Plan Amendment #1, the City of Toronto investigated the possibility and suitability of designating portions of the Don and Humber River Valleys as part of the Greenbelt Plan. Although portions of these river's valleys met the criteria to be designated as such, it was concluded that this would be inappropriate as the policies were designed for rural areas not valleys in urban areas. For example, additional infrastructure costs would have been required as some of the storm water management ponds planned for these areas could not be built, and more costly alternatives would be required. It was concluded that it was unsuitable to designate the river valleys in the Greenbelt Plan but that clarity should be sought during the 2015 Greenbelt Plan review as to *"how the [Greenbelt Plan Policies] apply to external river valley connection and the role that municipalities can play in protecting these important connections"*.

According to the Province, the multiple requests received for a mechanism to protect river valleys in urban settings, initiated by the City of Toronto and the Town of Oakville, prompted the Greenbelt Plan Amendment to introduce the Urban River Valley Designation.

4.3 YORK REGION

In a letter to the Ministry of Municipal Affairs and Housing dated January 4, 2013, York Region provided a coordinated response (on behalf of itself and many of its lower tier municipalities) to the then proposed amendment to the Greenbelt Plan to create the new "Urban River Valley" designation. The following concerns with the amendment were addressed:

- *"There is confusion about what lands are intended to be included in the proposed amendment.*
- *The proposed amendment does not include detailed protection policies, and creates uncertainty about the future of the municipal role in the protection.*
- *The proposed amendment does not protect the 'system'.*
- *The proposed amendment could be perceived to diminish the importance of the protection of other lands currently protected by municipal policy.*
- *The Province has not committed funding to the long-term protection of these lands nor justification for the costs required to designate these lands."*

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The letter requested that the amendment not be approved but further revisited during the 2015 Greenbelt Plan Review; however, the Province approved the proposed amendment to the Greenbelt Plan on January 9, 2013 without changes to address the above noted concerns.

4.4 CITY OF BRAMPTON

On December 27, 2012, the City of Brampton staff provided preliminary comments to the Ministry of Municipal Affairs and Housing on the Proposed Amendment #1 to the Greenbelt Plan. Their comments raised the following issues with the proposed amendment:

- “Adopting the Protected Countryside designation and policies, including those of the Natural Heritage System, in an urban area may not be appropriate. The Protected Countryside designation and policies are intended for rural areas would permit uses (i.e. agriculture and aggregate operations) that are not permitted by current Official Plan policies, and may also affect the provision of municipal infrastructure and services necessary to support a growing city. [Staff is] concerned that if the Greenbelt policies are not clarified, urban municipalities would not be able to regulate land uses in accordance with existing Official Plan policies.”
- “More detail on what policies and/or technical criteria, including requirements to delineate [Urban River Valley] lands, would be recommended prior to the adoption of the amendment.”
- “It would be appropriate to consider amending the 2008 Greenbelt expansion criteria #2 and #4, and include criteria specific to [Urban River Valleys] to clearly identify that for urban areas the Protected Countryside policies do not apply.”
- “[Staff] questions[s] the land use planning merits of adding the jurisdiction of a Provincial plan to the urban area of the City. Currently Brampton's Official Plan, comprehensive zoning by-law and conservation regulations, combined with the Region of Peel Official Plan and conservation authority regulations ensure protection of the ecological features and functions found within the valley systems, both within and outside of the Greenbelt.”
- “City staff questions whether it is necessary to proceed with a limited and scoped amendment to the Greenbelt Plan at this time in advance of the more comprehensive review in 2015.”

A staff report to the Planning, Design and Development Committee dated January 25th, 2013, discussed the Greenbelt Plan Amendment and the staff comments to the Ministry of Municipal Affairs and Housing. In the staff report, staff highlighted that “each time an Urban River Valley designation is considered in the City, there will be a cost to map the entity and present the proposal to the public. Furthermore, because the Urban River Valley designation applies only to publically owned lands, this will result in fragmented mapping to demonstrate the external valley connections in the Greenbelt.” The staff report also indicated that the City of Brampton is currently preparing a Natural Heritage and Environmental Management Strategy, and as part this ongoing process, the viability of growing the Greenbelt through the Urban River Valley designation will be considered.

5.0 IMPLICATIONS FOR MISSISSAUGA

5.1 STATUS OF THE CREDIT RIVER AND ETOBICOKE CREEK CORRIDORS

As shown on Schedule 1, Urban System, of the Mississauga Official Plan (MOP), the entirety of the Etobicoke Creek and Credit River corridors are identified as part of the Green System (see Figure 2 of this report).

As shown on Schedule 3 of the MOP, the Green System along these corridors is composed of lands in the City's Natural Areas System, and Natural Hazards (see Figure 3 of this report). Within the Natural Areas System, the majority of the lands along the valleys are comprised of Natural Areas along with two large Provincially Significant Wetlands.

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The Natural Areas and Natural Hazard policies in the MOP ensure that, for the most part, development will not be permitted within the Credit River and Etobicoke Creek valleys. The policies in the MOP (section 6.3.1) state that development and site alteration will not be permitted within or adjacent to lands in the Natural Areas System unless it is demonstrated, through an Environmental Impact Study, that there will be no negative impacts on natural features or their ecological functions. The Natural Hazard Lands policies in the MOP (section 6.3.2) indicate that development and site alteration will generally not be permitted, and that these lands will be designated Greenbelt in the MOP.

Schedule 4 further illustrates that a significant proportion of the corridors are recognized as Public and Private Open Space (see **Figure 4** of this report). The Public Open Space designation provides an illustration of some of the public lands that could be included in the Urban River Valley designation of the Greenbelt Plan.

Schedule 10 of the MOP (see **Figure 5** of this report) illustrates the land use designations along the Credit River and Etobicoke Creek corridors. As shown on the map, the majority of the stream corridors are designated Greenbelt in the MOP. Other land use designations include Private and Public Open Space, Parkway Belt West and Institutional. These land use designations, for the most part, provide for a narrow range of permitted uses such as conservation, passive recreation, municipal infrastructure and parks.

In addition to the policy protection for the valley lands within the MOP, the Region of Peel Official Plan identifies regionally significant Core Valley and Stream Corridors in Peel. Both the Credit River valley and the Etobicoke Creek valley are Core Areas in the Region's Greenlands System. The Region of Peel Official Plan prohibits development and site alteration within Core Areas, which provides for another layer of policy protection for lands within these valleys.

Figure 6 of this report identifies the amount of lands within these two stream corridors that are currently publicly owned. Since there is no definition in the Greenbelt Plan of what the boundary of an Urban River Valley should be, the crest of the valley slope was used as a determinative of the boundary of the river valleys. Provincial staff have confirmed that it is up to each local municipality to determine what the extent of the Urban River Valley designation should be on either side of the valley. **Figure 6** identifies all City, Peel Region, CVC, TRCA and Provincial owned lands within that area. Publicly owned lands within the Credit River valley total 466 ha with an additional 116 ha of publicly owned lands abutting the Credit River valley. Within the Etobicoke Creek valley (within Mississauga), publicly owned lands total 146 ha with an additional 99 ha of publicly owned lands abutting the Etobicoke Creek valley. A breakdown of ownership of these lands is contained in Appendix A.

As noted in Section 2.3 of this report, Amendment #1 only facilitates the addition of publicly owned lands. As one can see on this map, the publicly owned lands along the Credit River and Etobicoke Creeks are not continuous and thus any resulting Urban River designation will be scattered and not continuous. The Council direction for this study was to assess the City and CVC owned lands for inclusion into the Provincial Greenbelt. **Figure 6** also shows Peel Region owned lands in the Credit River valley and TRCA owned lands in the Etobicoke Creek valley. If the City were to recommend inclusion of the publicly owned land within the Greenbelt Plan Urban River Valley designation, it would be advantageous to include as much publicly owned land as possible in order to move towards a connected designation.

Where the Credit River crosses Highway 403, there are lands within the Credit River Valley that are part of the Parkway Belt West Plan. There are Provincially owned lands within the Parkway Belt West Plan. The Greenbelt Plan states, in Section 2, that it encompasses the lands within the Oak Ridges Moraine area and the Niagara Escarpment Plan area and the Parkway Belt West Plan Area. Where lands are within the Parkway Belt West Plan Area and the Greenbelt Plan area, the requirements of the Parkway Belt West Plan Area continue to apply with the exceptions of Sections 3.2 (Natural System) and 3.3 (Parkland Open Space and Trails) of the Greenbelt Plan, which would apply. As such, the lands in the Parkway Belt West Plan Area could also be included in the Urban River Valley designation in the Greenbelt Plan.

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However, the Province has indicated that some or all of these Provincial owned lands may be required for infrastructure purposes.

5.2 PROS AND CONS OF EXTENDING THE GREENBELT

A number of municipalities have previously identified valid planning issues with expanding the Greenbelt Plan into the urban areas due to the rural focus of the Greenbelt Plan. The Province has attempted to address those shortcomings with the new Urban River Valley designation in the Greenbelt Plan.

The implications and benefits of this new Urban River Valley designation for the City include:

- ***No policy duplication.***
With this Urban River Valley designation, there would be no duplication in policy as the City's Official Plan policies and the City's zoning would govern the use of the lands.
- ***No rural bias.***
The original concerns by many municipalities that a largely rural based policy structure inherent in the policies of the Greenbelt Plan would not be appropriate in an urban system, is no longer an issue as none of the Countryside policies would apply in the Urban River Valley designation.
- ***Effect on operations or maintenance of City properties***
Since the Urban River Valley designation in the Greenbelt Plan will rely on the City's official plan policies and designations, no additional restrictions will be placed on the City's use of their lands. However, the City's actions will have to be in conformity with Section 3.3 of the Greenbelt Plan on parkland, open space and trails. The most significant implication will be on the preparation of municipal parkland and trail strategies, which will have to have regard for the consideration of Section 3.3.3.3 and 3.3.3.4. However, many of these considerations would be addressed in municipal parkland and trail strategies in any event.
- ***Effect on infrastructure in the river valleys.***
Policy 6.2.2 of the Greenbelt Plan addresses infrastructure in the Urban River Valley designations and states that all existing, expanded or new infrastructure approved under the Environmental Assessment Act or similar approval is permitted provided it supports the needs of the adjacent urban areas and supports the goals and objectives of the Greenbelt Plan.
- ***Effect on other City Strategies.***
Since the use and development of the lands in the Urban River Valleys are to be governed by the policies of the Mississauga Official Plan while having regard to the policies of Section 3.3 of the Greenbelt Plan, there is unlikely to be an effect positively or negatively on the City strategies including natural heritage strategy, infrastructure or parks planning.

Including parts of the Credit River and Etobicoke Creek Valleys in the Greenbelt Plan would have some benefits to the City (although these would be more related to promotion and outreach than planning) including:

- Increasing the profile of the lands subject to the Urban River Valley designation by including them in a Provincial Plan;
- Raising awareness of the need to protect the Urban River Valleys as part of a natural heritage system;
- Raising awareness and providing educational opportunities on the importance of the regional linkages and the role of the Urban River Valleys as a natural heritage system and their role in linking the large core areas in the upper reaches of the watershed to Lake Ontario; and
- Promoting the City as the first municipality to request a Greenbelt expansion in the urban area.

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However, simply including the lands on a map as part of a Provincial Plan will not increase the profile or raise awareness, it would also require promotion by the City or other public or non-governmental organizations. Additional efforts at public education will be needed to increase the profile and raise awareness, but the inclusion of the lands in the Provincial Plan could provide the rationale to do so. Provincial staff indicated that there are no financial resources available from the Province to assist in promotion or education. However, the Greenbelt Foundation may be able to assist in such promotion and outreach..

Despite these benefits, there are a number of weaknesses with the new Urban River Valley designation. These include:

- ***There are no changes to the level of policy protection;***
The permitted uses and level of protection defers to the local official plan policies other than the general Parkland, Open Space and Trail policies of Section 3.3 of the Greenbelt Plan. From the City's operational perspective, however, there appears to be no implications for or infringements on the City's use and management of their parks, open spaces and infrastructure as they are to be governed by the policies in the current municipal official plan.
- ***It only applies to publicly owned lands;***
In Mississauga, the publicly owned river valleys are already protected through public ownership and zoned as either Greenbelt or Open Space. Nothing is gained from the perspective of increasing the amount of protected lands as no additional lands would be protected in public ownership.
- ***The lands to be protected will be scattered and non-contiguous;***
By excluding privately owned lands and only including publicly owned lands, the lands protected in the Urban River Valley designation will be scattered and non-contiguous. Although this non-contiguous approach will not address ecological connectivity through the Greenbelt Plan alone, the non-publicly owned river valley lands are otherwise protected through the Region's and the City's Official Plans and thereby the ecological connectivity would be achieved.
- ***Survey Details are Required to bring Parcels into the Greenbelt Plan at a cost to the City;***
The boundary of all lands within the Greenbelt Plan are surveyed so that the exact boundaries are known. The Urban River Valley addition to the Greenbelt Plan Area in North Oakville was added through regulation with a surveyed line. The Province has confirmed that any future lands added to the Urban River Valley designation will need to follow a similar process with a surveyed line. However, the Province indicated that existing survey PINS and detailed GIS meets and bounds may suffice. However, if the City chose to include only a portion of a property into the Urban River Valley designation in the Greenbelt Plan, the dividing line between the two portions would need to be surveyed. The cost of providing the survey details will be a cost to the City, but due to the number of properties involved, it is not possible, at this time, to determine the extent of that cost.

The Province clarified that the boundaries of the Greenbelt Urban River Valley designation on either side of the River Valleys are up to the municipality. The City could chose to include only that portion of their public lands that fall below the top-of-bank, or the City could chose to also include the adjacent table land portion of their public lands. The Province, however, cautioned that the City may not want to include publicly owned lands that are used for active recreation and where the City may want to intensify those active recreational uses as such uses may not be compatible with the future vision for the Greenbelt Plan Area.

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- ***Additional lands purchased by public authorities can be brought into the Greenbelt Plan but through a new Amendment Process.***

Additional lands purchased by the public authorities would further enhance the connectivity of the urban river valleys. However, the Province has indicated that any future expansions to include additional public lands would have to go through the same process with an amendment required to the Greenbelt Plan boundary. Undertaking repeated requests by the Region to the Province would be onerous and time consumptive of staff resources.

5.3 CRITERIA TO EXPAND THE GREENBELT

To include the lands within the Greenbelt Plan, the request must come from the Region of Peel based on a demonstration that the Province's six criteria for expanding the Greenbelt can be met.

Criteria 1: The request must be made by the Region of Peel and must demonstrate that the municipality has undertaken appropriate consultation with key stakeholders, public bodies, and Aboriginal communities.

This engagement process would need to be undertaken and documented, and would be a cost to the City and Region.

Criteria 2: The expansion is to be located adjacent to the Greenbelt or demonstrates a clear functional relationship.

By selecting only publicly owned lands, a patchwork will be created and as a result, many of the parcels will not be located adjacent to the Greenbelt. However, they would have functional relationship to the Greenbelt by virtue of being within a stream corridor that connects north to the Greenbelt Plan Area. As well, coordination with the City of Brampton and the City of Toronto (along Etobicoke Creek) would be needed to ensure a fully connected Urban River Valley designation. However, Provincial staff have indicated that the City of Mississauga could bring their publicly owned lands into the Urban River Valley designation without the need for either the City of Brampton or the City of Toronto to include their publicly owned lands.

Criteria 3: The request is to show how it meets the intent of the visions and one or more goals of the Greenbelt Plan.

The vision of the Greenbelt Plan is to give permanent protection to the natural heritage system and the goals are to protect and restore connections between Lake Ontario, the Oak Ridges Moraine, the Niagara Escarpment and the major river valleys. While in theory this vision and the goals will be furthered, this vision and the goals are being achieved today as the lands are already protected in public ownership and are protected through Official Plan policies and zoning by-laws associated with the green system, including the existing natural heritage system (and enhanced by the proposed recommendations of the ongoing NH&UFS). However, Provincial staff indicated that a further benefit is the permanence of the Greenbelt Plan designation.

Criteria 4: One or more of the Greenbelt systems are identified.

The lands along the Credit River and Etobicoke Creek would be part of the Greenbelt Natural Heritage System, but it is important to recognize that a continual natural heritage system would not be created through this designation, as privately owned lands in the river valleys would not be included.

Criteria 5: The proposed area for expansion cannot impede the implementation of the Growth Plan.

The lands are already designated for environmental protection and are in public ownership so there should be no impact on the Growth Plan.

Criteria 6: The request cannot undermine provincial interests or other provincial initiatives.

Since the Urban River Valley designation applies only to public owned lands that are already protected from development, it is unlikely that it would affect any other provincial initiatives.

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6.0 CONCLUSION

The Province, in 2008, set out a process and criteria for expanding the Greenbelt Plan Area. A number of largely urban municipalities investigated the potential. The City of Mississauga supported in principle the addition of publicly owned lands in the Credit River Valley subject to staff undertaking a feasibility analysis of adding public lands in the Credit River Valley to the Greenbelt.

Other municipalities found that the policy framework in the Greenbelt Plan was not conducive to being applied in an urban setting. The Province responded with Amendment #1 to the Greenbelt Plan approved in January 2013. This amendment was intended to address some of the short-comings of applying the Greenbelt Plan to urban areas as identified by other municipalities and introduced a new Urban River Valley designation in the Greenbelt Plan.

From our review of the new Urban River Valley designation, there would appear to be no policy-related benefits from expanding the Urban River Valley designation into Mississauga and including publicly owned lands into this designation as it will not result in any increased protection of natural heritage features. There may also be costs associated with implementing the designation including potential survey requirements and the costs of consultation and report preparation, although these costs are not certain at this time. However, including parts of the urban river valleys into the Greenbelt Plan would offer benefits including elevating the profile of the lands through their inclusion in a Provincial Plan, and raising awareness of the role of the urban river valleys in supporting connection to a larger, regional natural heritage system.

This discussion paper concludes that it is feasible to expand the boundaries of the Greenbelt Plan into the City of Mississauga using the new Urban River Valley designation of the Greenbelt Plan. It is recommended that, with the benefit of this Discussion Paper on the feasibility analysis, the City make a final decision on whether it is desirable to expand the Greenbelt Plan into the City.

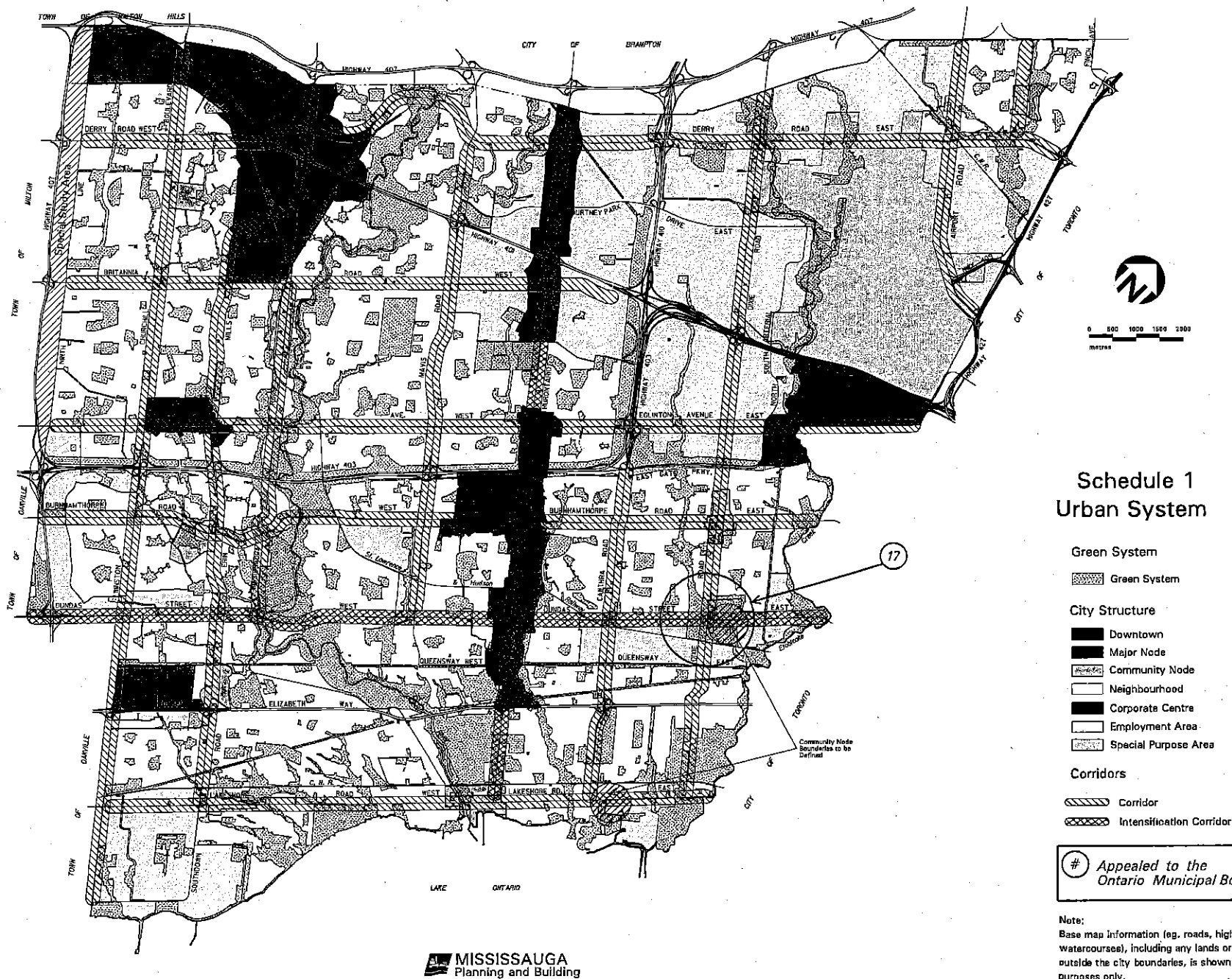
If the City chooses to request the Greenbelt Plan expansion, the Provincial process for including publicly owned lands in the Urban River Valley designation entails consultation with the public, agencies and Aboriginal groups. It is recommended that the City, Region and Province agree on the scope and extent of that consultation before proceeding. The Province also requires the City to complete, and provide to the Region of Peel, a detailed justification report, demonstrating that the 6 criteria, outlined in Section 5.3 above, can be met. The Province further requires a resolution from both the City and Regional Councils requesting the Greenbelt Plan expansion. Allocation of City of Mississauga resources (staff costs) will be necessary to carry out the appropriate consultation and required reporting.

UB-1(5)

Figure 1: Greenbelt in Peel Region



Figure 2: Mississauga Official Plan Schedule 1 – Urban System



Note:
Base map information (eg. roads, highways, railways, watercourses), including any lands or bodies of water outside the city boundaries, is shown for information purposes only.

V - 2.001

UB-1(u)

Figure 3: Mississauga Official Plan Schedule 3 – Natural System

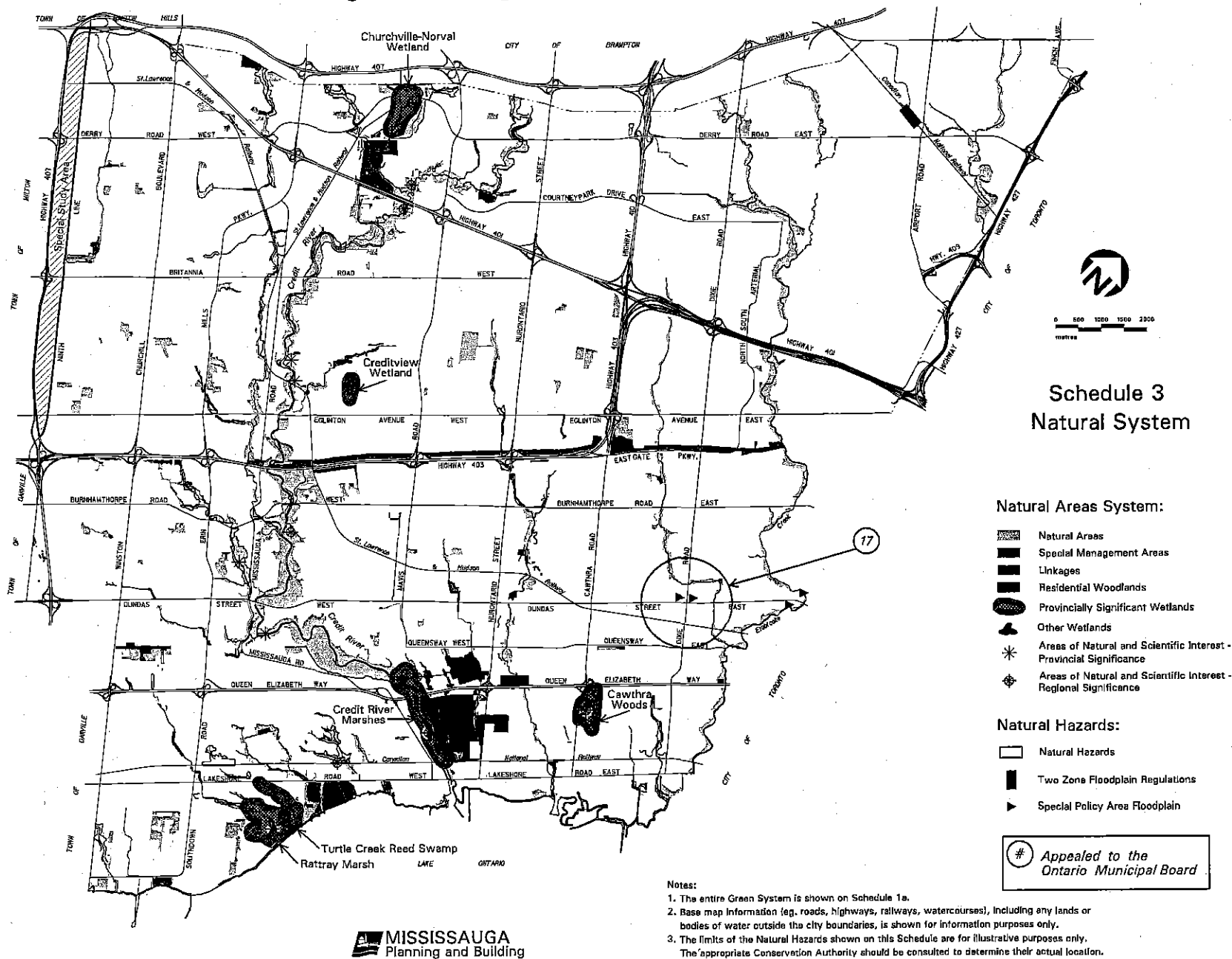
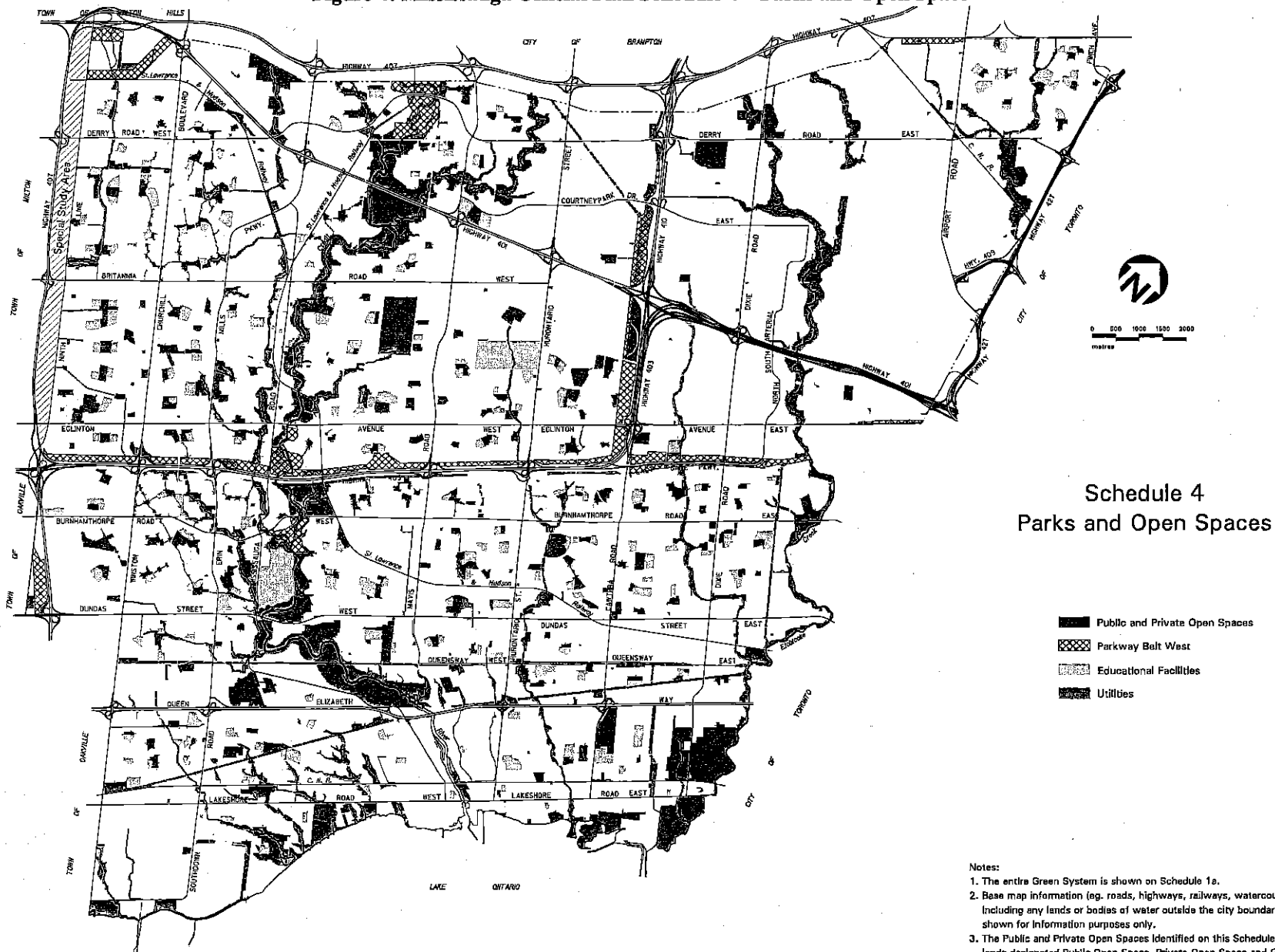


Figure 4: Mississauga Official Plan Schedule 4 – Parks and Open Space



Notes:

1. The entire Green System is shown on Schedule 1a.
2. Base map information (eg. roads, highways, railways, watercourses), including any lands or bodies of water outside the city boundaries, is shown for information purposes only.
3. The Public and Private Open Spaces identified on this Schedule include lands designated Public Open Space, Private Open Space and Greenbelt as shown on Schedule 10.

UB-1(CV)

UB-1(W)

Figure 5: Land Use Designations

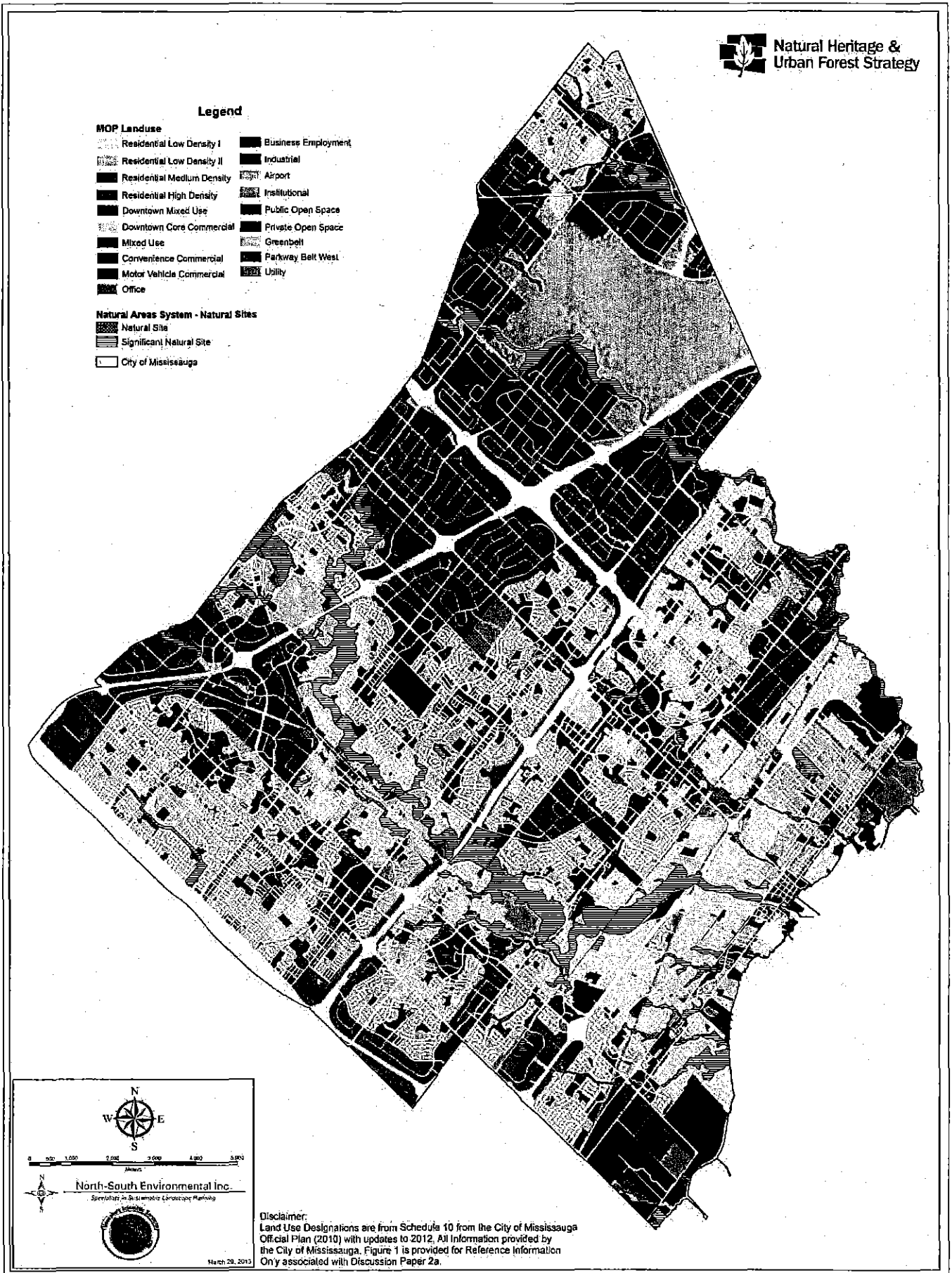








Figure 6: Publicly Owned Lands within Stream Corridors

DRAFT

FEASIBILITY ANALYSIS FOR EXPANSION OF THE
PROVINCIAL GREENBELT PLAN AREA
INTO MISSISSAUGA

-  City of Mississauga Owned Lands
-  CVC Owned Lands
-  TRCA Owned Lands
-  Region of Peel Owned Lands
-  Provincially Owned Lands within PIVBWP
-  Crest of Slope - Credit River and Etobicoke Creek



LAKE ONTARIO

- NOTES:
- MAP FOR DISCUSSION PURPOSES ONLY, DO NOT QUOTE.
 - THE LIMITS OF THE CREDIT RIVER AND ETOBICOKE CREEK CORRESPOND TO THE CREST OF SLOPE LINES AS PROVIDED BY THE CREDIT RIVER CONSERVATION AUTHORITY (CICA) AND THE TORONTO AND REGION CONSERVATION AUTHORITY (TRCA).
 - FOR THE PURPOSE OF THIS MAPPING EXERCISE THESE LIMITS DO NOT INCLUDE STREAM CORRIDORS OR BRANCHES THAT END IN MISSISSAUGA OR BRAMPTON WITHOUT JOINING UP TO THE EXISTING GREENBELT.

MISSISSAUGA
Community Services
Produced by T&N, GEOMATICS

UB-1(x)

UB-1(y)

Appendix A: Ownership breakdown on Public lands

Credit River

Owner	Within Credit River (ha)	Abutting Credit River (ha)
City of Mississauga	277.17 ha	73.60 ha
Credit Valley Conservation Authority (CVC)	166.46 ha	36.67 ha
Toronto and Region Conservation Authority (TRCA)	0	0
Region of Peel	15.11 ha	0.08 ha
Lands in Provincial PWBWP	7.44 ha	5.24 ha
TOTAL	466.18 ha	115.59 ha

Etobicoke Creek

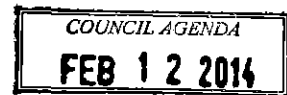
Owner	Within Etobicoke Creek (ha)	Abutting Etobicoke Creek (ha)
City of Mississauga	103.22 ha	32.81 ha
Credit Valley Conservation Authority (CVC)	24.62 ha	17.98 ha
Toronto and Region Conservation Authority (TRCA)	17.62 ha	47.35 ha
Region of Peel	0	0
Lands in Provincial PWBWP	0.40 ha	0.55 ha
TOTAL	145.86 ha	98.69 ha

Source: City of Mississauga, CVC, TRCA, Region of Peel.

Important Note: Area calculations are preliminary and approximate. Data are provided for discussion purposes only.

I-1

From: Jaime Castro
Sent: 2014/01/23 12:14 PM
To: Diana Simpson
Subject: Introducing the Abilities Awards!



Hi Diane

Here is an e-mail promo/backgrounder and request for the usage of the Living Arts Centre from Mississauga City Council. Please feel free to revise this information for your purposes. I think you should share this e-mail with Mississauga City Council. Thanks, Jaime

Introducing

"North America's only celebrity inspired celebration of the international day of
of
people with disabilities that is leading the way as the largest region-wide
and mainstream appreciation event for the whole accessibility sector"



Dear Mississauga City Councillors

We want to take this opportunity to introduce you to an exciting and revolutionary event that was inspired by celebrities with family or friends with disabilities, called the ***Abilities Awards- "The Academy Awards of the Disability Community"***.

I-1(a)

We are seeking a venue in the Mississauga area to host our 2nd annual Abilities Awards event on Wednesday December 3, 2014 and would like to request the usage of the **Living Arts Centre** in Mississauga on an in-kind donation bases from 6pm-9pm on Dec 3rd for this years event. Your in-kind donation of this venue would provide this facility with province wide exposure within the accessibility sector along with free promotion with mainstream media and press organizations. Politicians, CEO's, Celebrities and VIP guest from across the GTA will be attending on Dec 3rd as we all come together to celebrate the International day of people with disabilities through the Abilities Awards. We look forward to discussing with you how Mississauga City Council and the Living Arts Centre can partner with us at the Abilities Awards on Dec 3rd. Below is some background information on our event for your review and consideration.

The Abilities Awards is **North America's only celebrity inspired celebration of the international day of people with disabilities that is leading the way as the largest region-wide and mainstream appreciation event for the whole accessibility sector.**

On Tuesday December 3, 2013 we made history in Toronto by launching the first annual *Abilities Awards* in celebration of the international day of people with disabilities. We had over 1,500 people in attendance along with VIP guest, politicians and CEO's from over 40 organizations throughout Toronto, York, Durham, Peel Halton, Dufferin, Wentworth and Niagara regions; including the Lieutenant Governor of Ontario, The Honorable David C. Onley, The Mayor of Pickering Ontario, Dave Ryan, The Mayor of Whitby Ontario, Pat Perkins, The Deputy Mayor of Richmond Hill Ontario, Vito Spatafora, Toronto City Councillors, Adam Vaughan, Shelley Carroll and Raymond Cho along with The Minister of Consumer Services for the Province of Ontario, MPP Tracey MacCharles and her colleague MPP Mitzie Hunter. We received endorsements from the Mayor of Toronto, Premier of Ontario and Prime Minister of Canada for hosting North America's largest mainstream celebration of the international day of people with disabilities (Dec 3rd) and only region-wide appreciation event for the whole accessibility sector. Award winning Canadian singer/songwriter Justin Hines open for our event. **The Abilities Awards is North America's largest celebration of the international day of people with disabilities.**

Below are some of our event reviews:

"Powerful and inspiring – an absolute triumph!"
Dave Ryan, Mayor of Pickering Ontario

"An inspirational event that everyone should experience!"

Vito Spatafora, Deputy Mayor of Richmond Hill

"Such a success, it was a wonderful event"

Alanna Memme-JAD Media Management, Orange Lounge Recordings

"Congratulations on an incredible Inaugural celebration"

Janet Nolan, Executive Director of Christian Horizons

"Beyond Fantastic"

Linda Depuis, Behavior Therapist at Community Living Toronto

"A truly magical evening"

MPP Mitzie Hunter, Ontario Provincial Government

The Abilities Awards is one of the most inspirational, meaningful, exciting and important events for our community as it serves to bring mass awareness towards the contributions of people with disabilities and the accessibility sector; along with cultivating greater awareness towards inclusion, equality, accessibility and human rights for people with disabilities.

Please help us spread the word within your network and encourage your colleagues to visit us online at: www.abilitiesawards.org to find out how they can get involved in one of the most important causes for our society- **Bringing greater awareness towards the rights and benefits of equally including people with disabilities within our whole society.**

You can watch our whole 2013 Abilities Award event at:

https://drive.google.com/file/d/0B6fAqIo_fXpKaGNpV0plclRxMWs/edit?usp=sharing

Our 2013 event was hosted in Scarborough at 7601 Sheppard Ave. East. Our vision is to host the Abilities Awards in a different region around the Greater Toronto Area each year to help bring greater exposure and awareness towards the organizations and advocates supporting people with disabilities within those regions and cities. We

I-1(c)

look forward to partnering with the city of Mississauga and the Living Arts Centre to help bring greater awareness towards the contributions of Canadians with disabilities within our whole society. **The Abilities Awards is the largest celebration of the International day of people with disabilities in North America.**

We look forward to hearing back from you on your interest in hosting the 2nd annual Abilities Awards at The Living Arts Centre in Mississauga on Wednesday December 3, 2014.

Sincerely,
Jaime E. Castro
Public Relations Director
Abilities Awards
Tel: 416-439-4809 ext-2
E-mail: jaime.abilities@hotmail.com
Web site: www.abilitiesawards.org

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

"North America's only celebrity inspired celebration of the international day of people with disabilities that is leading the way as the largest region-wide and mainstream appreciation event for the whole accessibility sector"



RECEIVED

REGISTER # 0237

DATE JAN 23 2014

FILE No. T.04.02

MAYORS OFFICE

January 15, 2014

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

Dear Mayor McCallion:

The Peel District School Board has always seen the Region and the cities of Brampton, Caledon and Mississauga as key partners in building our communities. One of the most important aspects of that work is our shared effort to create a fair share for Peel in many areas—including education funding.

Recently, we have begun a conversation with our communities about the urgent need for the province to #FixTheFormula—the funding formula for special education. We would like to officially request your help with this important work.

At this point, our trustees are meeting with our local MPPs. We are asking for their personal help with this critical issue for each and every Peel District School Board student. We want to meet with them to discuss Peel's concerns with Special Education funding, in particular, the High Needs Amount. Simply put, we want them—we need them—to be our partner in convincing the province to act and fix the formula—to fund Peel students fairly.

While the funding formula for education is complicated, the issue of Special Education High Needs funding is fairly simple, and it is heartening that the Minister of Education has acknowledged that the current funding formula for the High Needs Amount is out-dated and does not accurately reflect the current needs of many boards in Ontario—including Peel. The facts are clear, the current funding for the High Needs Amount is not fair or equitable for Peel students. For example, we would all expect that the special education needs and funding for students in neighbouring, urban boards would be relatively similar. Yet the figures below show clearly why we need to fix the formula for the High Needs Amount funding:

Peel District School Board	\$339 per student
Dufferin-Peel Catholic District School Board	\$375 per student
Halton District School Board	\$601 per student

Trustees
Janel McDougald, Chair
Suzanne Nurse, Vice-Chair
Sten Cameron
Beryl Ford
David Green
Meredith Johnson

Steve Kavanagh
Sue Lawton
Brad MacDonald
Harinder Malhi
Jeff White
Rick Williams

Director of Education and Secretary
Tony Pontes

Associate Director,
Instructional Support Services
Scott Mowash

Associate Director,
Operational Support Services
Jaspal Gill

I-2(a)

2.

I have to say, in all honesty, that there is no objective or moral justification for these differences. Nor for the fact that of the 72 school boards in Ontario, our board is at the very bottom in terms of this per pupil funding. We need to fund Peel students fairly.

Of course, we understand that there are no new monies for education generally or special education specifically. What is needed is a redistribution of funds to ensure that all students with special needs in the province of Ontario are accurately and fairly funded. While we acknowledge the political challenge, we would respectfully remind our MPPs that Peel students have been disadvantaged for over 10 years while other boards and their children benefited from that outdated funding allocation. As well, there has been a significant increase in the last 10 years in the incidence of children who need special education support and in the severity of their needs.

On the invitation of the Minister of Education, we provided a suggestion on how the funding for the High Needs Amount could be improved. Based on our extensive review and consultation on the matter, we recommended the following plan to update the High Needs Amount funding:

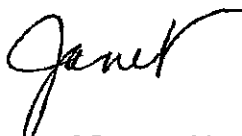
1. That beginning in 2014-15, the funding for HNA be transitioned from the Per Pupil Amount (currently 94% of HNA) to the Statistical Prediction Model (currently 1% of HNA). It is our understanding that this model is supported by international experts as well as Ministry staff in the Special Education Branch and can be updated annually to reflect changes in community demographics and board data.
2. That we recognize, that if there are no new monies, then boards that would see a reduction in HNA funding would need a few years to adjust their services and expenditures. We would recommend a 4 year phase in beginning with 2014-15 funding adjustments as described above with at least 25% of the total of the HNA funds based on the Statistical Prediction Model. By 2017-18, there would be no allocation of HNA based on the outdated Per Pupil Amount.
3. That consideration be given to increasing the Measures of Variability (MOV) portion of the HNA funding to 10% to more adequately recognize board needs based on EQAO performance by students receiving special education support.

We were pleased to have this opportunity. We also, however, recognize the many competing issues vying for attention at the provincial level. We want your help as leaders in our community to make sure there is action to fix the formula. We know this is possible. With your assistance there was a revision to the Learning Opportunities Grant that made a big difference to all the students we serve. The potential impact if the province is able to fix the formula for HNA would be even greater.

I would like to request the opportunity to delegate council to present this critical common issue. I want to provide the facts, answer your questions and seek your advice on how we can make sure we work as partners to fix the formula. We will also again be seeking the support of our parents, school councils and faith and community leaders in this work. We have enclosed some materials that you may find helpful, including a fact sheet on the funding problem and a question and answer document. If there are any other resources you need, please let me know.

We trust that the children and parents of Peel can count on your support for equity and fairness in the funding of Special Education, in particular, the High Needs Amount.

Sincerely,



Janet McDougald
Chair
Peel District School Board

c. Peel District School Board Trustees

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

Fix the Formula: Fund Peel Students Fairly ***The Facts on Special Education Funding***

The Peel District School Board provides special education support to about 22,000 students. That number continues to grow. So does the shortfall in the Peel board's budget to serve them, all due to flawed funding formula.

To fund special education, the Peel board relies on several types of grants from the provincial government. One is called the High Needs Amount (HNA), representing 30.6% of the total grants, or \$50 million.

Different school boards have different special education requirements. As a result, funding per capita is never the same. However, the funding *formula* itself should be fair. The Peel board believes Ontario's funding formula is broken, and that the government must fix it now. Every parent and child has a stake, as the funding model has a direct or indirect impact on each student the board serves. Getting the special education funding the board deserves is a matter of fairness and equity, and will benefit *all* students.

The Growth of Special Education Needs

All children have the right to the best education available. The Peel board has an obligation to acknowledge and respect their varying abilities, and to support their learning needs. That's true generally, and certainly includes vulnerable students with developmental, physical and learning disabilities; autism; and emotional or behavioural challenges.

The Peel board has a process of identifying students who have special needs, who receive an individual learning plan. Students who haven't formally been identified as exceptional, yet who need special support, will also have such a learning plan. The Peel board currently supports approximately 22,000 students with special needs.

The Current Funding Situation

Approximately 60% of funding comes from SEPPA – the Special Education Grant Per Pupil Amount. This is a set amount for each student, so is a fair formula. For the Peel board, SEPPA funding comes to \$99 million.

While SEPPA is based on enrolment, the HNA formula is more complex. Starting years ago, HNA was based on what boards reported as their rate of special education students. That was the benchmark for funding going forward. Boards determined their

needs in very different ways, leading to huge variances and an often inaccurate picture of true needs.

Today, the HNA grants range from \$339 per student (The Peel board, last of the 72 boards in Ontario) to a high of almost \$1,700. Dufferin-Peel Catholic District School Board, serving the same communities as the Peel board, receives \$375 per student. The neighbouring Halton District School Board gets \$601 per student. The average for all boards is \$534. Please see the chart below.

The HNA grant is a vital source of special education funding, yet it isn't scientifically-based and is out of date. Peel students have been disadvantaged as a result – and not just special education students.

The Peel board's expenses for special education, as numbers and severity of special needs rise, is \$14 million more than the total grants and revenues for special education. To balance the board's budget, that \$14 million shortfall must be made up from bits and pieces of budgets from other departments and programs. This chipping away affects *all* children.

A Fair and Equitable Solution

In the HNA funding, part of the total is based on a newer statistical model. It looks at socio-economic and demographic aspects of a community, e.g. family income, immigrant status, level of education, and more. This sophisticated model predicts the incidence of special education needs in a community.

Yet this credible formula – supported by international experts, and staff in the Ministry's of Education's Special Education Branch – is used for only 1% of the HNA. The Peel board proposes that this prediction model be used to calculate 100% of the HNA.

For the Peel board, basing the HNA entirely on the prediction model would result in funding in the middle of pack of the 72 boards. That would mean an additional \$14-\$16 million, eliminating the board's shortfall and ultimately helping all students.

In the absence of new money, the province will have to redistribute funds to ensure that all students with special needs are accurately and fairly funded. Boards seeing a reduction in HNA funding would need a few years to adjust their services and expenditures. The Peel board is recommending a four-year phase-in beginning with the 2014-15 school year.

Fairness and equity is at the heart of what school boards do, in delivering programs, supporting students, and creating an inclusive environment. Fairness and equity should guide how boards are funded too.

I-2(e)

HIGH NEEDS AMOUNT (PPA)

Name of Board/Nom du conseil	High Needs Per Pupil Amount (\$)
Conseil scolaire de district du Grand Nord de l'Ontario	1,673.35
Conseil scolaire de district du Nord-Est de l'Ontario	1,586.50
Superior North Catholic District School Board	1,541.37
Conseil scolaire de district catholique des Aurores boréales	1,498.34
Keewatin-Patricia District School Board	1,235.18
Conseil scolaire de district catholique Franco-Nord	1,161.84
Northeastern Catholic District School Board	1,157.95
Nipissing-Parry Sound Catholic District School Board	1,058.34
Rainy River District School Board	1,016.84
Kenora Catholic District School Board	822.37
Near North District School Board	804.64
Conseil scolaire de district catholique de l'Est ontarien	786.23
Limestone District School Board	771.86
Superior-Greenstone District School Board	766.72
Upper Canada District School Board	750.59
Algoma District School Board	740.53
Conseil scolaire de district catholique du Nouvel-Ontario	740.04
Trillium Lakelands District School Board	738.12
District School Board Ontario North East	728.52
Catholic District School Board of Eastern Ontario	704.49
Lakehead District School Board	700.11
Peterborough Victoria Northumberland and Clarington Catholic District Sch Bd	693.08
Bluewater District School Board	628.62
Hastings and Prince Edward District School Board	619.22
Bruce-Grey Catholic District School Board	612.19
Algonquin and Lakeshore Catholic District School Board	606.42
Conseil scolaire de district catholique du Centre-Est de l'Ontario	605.22
Toronto Catholic District School Board	604.59
Renfrew County Catholic District School Board	603.21
Halton District School Board	601.81
Thunder Bay Catholic District School Board	591.46
Simcoe County District School Board	585.03
Kawartha Pine Ridge District School Board	583.61
Northwest Catholic District School Board	575.02
Toronto District School Board	522.93
Hamilton-Wentworth Catholic District School Board	522.57
Grand Erie District School Board	521.7
Durham District School Board	521.34
Conseil des écoles publiques de l'Est de l'Ontario	507.29
Conseil scolaire de district catholique des Grandes Rivières	506.2
Conseil scolaire de district catholique Centre-Sud	505.26
York Catholic District School Board	504.53
Avon Maitland District School Board	502.87
Ottawa-Carleton District School Board	498

E-2(f)

Rainbow District School Board	496.6
Niagara Catholic District School Board	487.42
Waterloo Region District School Board	487.24
Windsor-Essex Catholic District School Board	486.85
Waterloo Catholic District School Board	485.45
St. Clair Catholic District School Board	481.01
Thames Valley District School Board	479.03
Simcoe Muskoka Catholic District School Board	474.76
Lambton Kent District School Board	452.78
York Region District School Board	447.56
Halton Catholic District School Board	445.58
Hamilton-Wentworth District School Board	443.28
Conseil scolaire de district des écoles catholiques du Sud-Ouest	427.51
Greater Essex County District School Board	414.03
London District Catholic School Board	410.92
Renfrew County District School Board	407.44
Huron-Superior Catholic District School Board	391.66
Brant Haldimand Norfolk Catholic District School Board	386.39
Durham Catholic District School Board	383.93
Ottawa Catholic District School Board	379.82
Conseil scolaire Viamonde	376.35
Dufferin-Peel Catholic District School Board	375.13
Sudbury Catholic District School Board	366.3
Upper Grand District School Board	365.38
Wellington Catholic District School Board	361.92
Huron Perth Catholic District School Board	359.45
District School Board of Niagara	355.46
Peel District School Board	339.58
Approx. Average per pupil for the province	\$534.00



Office of the Chair

I-3



January 15, 2014

Resolution Number 2014-10

The Honourable Linda Jeffrey
Minister of Municipal Affairs and Housing
Ministry of Municipal Affairs and Housing
777 Bay St. 17th Floor
Toronto, ON M5G 2E5

Dear Minister Jeffrey:

Subject: Update on the December 2013 Ice Storm and Clean Up

I am writing to advise that Regional Council approved the following resolution at its meeting held on Thursday, January 9, 2014:

Resolution 2014-10

Moved by Councillors Morrison and Fennell,
Seconded by Councillor McCallion;

Whereas, the Region of Peel experienced a severe ice storm on December 21, 2013;

Therefore be it resolved, that the Cities of Brampton and Mississauga and the Town of Caledon continue to pick up large debris at curbside;

And further, that the Region of Peel initiate an early start to its yard waste collection program for the pick-up of yard waste debris, following area municipal storm clean-up efforts, with the timing for implementation to be determined based on the weather and input from the Mayors of the Cities and Town;

And further, that the Region of Peel assist the area municipalities with the removal of chipped debris, as required;

And further, that the Regional and Area Municipal Treasurers determine how to incorporate tree costs related to the recent ice storm as an eligible deduction in determining eligibility for the **Tax Assistance Program** for Eligible Low Income Seniors and Disabled Taxpayers;

And further, that emergency funding be requested from the Provincial and Federal Governments in collaboration with the Cities of Brampton and Mississauga and the Town of Caledon for the recovery of costs arising from the ice storm event and the recovery from the ice storm;

I-3(a)

And further, that the Minister of Municipal Affairs and Housing be requested to declare the Region of Peel a "disaster area" for the purpose of the Ontario Disaster Relief Assistance Program (ODRAP) or alternatively, provide another source of emergency financial assistance given the particular severe nature of damage in the Region of Peel;

And further, that the Regional Chair and the Chief Administrative Officer for The Regional Municipality of Peel be delegated authority to take whatever steps required by legislation or conditions of Provincial or Federal funding to facilitate the receipt of such funds for the Region of Peel or the Cities of Brampton and Mississauga and the Town of Caledon, including but not limited to, appointing members to a Disaster Relief Committee to administer ODRAP, as required, to assist with the effects of the ice storm and the recovery therefrom;

And further, that a copy of this resolution be presented to the Ministry of Municipal Affairs and Housing under the provisions of the ODRAP;

And further, that the Federal and Provincial Governments be requested to initiate emergency funding programs to mitigate environmental and infrastructure damages resulting from climate change;

And further, that copies of this resolution be forwarded to all Peel-area MPs and MPPs, the Cities of Brampton and Mississauga and the Town of Caledon, for information.

On behalf of Regional Council I request that you give consideration to the above resolution. I look forward to your reply.

Emil Kolb 
Regional Chair and Chief Executive Officer

EK:rc

Enclosure

c: David Szwarc, Chief Administrative Officer, Region of Peel
Dan Labrecque, Commissioner, Public Works, Region of Peel
Norma Trim, Chief Financial Officer and Commissioner of Corporate Services, Region of Peel
Janet Menard, Commissioner of Human Services, Region of Peel
David Tilson, MP Dufferin-Caledon
The Honourable Bal Gosal, MP Bramalea-Gore-Malton
Wladyslaw Lizon, MP Mississauga East-Cooksville
Bob Dechert, MP Mississauga-Erindale

I-3(b)

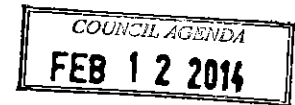
Brad Butt, MP Mississauga-Streetsville
Eve Adams, MP Mississauga-Brampton South
Parm Gill, MP Brampton-Springdale
Stella Ambler, MP Mississauga South
Sylvia Jones, MPP Dufferin-Caledon
Bob Delaney, MPP Mississauga-Streetsville
Charles Sousa, MPP Mississauga South
Dipika Damerla, MP Mississauga East-Cooksville
Jagmeet Singh, MPP Bramalea-Gore-Malton
Vic Dhillon, MPP Brampton West
Harinder Takhar, MPP Mississauga-Erindale
Peter Fay, City Clerk, City of Brampton
Crystal Greer, City Clerk, City of Mississauga
Carey deGorter, Clerk, Town of Caledon

Also sent to: Kathleen Wynne, Premier of Ontario
Prime Minister Stephen Harper

I-4

Carmela Radice

From: Yvonne Montes
Sent: 2014/01/20 3:13 PM
To: Carmela Radice
Cc: Pat Mullin; Helena Francisco
Subject: Request for by-law change



ATTN: Council Committee Co-ordinator, Carmela Radice

To the Mississauga mayor and city counselors,

My name is Petra Montes, I live at 2435 Yeovil Rd, Mississauga, in a household of three: I, my daughter and husband.

This winter has been extremely difficult, unusually cold conditions and the sidewalks under the residents' maintenance are not being cleaned of snow and ice. This creates very slippery conditions; elders and kids, in particular my daughter, are in impossibility to reach public places such as schools and community centers.

I am requesting the Mississauga mayor's office to change the by-law on priority sidewalk snow cleaning, in order to extend the snow cleaning to non-priority sidewalks, for extreme winter weather conditions (for example -15 Celsius, ice and snow over 10 cm).

My arguments to support this request are:

- Yeovil Rd is not a priority sidewalk street, this challenging winter lots of old residents or those away from home did not maintain their sidewalk, for a proportion of 50% of the street; Padstow street is in the same situation. My daughter is walking daily to and from the school bus (on the route of Yeovil->Padstow->Bodmin) in unsafe conditions, risking serious injuries. Like her, there are other children, elders, adults needing to reach public places from the city's residential areas that are unsafe to use. The unsafe conditions of the sidewalks started with storms after holidays and they still continue to be unsafe. The upcoming forecast of more extreme cold will create more unsafe walking conditions results in potential injuries.

- Residents living on non-priority sidewalk streets pay the same amount of taxes as residents living on priority sidewalk streets and we do not receive the same service in the winter. While in normal winters people are maintaining at good enough level the safety of their sidewalk, this winter's conditions are unusual and we are respectfully requesting more support from the city.

- The proportion of non-priority sidewalk streets vs. priority sidewalks streets is maybe 30% vs 70% of total surface sidewalks (comparison extracted from analyzing the square perimeter around my house and extrapolating it to the rest of the city; this is only an assumption). The increase in costs should not be huge, considering we only request help in major storms and extreme cold conditions. The benefits of having safe sidewalks for children and elders, enable them to reach shopping, schools, community centers safely are huge.

We also request the city to become more visible in advising the residents of their responsibility to maintain sidewalks and work with the city (find a partnership solution) to maintain them safe for their neighbors.

Thank you very much for listening to my request and arguments and respectfully ask for your response and decision for change.

I-4(a)

Sincerely yours,
Petra Y. Montes

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

Albion, 1840

Alton, 1820

Belfountain, 1825

Bolton, 1823

Caledon East, 1821

Caledon Village, 1826

Campbell's Cross, c. 1820

Cataract, 1858

Cheltenham, 1827

Claude, c. 1832

Inglewood, 1883

Mayfield West, 2006

Melville, 1831

Mono Road, 1871

Mono Mills, 1819

Palgrave, 1846

Sandhill, 1839

Terra Cotta, 1855

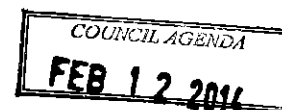
Tullamore, c. 1820

Victoria, c. 1850

Wildfield, 1833

January 20, 2014

The Honourable Linda Jeffrey
Minister of Municipal Affairs & Housing
777 Bay Street,
2nd Floor
Toronto, Ontario
M5G 2E5



Dear Ms. Jeffrey:

RE: December 21, 2013 Ice Storm

At a regular meeting of Council held on January 14, 2014, Council passed a resolution regarding the December 21, 2013 Ice Storm. The following resolution was adopted:

Whereas the municipality of the Town of Caledon recently experienced an ice storm on December 21, 2013 and has experienced substantial damage to municipal property and infrastructure;

Therefore be it resolved that the Minister of Municipal Affairs and Housing be requested to declare the Town of Caledon a "disaster area" for the purpose of the Ontario Disaster Relief Assistance Program (ODRAP) or alternatively, provide another source of emergency financial assistance given the particular severe nature of damage in the Town of Caledon"; and

Further that the Mayor and Chief Administrative Officer for the Town of Caledon be delegated authority to take whatever steps required by legislation or conditions of Provincial or Federal funding to facilitate the receipt of such funds for the Town of Caledon, including but not limited to, appointing members to a Disaster Relief Committee to administer ODRAP, as required to assist with the effects of the ice storm and the recovery therefrom; and

Further that a copy of this resolution be presented to the Ministry of Municipal Affairs and Housing under the provisions of the ODRAP; and

Further that copies of this resolution be forwarded to all Peel-area MP's and MPP's, the Region of Peel and Cities of Brampton and Mississauga for their information.

Thank you.

Yours truly,



Barbara Karrandjas
Council/Committee Co-ordinator
e-mail: barbara.karrandjas@caledon.ca

Administration

6311 Old Church Road
Caledon, ON L7C 1J6
www.caledon.ca

T. 905.584.2272
1.888.225.3366
F. 905.584.4325

I-5(a)

cc: Fuwing Wong, Treasurer
Region of Peel
City of Mississauga
City of Brampton
Eve Adams, Mississauga—Brampton South
Stella Ambler, MP Mississauga South
Brad Butt, MP Mississauga-Streetsville
Bob Dechert, MP Mississauga-Erindale
Parm Gill, MP Brampton-Springdale
Hon. Bal Gosal, MP Bramalea-Gore-Malton
Wladyslaw Lizon, Mississauga East—Cooksville
Kyle Seebach, MP Brampton West
David Tilson, MP Dufferin-Caledon
Dipika Damerla, MPP Mississauga East-Cooksville
Bob Delaney, MPP Mississauga-Streetsville
Vic Dhillon, MPP Brampton West
Hon. Linda Jeffrey, MPP Brampton-Springdale
Sylvia Jones, MPP Dufferin—Caledon
Amrit Mangat, MPP Mississauga-Brampton South
Jagmeet Singh, MPP Bramalea-Gore-Malton
Hon. Charles Sousa, MPP Mississauga South
Harinder S. Takhar, MPP Mississauga-Erindale

<input checked="" type="checkbox"/> Receive	<input type="checkbox"/> Resolution
<input type="checkbox"/> Direction Required	<input type="checkbox"/> Resolution / By-Law
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<input type="checkbox"/> Planning & Building <input type="checkbox"/> Transportation & Works	<input type="checkbox"/> Reply <input type="checkbox"/> Report

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January 20, 2014

The Honourable Linda Jeffrey
Minister of Municipal Affairs & Housing
777 Bay Street,
2nd Floor
Toronto, Ontario
M5G 2E5

Dear Ms. Jeffrey:

RE: Provincial Consultation on the Land Use Planning and Appeal System

At a regular meeting of Council held on January 14, 2014, Council passed a resolution regarding the Provincial Consultation on the Land Use Planning and Appeal System. The following resolution was adopted:

That Report DP-2014-007 regarding Provincial Consultation on the Land Use Planning and Appeal System be received; and

That the province be requested to delink employment lands from residential lands in Greenfield density calculation; and

That the province be requested to amend the Planning Act that an Official Plan Amendment aimed at achieving conformity with provincial policies and plans, once approved, will not be subject to an appeal to the OMB; and

That the province be further requested to consider the following in updating the Land Use Planning and Appeal System:

- a) Appeals of an entire Official Plan should not be permitted;
- b) Implement a time limit for the appeal of a non-decision by a municipal council;
- c) Employment lands in strategic locations in the vicinity of major transportation infrastructure should be identified and protected in local municipal Official Plans beyond the 20 year time frame to provide a high degree of certainty that such lands will be available for employment uses in the long term.
- d) Local municipalities should have the authority to protect their social, environmental and financial interests;
- e) Local municipalities should play a role in the approval of extraction operations, the amendment of their site plans and the approval of rehabilitation plans; and
- f) Intensive recreational uses, such as a golf course, with the exception of structures such as the club house, should not be considered as sensitive intensive recreational uses and subject to the Minimum Distance Separation formulae.

I-5(c)

That Report DP-2014-007 be forwarded to the Ministry of Municipal Affairs and Housing as the Town's comments on the Land Use Planning and Appeals System; and

That copies of report DP-2014-007 be forwarded to the Region of Peel, the City of Mississauga and the City of Brampton for their information.

AMENDMENT #1

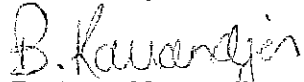
That the following be added to the 4th paragraph:

- "g) The Province resource the Ontario Municipal Board to administer the tribunal process in a timely manner and the time frames associated with appeals and their decisions be regulated."

Attached please find a copy of report DP-2014-007 for your information.

Thank you.

Yours truly,



Barbara Karrandjas

Council/Committee Co-ordinator

e-mail: barbara.karrandjas@caledon.ca

cc: Haiqing Xu, Manager of policy & Sustainability
Region of Peel
City of Mississauga
City of Brampton

To: Mayor and Members of Council

From: Development Approval & Planning Policy Department

Meeting: 2014-01-14

Subject: Provincial Consultation on the Land Use Planning and Appeal System

RECOMMENDATIONS

That Report DP-2014-007 regarding Provincial Consultation on the Land Use Planning and Appeal System be received;

That the province be requested to delink employment lands from residential lands in Greenfield density calculation;

That the province be requested to amend the *Planning Act* that an Official Plan Amendment aimed at achieving conformity with provincial policies and plans, once approved, will not be subject to an appeal to the OMB;

That the province be further requested to consider the following in updating the Land Use Planning and Appeal System:

- a) Appeals of an entire Official Plan should not be allowed;
- b) There should be a time limit for the appeal of a non-decision by a municipal council;
- c) Employment lands in strategic locations in the vicinity of major transportation infrastructure should be identified and protected in local municipal Official Plans beyond the 20 year time frame to provide a high degree of certainty that such lands will be available for employment uses in the long term.
- d) Local municipalities should have the authority to protect their social, environmental and financial interests;
- e) Local municipalities should play a role in the approval of extraction operations, the amendment of their site plans and the approval of rehabilitation plans; and
- f) Intensive recreational uses, such as a golf course, with the exception of structures such as the club house, should not be considered as sensitive intensive recreational uses and subject to the MDS formulae.

That Report DP-2014-007 be forwarded to the Ministry of Municipal Affairs and Housing as the Town's comments on the Land Use Planning and Appeals System; and,

That copies of report DP-2014-007 be forwarded to the Region of Peel, the City of Mississauga and the City of Brampton for their information.

EXECUTIVE SUMMARY

The province is undertaking a review of the Land Use Planning and Appeal System, with a Consultation Document being released on October 24, 2013. Comments are due to the Ministry of Municipal Affairs and Housing on January 10, 2014. The Town of Caledon has a number of concerns that should be addressed through this provincial

review. These include the delinking employment lands from residential lands in Greenfield density calculation, the limitation of appeals to the OMB of provincial policy conformity exercises, as well as a numbers of other issues and concerns as discussed in this report.

DISCUSSION

Purpose (background)

Since 2003, the province has undertaken a comprehensive review of the land use planning system. The *Planning Act* sets the framework for planning and development. Reforms to the *Planning Act* occurred through Bill 26, *Strong Communities (Planning Amendment) Act* which was given Royal Assent in 2004 and Bill 51, *Planning Conservation Land Statute Law Amendment Act* which was enacted in 2006.

An update of the Provincial Policy Statement (PPS) was issued in 2005 and the province commenced a five year review in 2010. A new Draft PPS was issued in September 2012 and the Town provided comments in November 2012 through report DP-2012-0107.

In 2005, the province issued the Greenbelt Plan and in 2006 the Growth Plan for the Greater Golden Horseshoe was issued. The province is preparing to undertake the 10 year review of these plans as well as the Niagara Escarpment Plan and the Oak Ridges Moraine Conservation Plan in 2015.

The province is currently undertaking a review of the Land Use Planning and Appeal System. It issued a Consultation Document on October 24, 2013. The current review is being undertaken due to the number of changes made to the planning system in recent years and concerns that have been raised with the province about parts of the system. These concerns are based on four key themes which will be the focus of the review:

- Theme A Achieve more predictability, transparency and accountability in the planning/appeal process and reduce costs
- Theme B Support greater municipal leadership in resolving issues and making local land use planning decisions
- Theme C Better engage citizens in the local planning process
- Theme D Protect long-term public interests, particularly through better alignment of land use planning and infrastructure decisions, and support for job creation and economic growth

The province has set January 10, 2014 as the due date for comments on the Land Use Planning and Appeal System. The province has cautioned that recommendations that would result in a complete overhaul of the land use planning and appeal system are not being considered at this time. For example, this consultation will not consider:

- Elimination of the OMB;
- The OMB's operations, practices and procedures;
- Removal of the provincial government's approval role;
- The restriction of the provincial government's ability to intervene in matters; and,
- Matters involving other legislation, unless housekeeping changes are needed.

The purpose of this report is to provide comments to be forwarded to the province as the Town's input to the review of the Land Use Planning and Appeal System.

Greenfield Density Requirements

The imposition of the Greenfield Density Target of 50 persons and jobs combined per hectare at a regional level in the Growth Plan has resulted in Caledon being obliged to plan its communities "by numbers". The Region of Peel was required by the province to demonstrate its conformity to the Greenfield density target through the preparation of a Land Budget. The Land Budget specified the number of persons and jobs that could be located in settlement expansions, the minimum density target that must be met and the maximum land area for settlement expansions. This prescriptive approach does not allow for consideration of community character, and constrains economic development. These are two major concerns of the municipality. The Greenfield density target needs to be revised to improve predictability, transparency and accountability (Theme A) and support greater municipal leadership in resolving issues and making local land use planning decisions (Theme B). When communities are planned based on a quantitative approach to meet the Greenfield density target, citizen engagement in determining the final outcome is largely ineffective (Theme C), and economic development opportunities that are lost due to the need to meet higher densities on employment lands are lost. Support for job creation and economic growth is compromised by the application of the Greenfield density target to employment lands (Theme D).

In the long run, employment density is set to become lower because of modern automation and production. Robotics and other computer automation have reduced the number of workers on a line. According to US Bureau of Labor Statistics, between 2002 and 2005, the number of auto production workers decreased 8.5 percent while shipments increased 5 percent. Businesses in the Town of Caledon are no exception. The result of these productivity gains has been higher quality, less expensive products, which allow Ontario businesses to compete in the increasingly competitive global market. The drop in employment density in this case is critical to achieving a "long-term prosperity and social well-being of Ontarians ..." as envisioned in the PPS, and insisting that every municipality pursue high density employment development is not only unnecessary, but counterproductive.

A major theme of the PPS and the Growth Plan is to promote "efficient development patterns", which, in the context of the Growth Plan is implemented through the Greenfield density target. The Growth Plan requires that Greenfield areas that are outside the settlement area boundary as of June 2006 be developed at a density of 50 persons and jobs combined per hectare on a Regional basis. Employment land, which is developed at a much lower density is included in the calculation. As a result, residential densities must rise to compensate for low density employment land. This is especially true in Peel Region where new Greenfield development will almost all be taking place in Caledon. Providing employment land to meet identified needs can result in residential densities that are unacceptable based on the character of the existing community and the desirable community form for new development areas. The most extreme example of this is expansions of small villages, which should not be expected to have the density and character of larger urban areas.

Caledon has repeatedly expressed concern to the province regarding the application of the Greenfield density target to employment lands and is taking the opportunity to once

again request that employment lands be de-linked from residential lands in the calculation of Greenfield density. Density targets for employment lands in the Growth Plan should be eliminated, as they contradict the principles for promoting economic development and competitiveness as set out in Section 1.3.1 of the PPS.

A further issue is the inclusion of transportation and goods movement corridors in the calculation of Greenfield density. Despite the fact that a new requirement has been added to Section 1.6.7 of the PPS - Transportation and Infrastructure Corridors, that major goods movement facilities and corridors shall be protected for the long term, future corridors such as the GTA-West Corridor on the west side of Brampton are not permitted to be excluded from the Greenfield density calculation. This increases the density requirement for areas outside the corridor.

Recommendation: The Province should de-link employment lands from residential lands in the calculation of Greenfield Density and should allow future transportation corridors to be deducted from the Designated Greenfield Area land area.

Limiting Appeals of Provincial Policy Conformity Exercises to the Ontario Municipal Board

Under Theme D, the province has asked how appeals of matters that are provincially approved should be addressed. The province makes the point that local planning documents are adopted by councils following significant public consultation and their purpose may be to put in place policies that have already been approved by the province.

The *Planning Act* requires that municipal planning decisions be consistent with the PPS and in conformity with provincial plans. Bringing the Official Plan into conformity requires significant public consultation and technical studies, all of which occur at both regional and area municipal levels with significant public input and staff resources. Once the Official Plan is adopted by Council, a decision issued by the approval authority is frequently appealed to the OMB. It is a costly undertaking that is unnecessary for municipalities to hire consultants and lawyers to defend an Official Plan that has been developed and endorsed by a democratically elected government and approved by a senior level of government.

Once the provincial government has approved a Regional Official Plan provincial policy conformity amendment, the Regional Plan is deemed to conform to all provincial policies and plans, and there should be no right to appeal it to the OMB. Similarly, once an area municipal Official Plan amendment is approved to bring the Official Plan into conformity with provincial policies and plans, as well as the upper-tier municipal Official Plan, it should not be appealable to the OMB.

Recommendation: Official Plan Amendments that are undertaken to be consistent or in conformity with provincial policies and plans should not be subject to an appeal to the OMB.

Other Issues and Concerns*1) Limiting scope and timing of appeals to the Ontario Municipal Board*

Appeals to the OMB can affect the predictability, transparency and accountability of the land use planning system. In the Consultation Document, under Theme A, the province has posed questions asking whether it is appropriate to continue to allow appeals of an entire Official Plan and to have no time limit for filing an appeal of a non-decision by a municipal council.

An appeal of an entire Official Plan hinders the scoping of the issues, thereby leading to an excessive amount of preparation for the hearing and making it more difficult to reach a settlement. An appeal should be justified based on a concern with specific issues, and should not be used as a way of intimidating or pressuring a municipality with the threat of a hearing on every part of the Official Plan. A municipality may be reluctant to go to a hearing on the entire Official Plan due to the excessive amount of work and financial cost associated with such a broad appeal.

The ability to appeal a non-decision at any time introduces an element of unpredictability to the process, makes it very difficult to prepare for OMB hearings and could result in delays in the hearing process. Municipalities should be able to scope the issues and perhaps settle with appellants without new appellants emerging at a later date to introduce new issues.

Recommendation: Appeals of an entire Official Plan should not be allowed and time limits should be set for the appeal of a non-decision by a municipal council.

2) Need for long term strategic planning beyond the 20 year planning horizon

Under Theme D: Protect long term public interests, particularly through better alignment of land use planning and infrastructure decisions and support job creation and economic growth, the provincial consultation document poses the question: "How can the land use planning system support infrastructure decisions and protect employment uses to attract/retain jobs and encourage economic growth?"

A major disconnect between land use planning and infrastructure planning is the 20 year planning horizon set by the PPS for the provision of land to meet identified needs (1.1.2). The Draft PPS – September 2012 clarifies that infrastructure can be planned beyond the 20 year time horizon, but the restriction on the time horizon for land use planning removes the underpinning for long term infrastructure planning and the ability to protect land for future employment lands and infrastructure. This is despite the fact that the Growth Plan encourages municipalities to preserve lands within settlement areas in the vicinity of major highway interchanges, ports, rail yards and airports for employment uses (2.2.6.10).

The Draft PPS – September 2012 responds to this issue in the Employment Areas policies. A new Section 1.3.2.3 states that "Planning authorities shall protect employment areas in proximity to major goods movement facilities and corridors for employment uses that require those locations". However, the following new Section 1.3.2.4 states that "Planning authorities may plan for the long-term protection of employment areas provided lands are not designated beyond the planning horizon

identified in policy 1.1.2." This Section reinforces the direction that the protection of employment areas is limited to the 20 year planning horizon.

The discrepancy between the planning horizons for land use and infrastructure planning raises the further issue of infrastructure planning preceding land use planning and the resulting considerations of how infrastructure capacity is to be determined and justified and how infrastructure is to be paid for.

Since infrastructure can now be planned beyond the 20 year planning horizon, the province should provide similar flexibility with respect to employment lands. The identification and protection of employment lands in strategic locations in the vicinity of major transportation infrastructure should be encouraged beyond the 20 year time frame to provide a high degree of certainty that such lands will be available for employment uses in the long term. There will be a number of associated questions the province will need to clarify. For example, will the land be designated employment area? How to justify the additional infrastructure costs for these lands? And how to prevent the land from being converted to non-employment uses?

The Town will be providing separate comments regarding the review of the Development Charges Act, with regard to infrastructure development beyond the 20 year planning horizon.

Recommendation: The Province should permit the designation of Strategic Employment Lands beyond the 20 year planning horizon in the vicinity of major goods movement facilities and corridors.

3) *Balance among policy interests*

The new provincial planning framework developed in the mid-2000s included the requirement that planning decisions be "consistent with" the PPS that was introduced through Bill 26, *Strong Communities (Planning Amendment) Act 2004*. It also included the *Greenbelt Act 2005* and the Greenbelt Plan 2005, the *Places to Grow Act, 2005* and the Growth Plan for the Greater Golden Horseshoe 2006 (the Growth Plan). Under this framework, Caledon is subject to an unprecedented level of provincial intervention in local planning. The entire municipality is now subject to provincial plans and policies representing the provincial interest.

Caledon has consistently stated that social, economic and environmental interests should be balanced in provincial policies and that the balance should also reflect local municipal interests. Part III of the PPS 2005 - How to Read the Provincial Policy Statement stated that "A policy-led system recognizes and addresses the complex inter-relationships among environmental, economic and social factors in land use planning. The Provincial Policy Statement supports a comprehensive integrated and long-term approach to planning and recognizes linkages among policy areas". In order to deal with these complex inter-relationships, an appropriate balance among environmental, economic and social factors as well as provincial and local interests is required.

The Draft PPS – September 2012 included no changes that would improve the balance between provincial and local interests. Part III of the Draft PPS: How to Read the Provincial Policy Statement introduced a "place-based" approach to planning. This

would suggest that conditions of a particular locality should be considered in planning. Part III states: "The Provincial Policy Statement recognizes the diversity of Ontario and that local context is important. Policies are outcome oriented and some policies provide flexibility in their implementation provided that provincial interests are upheld" and; "Within the framework of the provincial policy-led planning system, planning authorities and decision-makers may build upon these minimum standards to address matters of importance to a specific community, unless doing so would conflict with any policy of the Provincial Policy Statement." Although giving new recognition to the concept of a local interest, ultimately these statements reinforce the primacy of the provincial interest.

The final updated PPS should include directives and policies to provide a more equitable balance between provincial and local interests.

Recommendation: The PPS should contain more flexibility to allow local municipalities to protect their social, environmental and financial interests.

4) *Mineral aggregate resources*

The planning system for mineral aggregate resources should be examined in the context of all four themes of the provincial review. The planning system for mineral aggregate resources needs to be reformed to improve predictability, transparency and accountability (Theme A), and support greater municipal leadership in resolving issues and making local land use planning decisions (Theme B). One of the aspects that needs to be reformed is the engagement of citizens in the planning process (Theme C) and the protection of public interests, not just those of the aggregate industry (Theme D).

Mineral Aggregate Resources is one of the key policy areas where an appropriate balance between provincial and local interests is lacking. The policies of the PPS and the provisions of the *Aggregate Resources Act (ARA)* give priority to the use and protection of aggregate resources but fail to adequately address the environmental, social and financial impacts of aggregate extraction which are felt at the community level. Section 2.5.2.2 in the PPS 2005, which states "Extraction shall be undertaken in a manner which minimizes social and environmental impacts" is counterbalanced by Section 2.5.2.1 which states "As much of the mineral aggregate resources as is realistically possible shall be made available as close to markets as possible." The absolute nature of this policy undermines the concept of balance among provincial and local interests that is suggested in Section 2.5.2.2. This policy means that the need for mineral aggregate resources is not required to be demonstrated by proponents of aggregate operations, notwithstanding the availability of mineral aggregate resources locally or elsewhere. The lack of requirements for a supply/demand analysis has been a major barrier to comprehensive planning to ensure the establishment of new pits and quarries is justified.

A better balance is needed between community interests and the use of aggregate resources. In particular, municipalities should be given a greater role in the approval process for extraction operations through the *Planning Act* and the *ARA* and tools to ensure that social, environmental and fiscal impacts are minimized. A more robust process to engage the public and municipalities prior to the issuance of a license or approval of a site plan amendment under the *ARA* is required. Town staff is of the opinion that the notification of a licence application and applicable site plan amendment

application should be expanded from 120 meters to 2 kilometers from the proposed licenced area, and the public review of a licence application and applicable site plan amendment application extended from 45 days to 180 days. Further, the Minister of Natural Resources should consult the host municipality before amending site plan provisions of an ARA licence.

The process of amending ARA site plans does not allow for sufficient public consultation, municipal involvement or municipal approvals. Site plan approvals for significant amendments to pit operations and/or mining below the water table should be subject to a full public process similar to the process for a new license under the ARA. There are strong policies protecting water in Section 2.2 of the PPS which directs planning authorities to protect, improve or restore the quality and quantity of water. Without a meaningful role in the site plan approval process under the ARA, municipalities are not able to implement the direction of the PPS with respect to the protection of water resources.

The process of rehabilitation planning also does not allow for public and municipal involvement. There should be a requirement for each operator to develop and implement a rehabilitation master plan with municipal participation to protect community interests. Further, the new policy 2.5.3.3 encouraging comprehensive rehabilitation where there is a concentration of mineral aggregate operations is not strong enough. Comprehensive rehabilitation planning should be a requirement for mineral aggregate operations.

The current lack of provincial policy support for addressing the environmental, social and fiscal impacts of aggregate extraction at the local level and the lack of opportunity for municipalities to address these impacts through the approval processes, results in the need for municipalities to engage in lengthy and costly Ontario Municipal Board hearings in an effort to ensure that local interests are represented.

The need for balance has been recognized in the context of mineral mining through an amendment to the *Mining Act*, Bill 173 (*Mining Amendment Act*, 2009). This amendment gives communities in the "Far North" the ability to identify areas as unsuitable for mining through a "community based land use plan". New mines will not be permitted in these areas. Similar provisions should be added to the ARA and *Planning Act* to give municipalities a greater say in the extraction of aggregate resources within their boundaries.

Recommendation: The Province should give municipalities a greater role in the approval of extraction operations, the amendment of site plans and the approval of rehabilitation plans. The Province should adopt the approach in the Mining Act which gives local communities a say in the location of mining operations.

5) *Minimum Distance Separation (MDS) requirements*

The Provincial Policy Statement (PPS) requires new land uses to comply with the Minimum Distance Separation (MDS). Intensive recreational uses which include golf courses are required to locate a minimum distance from intensive livestock operations. This distance is the MDS I calculation. In addition, the presence of intensive recreational uses, such as golf courses affects surrounding agricultural lands, as new or expanded

livestock operations are required to locate a minimum distance from the intensive recreational use. This is the MDS II calculation.

In Caledon, it is challenging to locate high intensive recreational uses within the Town without being impacted by an MDS arc(s), either related to the MDS I calculation or the MDS II calculation or both. Golf courses provide economic benefits to the Town, and, with the exception of structures such as club houses should not be considered as sensitive intensive recreational uses subject to the MDS formulae.

Recommendation: The Province should consider not applying the MDS formulae on intensive recreational uses, such as a golf course, with the exception of structures such as the club house.

Financial Implications

Not applicable at this time. Staff will continue to monitor the review of the Land Use Planning and Appeal System for any potential financial and staff resourcing implications.

Applicable Legislation and Requirements

Planning Act, R.S.O. 1990, c. P.13.

COMMUNITY BASED STRATEGIC PLAN

Strategic Objective 2D- Manage Growth and Use Land Wisely.

NEXT STEPS

This report is to be forwarded to the Ministry of Municipal Affairs and Housing as Caledon's comments on the Land Use Planning and Appeal System.

ATTACHMENTS

Schedule A Land Use Planning and Appeal System Consultation Document Fall 2013

Prepared by: Kathie Kurtz


Approver (L1): Haiqing Xu

Approver (L2): Mary Hall

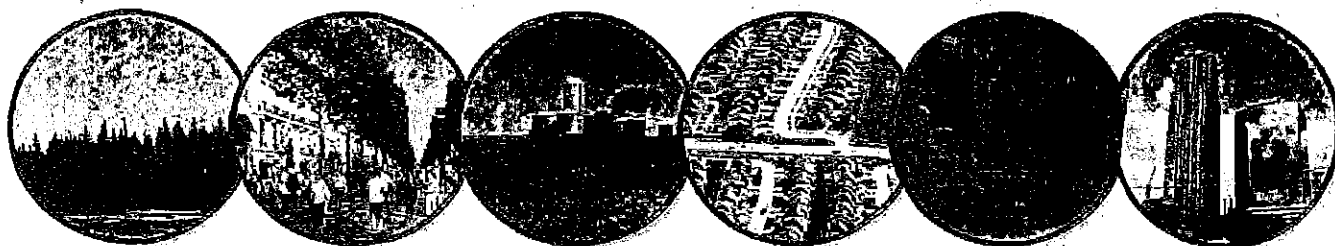
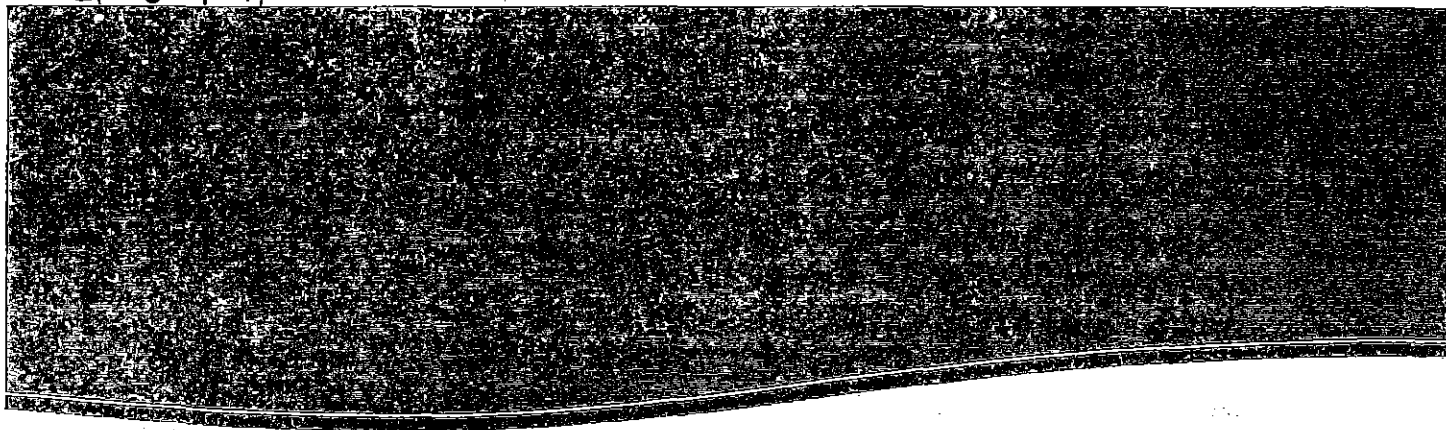
Approver (L3): Carey deGorter

Approver (L4): Douglas Barnes

Approver (L5):



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Land Use Planning and Appeal System

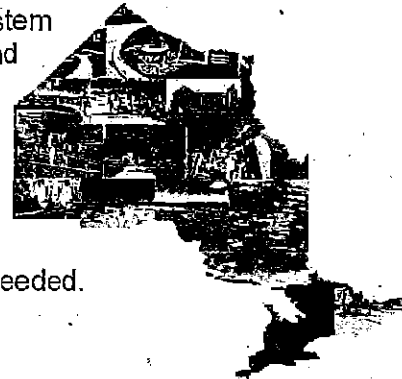
Consultation Document • Fall 2013

LAND USE PLANNING AND APPEAL SYSTEM CONSULTATIONS

Ontario is reviewing the land use planning and appeal system to make sure it is predictable, transparent, cost-effective and responsive to the changing needs of communities.

The Ministry of Municipal Affairs and Housing will be consulting in the fall of 2013 across the province with the public, municipalities, Aboriginal groups, community groups, the building and development industry and other key stakeholders on what changes to the system may be needed.

This document is intended to help focus the discussion.



LAND USE PLANNING AND APPEAL SYSTEM OVERVIEW

Ontario has many diverse communities, geographic landscapes, resources, populations, opportunities and challenges. Land use related decisions take into account these diversities and the need to balance a range of priorities.

Ontario's communities are constantly changing. These changes create challenges, but also opportunities for compact growth, intensification, more efficient use of infrastructure and greater sustainability.

Our land use planning system gives us the tools and processes to manage this change so that we can build the cities and towns we want to live and work in. The planning system helps each community set goals and find ways to reach those goals while keeping important social, economic and environmental concerns in mind. It does this by balancing the interests of individual property owners with the wider interests and objectives of the community.



Well-planned communities attract jobs and support economic development. They make effective and efficient use of their infrastructure, and offer appropriate transportation choices. They address environmental and resource concerns such as rainwater runoff and soil erosion. They offer their citizens a high quality of life, opportunities for a healthy lifestyle and safe, well-serviced places to live, work and play.

Did you know ?

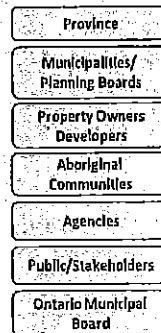
Land use planning tools can be used to support a community's **sustainable planning** objectives.

The keystone of Ontario's land use planning system is the **Planning Act**, administered by the province through the Ministry of Municipal Affairs and Housing. The *Act* sets the framework for planning and development.

Supporting these ground rules are the **Provincial Policy Statement (PPS)** and provincial plans, such as the **Growth Plan for the Greater Golden Horseshoe**, **Growth Plan for Northern Ontario**, **Greenbelt Plan**, **Oak Ridges Moraine Conservation Plan**, **Niagara Escarpment Plan** and the **Lake Simcoe Protection Plan**. Provincial plans provide more detailed policy directions for specific geographic regions.

The PPS is a key part of this system and is made under the authority of Section 3 of the *Planning Act*. It integrates all provincial ministries' land use interests and it applies to the entire province. The PPS includes land use policies on matters like natural heritage, agriculture, transportation, housing, economic development, mineral aggregates (rock, gravel or sand used in construction) and water resources. These policies may be further detailed in provincial land use plans, which are created under various statutes. These plans provide provincial direction for specific geographic areas of the province. They address matters such as environmental conservation, growth management and economic issues. In order for these provincial policies and plans to be implemented locally, the *Planning Act* requires that all local planning decisions shall be consistent with the PPS, and shall "conform" or "not conflict" with provincial plans in effect.

Key Participants



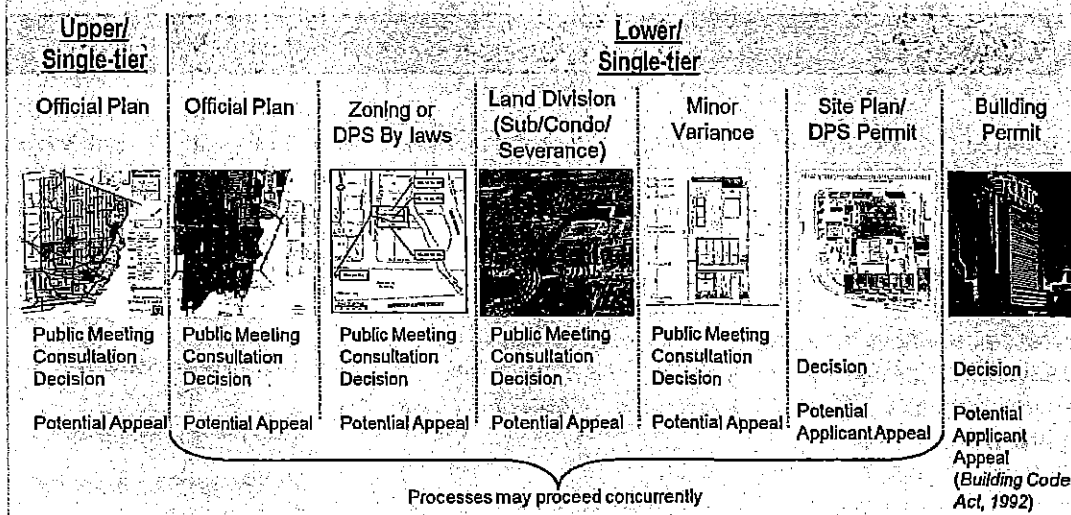
- Province leads with legislation, policy and plans, and provides approval function where required
- Municipalities implement policies through their official plans, zoning by-laws, planning decisions
- Planning boards provide advice and assistance to municipal councils for land use planning matters in the North
- Opportunities for input and involvement are important parts of the system (e.g. public meetings and open houses)
- System provides a process for change to most land use plans and allows most applications to be appealed to the Ontario Municipal Board as an independent body dealing with disputes

Did you know?

More information on the land use planning system can be found in the Ministry of Municipal Affairs and Housing's **Citizens' Guides to Land Use Planning**.

Within this structure, communities set out their own goals and rules in their official plans, which control how they will grow and develop. The planning system allows the public to play a key role in the planning process by giving them opportunities to review and comment on various planning matters. This is especially important in helping to shape the community vision, which the official plan seeks to achieve. Official plans are implemented through tools like zoning by-laws, site plans, plans of subdivisions, and development permits.

Policy-led Planning System



Once an official plan comes into effect, it can be amended at any time. Changes may be needed to incorporate new provincial policies or allow development that the policies in the current plan do not permit. These changes occur through an official plan amendment initiated by the municipality/**planning board** or a private applicant. The amendment is prepared and processed in the same manner as the plan itself. In some instances the official plan may be up-to-date; however the related zoning by-law may not reflect the updated official plan.

Did you know?

In 2011, 45 per cent of municipalities had up-to-date official plans.

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In those cases, a rezoning would be necessary to permit a development that conforms to the official plan. In addition, in order to obtain a building permit, the development must conform to zoning by-law requirements. As the needs of communities change, it is important that official plans and zoning by-laws are kept up-to-date, not only to reflect the changing needs of communities, but also to reduce the number of site-by-site amendments. By doing this, communities can reduce the likelihood of disputes that may result in **Ontario Municipal Board (OMB)** appeals.

Decision Timelines under the *Planning Act*

Application Type	Timeline to Trigger Appeals where Non-Decision
Official Plan Amendment for Municipal Decision	180 days
Official Plan/Amendment for Approval Authority Decision	180 days
Zoning by-law Amendment	120 days
Subdivision	180 days
Consent	90 days
Site Plan	30 days

The planning system also sets out timelines for decision-making on planning matters. If a decision isn't made within these timelines, the matter can be appealed to the Ontario Municipal Board. The timelines are based on application types. For example, an official plan amendment timeframe is 180 days, regardless of whether it is a simple amendment or a complex amendment.

Land use planning often brings together a number of competing interests. Since people have different ideas about what planning and development should accomplish, disputes are not uncommon.

If an application is challenged or disputed, it can generally be appealed to the Ontario Municipal Board. The OMB is responsible for hearing appeals on matters concerning planning

Did you know?

Almost all other provinces have boards that hear appeals from land use planning decisions. The types of land use planning matters that come before them may vary.

disputes and gets its authority to hear planning matters from the *Planning Act*. It is a quasi-judicial tribunal which makes legally-binding decisions independent of the government. The OMB's authority also includes hearing disputes related to fees and amount of parkland dedication, etc.

Did you know?

The OMB bases its decisions on:

- evidence presented
- relevant law
- municipal land use planning policies
- Provincial Policy Statement and provincial plans
- principles of good planning

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Ontario Municipal Board Caseload

Files (Applications and Appeals)	2007/08	2008/09	2009/10	2010/11	2011/12
Minor Variance	578	552	363	495	581
Consent	279	260	176	229	305
Zoning By-laws	275	190	187	197	159
Official Plans	198	162	169	172	120
Zoning Refusal or Inaction	172	163	146	160	125
Plans of Subdivision	95	68	76	98	68
Municipal and Misc. (including site plans)	92	83	68	90	115
Development Charges	16	15	60	9	18
Land Compensation	25	29	42	34	31
Capital Expenditures	8	9	11	9	5
Joint Board	0	2	1	1	0
Site Plan after Nov. 15	25				
Other		48	33		
Total	1763	1581	1332	1494	1527

Planning
Act

- A large number of appeals from decisions/lack of decisions of approval authorities in respect to the updating of major planning documents to implement the Growth Plan for the Greater Golden Horseshoe and PPS, led to a number of OMB files.

*Source: Ontario
Municipal Board
Annual Reports

Did you know?

*In 2011/12, minor variances and consents made up 58 per cent of the OMB's planning application caseload.

Did you know?

*Planning Act files received by the OMB decreased by 14% from 2007/08 to 2011/12 fiscal years.

Did you know?

*In 2011/12, the majority of the OMB caseload originated from the following areas:

- Toronto: 30 per cent
- Greater Toronto Area (excluding Toronto): 16 per cent
- Ottawa: 9 per cent

*Source: Ontario Municipal Board Annual Reports

LAND USE PLANNING REFORMS

Since 2003, the province has undertaken a comprehensive review of the land use planning system. It introduced various legislation, policies and plans such as the:

- Revised PPS, which provides direction on building stronger communities, the wise use and management of resources and protecting public health and safety;
- Greenbelt Plan, which established a permanent greenbelt of approximately 2 million acres across the Greater Golden Horseshoe to ensure the long-term protection of agriculture, natural heritage systems, water resources, recreation and tourism;
- Growth Plan for the Greater Golden Horseshoe, which was created to better manage growth in the Greater Golden Horseshoe by creating compact, complete communities, supporting a strong economy, efficiently using land and infrastructure and protecting agricultural land and natural areas; and
- Growth Plan for Northern Ontario, which aims to strengthen the economy of the north by providing a framework for decision-making and investment by both the province and local governments.



Along with these policies and plans, planning legislation and regulations have also undergone a number of major reforms. The goal of these reforms was to address concerns with how the system was working, and to build strong, prosperous communities within a healthy environment.

Some of the most recent legislative efforts to reform the system occurred in 2004 and 2007. Changes were made to:

- Provide clear rules and protection of public interests, such as:
 - requiring stronger adherence to the PPS;
 - introducing the requirement to consult with a municipality before making a planning application;
 - giving communities the authority to set out complete application requirements; and
 - requiring that planning documents be updated.
- Encourage public participation, such as:
 - enhancing public notification and requiring public open houses in some circumstances; and
 - increasing decision timelines.

- Introduce planning and financial tools, such as:
 - limiting ability to appeal settlement area boundary and employment land conversion;
 - allowing municipalities to have architectural controls;
 - enhancing **development permit system (DPS)** and **community improvement plan** provisions; and
 - introducing an option for local appeal bodies to adjudicate minor variances and consent disputes.
- Provide clear rules for planning applications at the OMB, such as:
 - allowing repeat applications to be dismissed;
 - restricting OMB decisions to matters considered by municipal council;
 - dismissing substantially different applications than those originally submitted for a local decision; and
 - requiring OMB to have regard for local decisions and information and materials provided to council.

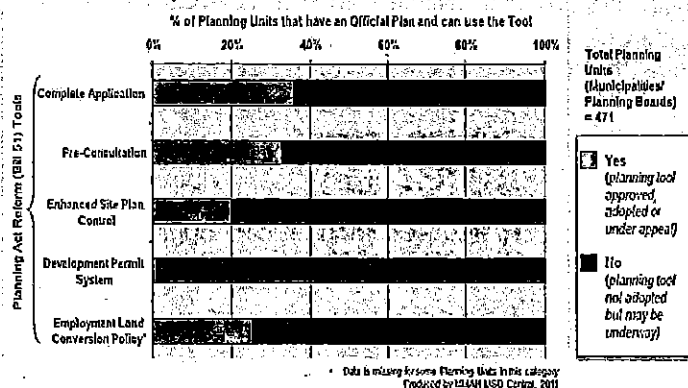
Did you know?

Since 2007, municipalities have had the authority to establish their own local appeal body to adjudicate specific local disputes.

The figure below provides an overview of the uptake of some of the major planning tools on a province-wide basis. These tools include:

- Complete applications – municipalities can set out what additional information beyond those set out in regulation is required when a planning application is submitted.
- Pre-consultation – municipalities can pass a by-law requiring applicants to consult with them before submitting a planning application.
- Enhanced site plan – municipalities can consider the external and sustainable design of buildings.
- DPS – a land use planning tool that combines the zoning, site plan and minor variance processes into one application and approval process.
- Employment land conversion – municipalities have the ability to have the final say on whether designated employment lands can be changed to other uses.

Uptake of Planning Tools - State of land use planning in Ontario (July 2011)



CURRENT CONTEXT

Given the number of changes made to the planning system over recent years and some continuing concerns that have been raised about parts of the system, Ontario is reviewing the land use planning and appeal system to make sure it is predictable, transparent, cost-effective and responsive to the changing needs of communities.

Concerns about the system have focused around four key themes, which will be the focal point for the review:

Theme A	Achieve more predictability, transparency and accountability in the planning/appeal process and reduce costs
Theme B	Support greater municipal leadership in resolving issues and making local land use planning decisions
Theme C	Better engage citizens in the local planning process
Theme D	Protect long-term public interests, particularly through better alignment of land use planning and infrastructure decisions, and support for job creation and economic growth

We are interested in hearing your views on how the land use planning and appeal system is working. Any proposed new approaches or changes should consider the following guiding principles:

- the public is able to participate, be engaged and have their input considered;
- the system is led by sound policies that provide clear provincial direction/rules and is also led by up-to-date municipal documents that reflect matters of both local and provincial importance;
- communities are the primary implementers and decision-makers;
- the process should be predictable, cost-effective, simple, efficient and accessible, with timely decisions; and
- the appeal system should be transparent; decision-makers should not rule on appeals of their own decisions.

Please note that while we are interested in hearing your views, recommendations that would result in a complete overhaul of the land use planning and appeal system are not being considered at this time.

More specifically, this consultation will **not** discuss or consider:

- elimination of the OMB;
- the OMB's operations, practices and procedures;
- removal of the provincial government's approval role;
- the restriction of the provincial government's ability to intervene in matters; and
- matters involving other legislation, unless housekeeping changes are needed.

Comments on issues that are not the focus of the consultation will be shared with the ministries or agencies responsible.

The government will give serious consideration to all of the comments and information received. The comments and suggestions will be used to help inform the government on what changes to the system may be needed.

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ISSUES AND QUESTIONS TO DISCUSS

Theme A: Achieve more predictability, transparency and accountability in the planning/ appeal process and reduce costs

The *Planning Act* requires communities to update their official plans on a five-year basis, and zoning by-laws within three years of the official plan update. A common concern is that local planning documents are not updated regularly enough to reflect the changing needs of a community.

1. How can communities keep planning documents, including official plans, zoning by-laws and development permit systems (if in place) more up-to-date?
2. Should the planning system provide incentives to encourage communities to keep their official plans and zoning by-laws up-to-date to be consistent with provincial policies and priorities, and conform/not conflict with provincial plans? If so, how?

Another concern is the number of times that planning documents are amended. It has been suggested that a way of achieving more predictability is to limit the number of times these are changed. It should be noted, however that a reduced ability to change documents could affect the flexibility of the land use planning system, the ability to make local decisions, and the ability to address emerging issues.

3. Is the frequency of changes or amendments to planning documents a problem? If yes, should amendments to planning documents only be allowed within specified timeframes? If so, what is reasonable?

Since issues are becoming more complex, and decisions on planning matters must be well informed, there are often significant costs involved in amending planning documents or seeking approvals. These increasing costs have placed pressures on municipalities, applicants and the general public to find ways to reduce costs.

It has been suggested that costs may be reduced by promoting more collaboration between applicants, municipalities and the public through the sharing and exchange of information such as resource materials and reports.

4. What barriers or obstacles may need to be addressed to promote more collaboration and information sharing between applicants, municipalities and the public?

Appeals are often broad in scope and there may be many matters under appeal at the same time, resulting in long, complex and costly Ontario Municipal Board (OMB) hearings. Although the *Planning Act* currently requires the person or body making the appeal (the appellant) to specifically identify what is being appealed and why, sometimes the entire planning document (e.g. official plan) is appealed to the OMB by one appellant. This causes extensive appeal process delays and increases costs for the community in managing these types of far-reaching appeals.

5. Should steps be taken to limit appeals of entire official plans and zoning by-laws? If so, what steps would be reasonable?

Sometimes a matter is appealed to the OMB because a council did not make a decision within the required timeframe. In these cases, there is no time limit on when additional appeals may be filed on the same matter. As appeals continue to flow into the municipality, it can be very challenging to prepare for OMB hearings. The additional appeals result in delays in the OMB's hearing processes, increasing costs for everyone involved.

6. How can these kinds of additional appeals be addressed? Should there be a time limit on appeals resulting from a council not making a decision?

7. Should there be additional consequences if no decision is made in the prescribed timeline?

The Development Permit System (DPS) is a land use planning tool that combines the zoning, site plan and minor variance processes into one application and approval process. The tool shifts the focus upfront, creating a policy-led process, which promotes strategic, integrated long-term planning and provides certainty, transparency and accountability for the community. In order to implement a DPS, a municipality must undertake the following:

- Engage the public through enhanced public consultation opportunities;
- Amend its official plan to identify DPS area(s) and set out its goals, objectives and policies;
- Identify the types of conditions and criteria that may be included in the by-law, including discretionary uses, by which applications will be evaluated;
- Enact a development permit by-law to replace the zoning by-law, which provides flexibility by specifying minimum and maximum development standards and by allowing for a specified range of variation; and
- Identify what matters may be delegated from council to staff.

When the new system was introduced during the last round of planning reforms, it aimed to streamline local planning approvals while promoting development, enhancing environmental protection and supporting key priorities such as community building, brownfield redevelopment, greenspace preservation and environmental protection. To date,

I-5(y)

only four municipalities have adopted this tool.

- 8. What barriers or obstacles need to be addressed for communities to implement the development permit system?**

Theme B: Support greater municipal leadership in resolving issues and making local land use planning decisions

Municipalities have an integral role in the local land use planning process through decision-making, preparing planning documents and ensuring a balance of wider public interests and those of their local community. Achieving collaboration and consensus is often difficult, which may result in land use planning appeals.

- 9. How can better cooperation and collaboration be fostered between municipalities, community groups and property owners/developers to resolve land use planning tensions locally?**

Municipalities have the authority to create optional local appeal bodies that can hear appeals on local planning disputes involving minor variances and consents. To date, no municipality has established a local appeal body.

- 10. What barriers or obstacles may need to be addressed to facilitate the creation of local appeal bodies?**
- 11. Should the powers of a local appeal body be expanded? If so, what should be included and under what conditions?**

Municipalities have the authority to pass by-laws that require applicants to consult with the municipality before they submit their planning application. There are two clear advantages to this: the municipality knows about potential development pressures and can advise the applicant if technical information or public consultation is needed.

- 12. Should pre-consultation be required before certain types of applications are submitted? Why or why not? If so, which ones?**

In some Ontario communities, land use planning documents and decisions are made at a regional or upper-tier level, which impact lower-tier municipalities. The *Planning Act* requires that all lower-tier official plans conform with upper-tier official plans. At the same time, it does not prevent lower-tier municipalities from adopting amendments that do not conform with the upper-tier plan.

I-5(2)

This causes tensions and pressures in the planning system. The upper-tier may be prematurely forced to deal with lower-tier planning matters. The premature amendments may get appealed to the Ontario Municipal Board, cluttering the appeal system and adding more costs.

13. How can better coordination and cooperation between upper and lower-tier governments on planning matters be built into the system?

Theme C: Better engage citizens in the local planning process.

Public participation is important to the land use planning system. However, at times the public may feel the process is too difficult to access, or they may believe they lack influence in planning decisions.

14. What barriers or obstacles may need to be addressed in order for citizens to be effectively engaged and be confident that their input has been considered (e.g. in community design exercises, at public meetings/open houses, through formal submissions)?

15. Should communities be required to explain how citizen input was considered during the review of a planning/development proposal?

Theme D: Protect long-term public interests, particularly through better alignment of land use planning and infrastructure decisions and support for job creation and economic growth

Well planned communities with good infrastructure are better able to accommodate new development and investment. Aligning the land use planning process with infrastructure investment, not only reduces costs and supports economic competitiveness, it also improves the economic well-being of the community.

16. How can the land use planning system support infrastructure decisions and protect employment uses to attract/retain jobs and encourage economic growth?

In some cases, amendments to local planning documents are made to put in place a policy following significant public consultation, or to put in place something that's already been provincially approved (such as Source Protection Plans). These amendments can still be appealed.

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17. How should appeals of official plans, zoning by-laws, or related amendments, supporting matters that are provincially-approved be addressed? For example, should the ability to appeal these types of official plans, zoning by-laws, or related amendments be removed? Why or why not?

SUBMIT YOUR COMMENTS AND IDEAS

You are invited to share your comments and ideas by **January 10, 2014**. You can:



Share your views at a meeting or regional workshop



Submit your comments through an online version of this guide at www.ontario.ca/landuseplanning

Environmental Bill of Rights Registry Number: 012-0241
<http://www.ebr.gov.on.ca/>



Email a submission to PlanningConsultation@ontario.ca



Write to us at:
Land Use Planning and Appeal System Consultation
Ministry of Municipal Affairs and Housing
Provincial Planning Policy Branch
777 Bay Street, 14th Floor, Toronto, ON M5G 2E5

Preparing an Email or Mail Submission

Please structure your submission as answers to the question listed above or submit responses in each of the theme areas.

Personal Information

Personal information you provide is collected under the authority of the *Ministry of Municipal Affairs and Housing Act*.

Thank you for your interest in Ontario's Land Use Planning and Appeal System.

Please be informed of a proposed development
in your neighbourhood



I-6

This is to inform you that the landowner at 270 Derry Road West, located on the south side of Derry Road West, east of McLaughlin Road has applied to the City to permit a two-storey office building with limited retail space and additional greenbelt lands. Below is a short description of the application. The City will be processing the application as required by the Provincial *Planning Act* and we would welcome any comments you may have.

COUNCIL AGENDA

FEB 12 2014

Proposal:

- The applicant is requesting a change in zoning from "D" (Development) to "E2-Exception" (Employment-Exception), "G1" (Greenbelt – Natural Hazards), "G2" (Greenbelt – Natural Features) and "G2-1" (Greenbelt – Natural Features-Exception).

File: OZ 13/019 W11

Applicant: Greg Dell & Associates

Owner: Aujla Investments Inc.

Planning Information: Stephanie Segreti, Planner,
Planning & Building
Department at 905-615-3200
ext. 5531 or by email at
stephanie.segreti@mississauga.ca

Notice Date: January 23, 2014

To Be Received

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

- Site Plan
- Survey
- Utility Plan
- Building Elevations
- Tree Inventory and Preservation Plan
- Planning Rationale Report
- Phase II Environmental Site Assessment
- Stage 1 and 2 Archaeological Assessment
- Slope Stability Analysis
- Stormwater Management Report
- Storm Servicing Plan
- Noise Feasibility Study
- Green Development Initiatives

Planning Act Requirements:

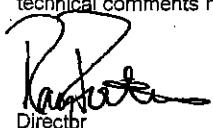
The *Planning Act* requires that all complete applications be processed.

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

Once this has been completed, a report summarizing the development and the comments received will be prepared by Planning 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.


Director
Development and Design Division
Planning and Building Department

Please contact the Planning and Building Department in writing by mail at 300 City Centre Drive, Mississauga ON L5B 3C1 or by fax at 905-896-5553 or by email at application.info@mississauga.ca if:

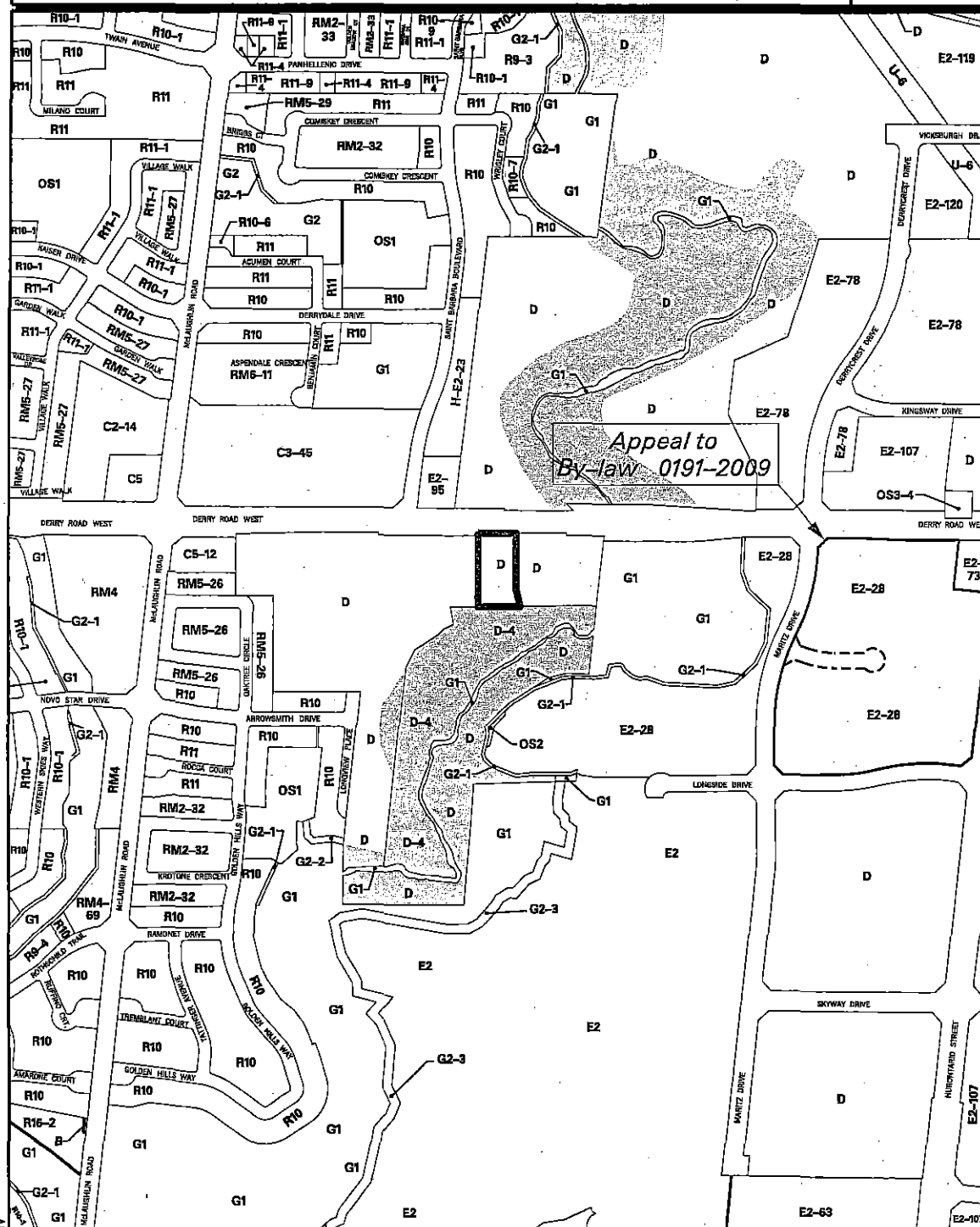
- You would like to forward your views on the proposed development. Written submissions will become part of the public record; or
- You wish to be notified of any upcoming meetings.

More Information:

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

Planning documents and background material are available for inspection at the Planning and Building Department, Planning Services Centre, 3rd floor, Mississauga Civic Centre between 8:30 a.m. and 4:30 p.m., Monday through Friday. Please contact the Planner noted above prior to your visit.

OZ 13019 W11



Please be informed of a proposed development
in your neighbourhood



I-7

This is to inform you that the landowner at 24-64 Elm Drive West and 3528-3536 Hurontario Street, located on the southwest corner of Hurontario Street and Elm Drive West has applied to the City to permit the development of four (4) residential condominium apartment buildings ranging in height from 35 to 50 storeys, a day care and retail uses. 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:

- The applicant is requesting amendments to the Mississauga Official Plan policies for the Downtown Fairview Character Area from "Residential High Density – Special Site 1" to "Residential High Density – Special Site 1" (as amended);
- In addition, a change in zoning is being requested for the subject lands from "D-1" (Development - Exception) to "RA5-Exception" (Apartment Dwellings).

File:

OZ 13/022 W7

Applicant:

Sorensen Gravely Lowes
Planning Associates Inc.

Owner:

Solmar Inc.

**Planning
Information:**

Michael Hynes, Planner,
Planning & Building Department
at 905-615-3200 ext. 5525 or by
email at:
michael.hynes@mississauga.ca

To Be Received

Notice Date: January 31, 2014

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

- Context Map, Context Plan, Survey
- Master Landscape Plan
- Existing Utilities Plan
- Hydro Master Plan
- Building Elevations and Floor Plans
- Planning Assessment Report
- Urban Design Analysis
- Shadow Study
- Tree Inventory & Preservation Plan Report
- Traffic Impact Study
- Functional Servicing Report
- Preliminary Soil Investigation
- Phase 1 Environmental Site Assessment
- Noise Feasibility Study
- Sustainable Features

Planning Act Requirements:

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

The above-noted applications are now being circulated to City Departments and Agencies for technical review.

Once this has been completed, a report summarizing the development and the comments received will be prepared by Planning 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 applications will not be presented until after the Public Meeting and all technical comments have been received.

Director
Development and Design Division
Planning and Building Department

Please contact the Planning and Building Department in writing by mail at 300 City Centre Drive, Mississauga ON L5B 3C1 or by fax at 905-896-5553 or by email at application.info@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 Planner responsible for the file (noted above) for further details on the actual proposal.

Planning documents and background material are available for inspection at the Planning and Building Department, Planning Services Centre, 3rd floor, Mississauga Civic Centre between 8:30 a.m. and 4:30 p.m., Monday through Friday. Please contact the Planner noted above prior to your visit.

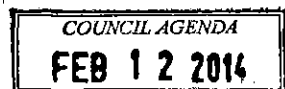
For residential applications, information regarding education and school accommodation is available from the Peel District School Board at 905-890-1221 or the Dufferin-Peel Catholic School Board at 905-890-1221.

APPENDIX 1





Randy Pettapiece, MPP
Perth-Wellington



Queen's Park
Toronto, Ontario

January 13, 2014

Crystal Greer
Director of Legislative Services and City Clerk
City of Mississauga
300 City Centre Dr
Mississauga, ON L5B 3C1

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

Dear Ms. Greer:

Re: Resolution on Joint and Several Liability

Rising municipal insurance premiums must be reined in. For years, municipalities have asked the province to address joint and several liability, which is the primary contributor to rising premiums. Municipalities, often targeted as insurers of last resort, can be on the hook for massive damage awards even if they are deemed just one percent responsible.

We are told that 38 U.S. states have enacted some form of proportionate liability, and that other jurisdictions are also pursuing reform. Municipalities have said that we in Ontario cannot afford to wait any longer. I agree. As a former member of a municipal council, I fully appreciate the impact of rapidly rising insurance premiums. It is unfair and unrealistic for the provincial government to allow this situation to continue – especially as it affects small and rural municipalities, which can least afford to pay.

Municipalities have heard many promises for discussion, including former Premier Dalton McGuinty's commitment at the 2011 AMO conference. But the time for discussion is over. We need to impress upon the government, in a constructive way, that it must take meaningful action. Recently I introduced the following private member's resolution in the Ontario legislature:

That, in the opinion of this House, the government should protect taxpayers from higher property taxes by implementing a comprehensive, long-term solution to reform joint and several liability insurance for municipalities by no later than June 2014, addressing the alarming rise in insurance premiums due to rising litigation and claim costs.

Because this issue affects municipalities across the province, I believe there is good reason for all MPPs, regardless of party affiliation, to support my resolution. I also believe it is important that the government act by June, before the legislature breaks for the summer.

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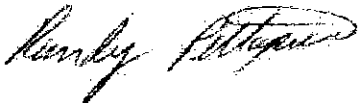
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If your municipality supports the intent of my resolution, I would encourage you to consider passing a formal resolution to support it. If your Council decides to proceed in this way, I would appreciate receiving a copy of your resolution as soon as possible. Debate on this resolution is scheduled for February 27, 2014.

If you have any feedback on this issue, or if you require any additional information, please don't hesitate to contact me at 519-272-0660 or by email: randy.pettapiececo@pc.ola.org.

Thank you very much for your consideration.

Sincerely,

A handwritten signature in cursive script, appearing to read "Randy Pettapiece".

Randy Pettapiece, MPP
Perth-Wellington

RP:sy