



AGENDA

SESSION 7

THE COUNCIL OF

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

WEDNESDAY, MAY 14, 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) April 23, 2014

5. PRESENTATIONS

(a) Home Safe Home Program

Platoon Chief Al Hills will speak to the community partnership/sponsorship with Birnie Electric Limited and will present a cheque to Chief McDougall for the Home Safe Home Program.

6. DEPUTATIONS

(a) Tax Adjustments

There may be persons in attendance who wish to address Council re: Tax Adjustments pursuant to Sections 357 and 358 of the *Municipal Act*.

Corporate Report R-1

(b) PUBLIC MEETING: 2014 Development Charges Public Meeting

Craig Binning, Partner, Hemson Consulting, consultant for the City of Mississauga.

Deputations:

(i) A representative from Building Industry and Land Development Association (BILD).

(ii) Fabio J. Mazzocco from Argo Development Corporation.

Corporate Report R-2

Information Item I-1

Information Item I-2

There may be additional people who wish to address Council on this item.

(c) Mississauga Celebration Square's Summer 2014 Program

Melissa Aguis, Manager of Mississauga Celebration Square and Frank Giannone, Chair of Mississauga Celebration Square Events Committee will speak to the Mississauga Celebration Square's Summer 2014 Program.

(d) Green Packs Pilot Program at Central Library

Brenda Osborne, Director Environment and Rose Vespa, Director of Library Services will speak to the Green Packs Pilot Program at the Central Library.

Corporate Report R-3

(e) The Healing Cycle Foundation

Phyllis Galbraith, Manager, Community Partnerships will speak to the Healing Cycle event.

(f) Meadowest Co-operative Preschool

Lisa Williams, volunteer at Meadowest Co-operative Preschool will be speak about Meadowest Co-operative Preschool that was established in 1977 and is at risk of closing its doors forever due to Meadowvale Community Centre redevelopment.

(g) Stormwater Management

Glenn Allen Cunanan will speak to the City's Stormwater Management Ponds and Sediment removal.

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 April 25, 2014, from the Commissioner of Corporate Services and Chief Financial Officer re: **Tax Adjustments Pursuant to Sections 357 and 358.**

Recommendation

That the tax adjustments outlined in Appendix 1 attached to the report dated April 25, 2014 from the Commissioner of Corporate Services and Chief Financial Officer for applications for cancellation or refund of taxes pursuant to Sections 357 & 358 of the *Municipal Act*, be adopted.

Motion

- R-2 A report dated April 25, 2014, from the Commissioner of Corporate Services and Chief Financial Officer re: **2014 Development Charges Public Meeting.**

Recommendation

That the report dated April 29, 2014 from the Commissioner of Corporate Services and Chief Financial Officer, entitled "2014 Development Charges Public Meeting" be received for information.

Motion

- R-3 A report dated March 26, 2014, from the Commissioner of Community Services re: **Green Packs Pilot Program at Central Library (Ward 4).**

Recommendation

That the report dated March 26, 2014, from the Commissioner of Community Services, entitled Green Packs Pilot Program at Central Library be received for information.

Motion

Deputation (d)

- R-4 A report dated April 29, 2014, from the Commissioner of Corporate Services and Chief Financial Officer re: **Municipal Elections 2014, Use of Vote Counting Equipment and Accessible Voting Equipment and establishment of Advance Voting Days.**

Recommendation

1. That in accordance with the *Municipal Elections Act, 1996*, as amended, a By-law be enacted to authorize the use of Optical Scanning Vote Tabulators for the 2014 Municipal Elections, and the AutoMARK Voter Assist Terminal for Advance Voting.
2. That in accordance with the *Municipal Elections Act, 1996*, as amended, a By-law be enacted establishing advance voting for the 2014 Municipal Elections to be held at:
 - a) Civic Centre: Monday September 29 to Friday October 3, 2014 and Thursday October 9 to Saturday October 11, 2014 between the hours of 10:00 a.m. and 5:00 p.m.;
 - b) Two locations within in each Ward: Saturday October 4 to Wednesday October 8, 2014 between the hours of 10:00 a.m. and 5:00 p.m.

Motion

- R-5 A report dated April 29, 2014, from the Commissioner of Corporate Services and Chief Financial Officer re: **Appointment of Screening Officers for Administrative Penalties System.**

Recommendation

That a by-law be enacted to amend By-law 0286-2013, to appoint Screening Officers for the Administrative Penalties System, as outlined in the report from the Commissioner of Corporate Services and Chief Financial Officer, dated April 29, 2014.

Motion

- R-6 A report dated April 29, 2014, from the City Solicitor re: **Enbridge Line 9B Flow Reversal and Capacity Expansion Pipeline Project.**

Recommendation

1. That the Corporate Report of the City Solicitor, dated April 28, 2014, regarding the Enbridge Line 9B project be received for information; and
2. That the appropriate City staff from Transportation & Infrastructure Planning, Fire & Emergency Services, Emergency Management Office, and Legal be directed to pursue discussions with Enbridge, and follow-up with the National Energy Board, as required, relating to the National Energy Board decision of March 6, 2014 and conditions in respect of key areas of concern for the City, including pipeline integrity and valve placement, emergency management and response, and public consultation.

Motion

- R-7 A report dated April 29, 2014, from the Commissioner of Community Services re: **Renewal of Beverage Supply and Sponsorship Agreement between the City of Mississauga and the Pepsi Bottling Group (Canada) Co.**

Recommendation

1. That in accordance with Purchasing By-law 374-06 as amended, the Purchasing Agent and Manager of Materiel Management or designate be authorized to renew the Beverage Supply and Sponsorship Agreement with Pepsi Bottling Group (Canada) Co. for a five year renewal period from June 1, 2014 to May 31, 2019.
2. That the Purchasing Agent and Manager of Materiel Management or designate be authorized to amend the Beverage Supply and Sponsorship Agreement with Pepsi Bottling Group (Canada) for the renewal term.

Motion

- R-8 A report dated April 28, 2014, from the Commissioner of Transportation and Works re: **Municipal Class Environmental Assessment Study for the Proposed New Square One Public Road Network (Ward 4) FA.49.250-14**

Recommendation

That in accordance with the Purchasing By-law 374-06, as amended, the Purchasing Agent be authorized to execute a sole source contract to R.J. Burnside & Associates Limited for the Municipal Class Environmental Assessment Study for the Proposed New Square One Public Road Network, in the total amount of \$530,304 exclusive of taxes.

Motion

- R-9 A report dated May 2, 2014, from the Commissioner of Planning and Building re: **Data License Agreement with Peel Region – Mississauga Employment Survey.**

Recommendation

That a by-law be enacted to delegate authority to the Commissioner of Planning and Building to enter into a Data License Agreement for the sale of data to the Region of Peel.

Motion

- R-10 A report dated May 5, 2014, from the Commissioner of Planning and Building re: **Rezoning and Draft Plan of Subdivision Applications to permit 15 detached dwellings 6565 Ninth Line, east side of Ninth Line, south of Derry Road West, Owner: Argo Trail Corporation Applicant: West Consulting Bill 51 Supplementary Report Ward 10.**

Recommendation

That the Report dated May 5, 2014, from the Commissioner of Planning and Building recommending approval of the applications under Files OZ 13/014 W10 and T-M13004 W10, Argo Trail Corporation, 6565 Ninth Line, east side of Ninth Line, south of Derry Road West, 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 "R5-Exception" (Detached Dwellings - Typical Lots) and "B" (Buffer) to permit a plan of subdivision for 15 detached dwellings and buffer blocks in accordance with the proposed revised zoning standards described in Appendix S-4 of this report, be approved subject to the following conditions:
 - (a) That the draft plan of subdivision under File T-M13004 W10 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) That the school accommodation condition as outlined in City of Mississauga Council Resolution 152-98 requiring that satisfactory arrangements regarding the adequate provision and distribution of educational facilities have been made between the developer/applicant and the Dufferin-Peel Catholic District School Board and Peel District School Board not apply to the subject lands;
 - (d) That in accordance with Council Resolution 160-91, that 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-M13004 W10 be recommended for approval subject to the conditions contained in Appendix S-5, attached to the report dated April 21, 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-11 A report from the City Manager and Chief Administrative Officer re: **Provincial Election 2014: Summary of Priority Issues and Engagement Tactics.**

Note: This report will be distributed with the additional agenda

9. PRESENTATION OF COMMITTEE REPORTS

- (a) Planning and Development Committee Report 6-2014 dated May 5, 2014.

Motion

- (b) General Committee Report 6-2014 dated May 7, 2014.

Motion

10. UNFINISHED BUSINESS - Nil

11. PETITIONS - Nil

12. CORRESPONDENCE

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

- (b) Direction Item - Nil

13. NOTICE OF MOTION

- M-1 That the City of Mississauga request that Industry Canada implement new rules that require amateur radio operations to consult with municipalities and the public for commercial tower installations, regardless of height, however, the planned changes do not include a requirement for amateur radio operators to consult with municipalities or the public for ham radio towers that are less than 15 metres (49.2 feet) in height.

Motion

14. MOTIONS

- (a) To approve recommendations from the following Committee Reports:
- (i) Recommendations PDC-0030-2014 to PDC-0036-2014 inclusive contained in the Planning and Building Committee Report 6-2014 dated May 5, 2014.

- (ii) Recommendations GC-0176-2014 to GC-0251-2014 inclusive contained in the General Committee Report 6-2014 dated May 7, 2014.
- (b) To close to the public a portion of the Council meeting to be held on May 14, 2014, to deal with various matters. (See Item 18 Closed Session).
- (c) To adopt the tax adjustments outlined in Appendix 1 attached to the report dated April 25, 2014 from the Commissioner of Corporate Services and Chief Financial Officer for applications for cancellation or refund of taxes pursuant to Sections 357 & 358 of the *Municipal Act*.

Corporate Report R-1

- (d) To receive the report dated April 29, 2014 from the Commissioner of Corporate Services and Chief Financial Officer, entitled "2014 Development Charges Public Meeting."

Corporate Report R-2

- (e) To receive the report dated March 26, 2014, from the Commissioner of Community Services, entitled Green Packs Pilot Program at Central Library.

Corporate Report R-3

- (f) To authorize the use of Optical Scanning Vote Tabulators for the 2014 Municipal Elections, and the AutoMARK Voter Assist Terminal for Advance Voting and to enact establishing advance voting for the 2014 Municipal Elections to be held at Civic Centre: Monday September 29 to Friday October 3, 2014 and Thursday October 9 to Saturday October 11, 2014 between the hours of 10:00 a.m. and 5:00 p.m. and two locations within in each Ward: Saturday October 4 to Wednesday October 8, 2014 between the hours of 10:00 a.m. and 5:00 p.m.

Corporate Report R-4

- (g) To enact and amend By-law 0286-2013, to appoint Screening Officers for the Administrative Penalties System, as outlined in the report from the Commissioner of Corporate Services and Chief Financial Officer, dated April 29, 2014.

Corporate Report R-5

- (h) To receive the Corporate Report of the City Solicitor, dated April 28, 2014, regarding the Enbridge Line 9B project and to direct the appropriate City staff from Transportation & Infrastructure Planning, Fire & Emergency Services, Emergency Management Office, and Legal be directed to pursue discussions with Enbridge, and follow-up with the National Energy Board, as required, relating to the National Energy Board decision of March 6, 2014 and conditions in respect of key areas of concern for the City, including pipeline integrity and valve placement, emergency management and response, and public consultation.

Corporate Report R-6

- (i) To authorize the renewal of the Beverage Supply and Sponsorship Agreement with Pepsi Bottling Group (Canada) Co. for a five year renewal period from June 1, 2014 to May 31, 2019 and to enter into the Beverage Supply and Sponsorship Agreement with Pepsi Bottling Group (Canada) for the renewal term.

Corporate Report R-7

- (j) To authorize a sole source contract to R.J. Burnside & Associates Limited for the Municipal Class Environmental Assessment Study for the Proposed New Square One Public Road Network, in the total amount of \$530,304 exclusive of taxes.

Corporate Report R-8

- (k) To enact a by-law to delegate authority to the Commissioner of Planning and Building to enter into a Data License Agreement for the sale of data to the Region of Peel.

Corporate Report R-9

- (l) To adopt the Report dated May 5, 2014, from the Commissioner of Planning and Building recommending approval of the applications under Files OZ 13/014 W10 and T-M13004 W10, Argo Trail Corporation, 6565 Ninth Line, east side of Ninth Line, south of Derry Road West,

Corporate Report R-10

- (m) To enact a by-law to authorize the Commissioner of Transportation and Works and the City Clerk to execute the Service Agreement Torbram Road Reconstruction and Storm Water Pumping Station Maintenance with the Corporation of the City of Brampton and Regional Municipality of Peel, in a form satisfactory to the City Solicitor which was omitted as part of Recommendation TC-0007-2014 in the Transportation Committee Report 2-2014 (Housekeeping)

B-5 and B-6

15. INTRODUCTION AND CONSIDERATION OF BY-LAWS

- B-1 A by-law to authorize the use of Optical Scanning Vote Tabulators and the AutoMARK Voter Assist Terminal (VAT) to facilitate the 2014 Municipal Elections in the City of Mississauga in the Regional Municipality of Peel and to repeal By-law Number 0160-2010.

Corporate Report R-4

- B-2 A by-law to provide for advance votes to be held prior to Voting Day.

Corporate Report R-4

- B-3 A by-law to authorize the execution of a Data License Agreement between The Corporation of the City of Mississauga and the Regional Municipality of Peel.

Corporate Report R-9

- B-4 A by-law to amend By-law 0286-2013, as amended appointing screening officers for adjudicating reviews of administrative penalties under the City of Mississauga's Administrative Penalties By-law.

Corporate Report R-5

- B-5 A by-law to authorize the execution of a Service Level Agreement with the Corporation of the City of Brampton and The Regional Municipality of Peel for the Torbram Road reconstruction and storm water pumping station maintenance.

TC-0007-2014/January 29, 2014

- B-6 A by-law to authorize the execution of an Agreement with Canadian Railway and the Corporation of the City of Brampton for the construction and maintenance of the Torbram Road grade separation.

TC-0007-2014/January 29, 2014

- B-7 A by-law to appoint members of the Board of Management for the Port Credit Business Improvement Area and to amend By-law 0173-2012 (Ward 1).

Information Item I-6

- B-8 A by-law to establish certain lands as part of the municipal highway system Register Plan 43R-35847 (in the vicinity of Dixie Road and Courtneypark Drive East) (Ward 5).

- B-9 A by-law to establish certain lands as of the municipal highway system Register Plan 43R-16564 (in the vicinity of South Service Road and Trotwood Avenue) (Ward 1).

- B-10 A by-law to authorize the execution of an Internet Services Radio Agreement between the Corporation of Mississauga and Whiterock Media Inc.

GC-0126-2014/April 16, 2014

- B-11 A by-law to temporarily close a Public Highway a portion of Princess Royal Drive from Living Arts Drive to Duke of York Boulevard is temporarily closed from July 15, 2014 to July 21, 2014 (Ward4).

GC-0178-2014/May 7, 2014

- B-12 A by-law to amend By-law No. 555-2000, as amended, being the Traffic By-law by deleting Schedule 3 no parking on Glen Erin Drive, Schedule 5 parking for restricted periods on Mississauga Road, adding Schedule 3 no parking on Glen Erin Drive, adding Schedule 5 parking for restricted periods Mississauga Road and adding Schedule 31 driveway boulevard parking-curb to sidewalk on Brightpool Crescent, Laburnum Crescent (Wards 1, 6, 9, 10).

GC-0179-2014, GC-0180-2014, GC-0180-2014, GC-0181-2014 and GC-0182-2014/May 7, 2014

- B-13 A by-law to authorize the execution of a Warning Clause Agreement between the Corporation of the City of Mississauga and 1812108 Ontario Inc. (Ward 1).

GC-0184-2014/May 7, 2014

- B-14 A by-law to authorize the execution of Rainfall Data Sharing Agreements between the Corporation of the City of Mississauga and other public sector agencies.

GC-0186-2014/May 7, 2014

- B-15 A by-law to establish the Tax Ratios and to Levy the Residential, Commercial, Industrial, Multi-Residential, Pipeline, Farmland and Managed Forest Taxes and to levy an amount upon Public Hospitals, Universities and Colleges for the Year 2014.

GC-0194-2014/May 7, 2014

- B-16 A by-law to levy business improvement area charges pursuant to Section 208 of the *Municipal Act, 2001, S.O. 2001, c.25*, as amended, for the 2014 taxation year.

GC-0194-2014/May 7, 2014

- B-17 A by-law to provide for the Collection of the Final Tax Levies for the Year 2014.

GC-0194-2014/May 7, 2014

- B-18 A by-law to amend By-law 0225-2007, as amended, being the City of Mississauga Zoning By-law by adding the following exception table 4.8.2.25 Regulations 4.8.25.1 and 4.8.25.2. Owner: Cal-Arvona Developments Inc. Applicant: KLM Planning Partners Inc. OZ13/004 W10 (T13001) south of Tacc Drive east side of Ninth Line (Ward 10).

PDC-0065-2013/February 12, 2013

- B-19 A by-law to amend By-law 0293-2006, as amended, being the Site Plan Control By-law by amending Section 5 and adding all development or redevelopment on the lands shown on Schedule "13" attached to this by-law and adding Schedules "13", "13A", "13B" and "13C" attached to this by-law east side of Ninth Line south of Derry Road West.

PDC-0036-2014/May 5, 2014

- B-20 A by-law to authorize the execution of an Agreement with Canadian National Railway and Metrolinx for the construction and maintenance of the Torbram Road grade separation.

TC-0007-2014/January 29, 2014

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 Appeals: (1) "A"081/14 – 1727482 Ontario Inc. – 151 Queen Street South – Ward 11; and (2) "A"106/14 – Kenneth and Charmaine Kumar – 1344 Woodeden Drive – Ward 2.**
 - (ii) Litigation or potential, including matters before administrative tribunals, affecting the municipality or local board re: **Proposed GTA West/SISA Government Settlement.**

- (iii) Personal matters about an identifiable individual, including municipal or local board employees re: **Appointment of Hearing Officers for Administrative Penalty System.**

- (b) Pursuant to the *Municipal Act*, Section 239 (3.1)

- (i) The meeting is held for the purpose of educating or training the members re: **Medical Marijuana Production.**

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 May 14, 2014.

20. ADJOURNMENT



Corporate Report

Clerk's Files

Originator's
Files

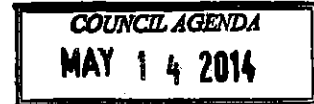
R-1

DATE: April 25, 2014

TO: Mayor and Members of Council
Meeting Date: May 14, 2014

FROM: Gary Kent
Commissioner of Corporate Services and Chief Financial Officer

SUBJECT: Tax Adjustments Pursuant to Sections 357 and 358



RECOMMENDATION: That the tax adjustments outlined in Appendix 1 attached to the report dated April 25, 2014 from the Commissioner of Corporate Services and Chief Financial Officer for applications for cancellation or refund of taxes pursuant to Sections 357 & 358 of the *Municipal Act*, be adopted.

BACKGROUND: Sections 357 & 358 of the *Municipal Act*, 2001, S.O. 2001, c.25 allow a property owner or the Treasurer to make application for the cancellation, reduction or refund of taxes for a number of specific reasons. Taxes may be adjusted when a building has been demolished or razed by fire or if a property has become exempt, changed class or has been overcharged by reason of gross or manifest error.

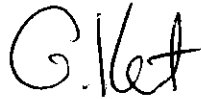
COMMENTS: A total of 37 applications for tax adjustments have been prepared for Council's consideration on Wednesday, May 14, 2014.

The total cancellation or refund of taxes as recommended is \$166,202.68. Appendix 1 outlines the tax cancellations being recommended by property and summarizes by appeal reason the number of applications and tax dollars recommended for reduction.

FINANCIAL IMPACT: The City's portion of the cancellations resulting from the Section 357 and 358 tax adjustments is \$32,872.91.

CONCLUSION: Tax appeals for 2011, 2012 & 2013 taxation years are listed in Appendix 1. The *Municipal Act* requires Council to approve the tax adjustments.

ATTACHMENTS: Appendix 1: Tax Appeals Pursuant to the *Municipal Act* For Hearing On May 14, 2014.



Gary Kent
Commissioner of Corporate Services and Chief Financial Officer

Prepared By: Connie Mesih, Manager, Revenue and Taxation

Tax Appeals Pursuant to the Municipal Act Appendix 1

For Hearing On May 14, 2014

Page 1 of 4

Corporate Services

Apr 24, 2014 09:44

Appeal No	Roll No	Location	Reason for Appeal	Tax Adjustment Totals
Section 357 : 2012				
8737	05-04-0-086-11800-0000	960 BLOOR ST	gross/manifest error	0.00
8786	05-06-0-127-01300-0000	2206 PINENEEDLE ROW	gross/manifest error	0.00
Total				0.00
Section 357 : 2013				
8721	05-01-0-001-03200-0000	852 GOODWIN RD	Demolished/razed-fire	-728.50
8544	05-01-0-009-01100-0000	413 MARF AVE	gross/manifest error	-957.26
8768	05-01-0-067-07700-0000	174 KING ST E	Became exempt	0.00
8739	05-02-0-021-05000-0000	588 BOB-O-LINK RD	gross/manifest error	-57.87
8744	05-02-0-024-03800-0000	884 SOUTHDOWN RD	Demolished/razed-unusable	-3,222.09
8677	05-02-0-027-21300-0000	1360 INDIAN GROVE	gross/manifest error	-3,442.63
8749	05-02-0-032-03700-0000	1295 LORNE PARK RD	gross/manifest error	-1,643.70
8586	05-04-0-096-18300-0000	6830 SECOND LINE W	Demolished/razed-fire	0.00
8575	05-04-0-097-02300-0000	0 CREDITVIEW RD	Became exempt	-265.70
8680	05-04-0-099-31168-0000	786 FABLE CRES	gross/manifest error	-233.98
8705	05-04-0-117-51092-0000	543 DRIFTCURRENT DR	gross/manifest error	-108.88
8702	05-04-0-154-08053-0000	4090 LIVING ARTS DR 1110	gross/manifest error	-13.90
8610	05-05-0-115-10600-0000	7605 BATH RD	Demolished/razed-fire	-5,021.44
8756	05-05-0-118-02700-0000	6415 VISCOUNT RD	Demolished/razed-fire	-67,560.58
8755	05-05-0-118-05801-0000	6800 NORTHWEST DR	Demolished/razed-fire	-73,795.23
8761	05-05-0-118-08500-0000	6405 NORTHAM DR	Demolished/razed-fire	-974.89
8787	05-06-0-127-01300-0000	2206 PINENEEDLE ROW	gross/manifest error	0.00
8631	05-06-0-128-05200-0000	99 DUNBAR RD	Demolished/razed-fire	-557.12
8637	05-06-0-128-63602-0000	489 FERGO AVE	Demolished/razed-fire	-592.06
8759	05-07-0-161-11600-0000	1279 OGDEN AVE	Demolished/razed-fire	-294.60
8470	05-09-0-004-08000-0000	64 FOREST AVE	gross/manifest error	-966.94
8466	05-09-0-004-08100-0000	58 FOREST AVE	gross/manifest error	-1,260.24

Tax Appeals Pursuant to the Municipal Act Appendix 1

For Hearing On May 14, 2014

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Corporate Services

Apr 24, 2014 09:44

Appeal No	Roll No	Location	Reason for Appeal	Tax Adjutment Totals
8760	05-09-0-006-04700-0000	52 BEN MACHREE DR	Demolished/razed-fire	-192.08
8746	05-09-0-007-16600-0000	29 A PINE AVE N	Demolished/razed-fire	-709.72
8747	05-09-0-007-20000-0000	21 MAPLE AVE N	Demolished/razed-fire	-469.50
8699	05-09-0-007-20700-0000	35 MAPLE AVE N	Unusable minimum 3 months	-782.36
8788	05-11-0-001-04800-0000	26 ELLESBORO DR	gross/manifest error	-994.44
8684	05-11-0-002-14400-0000	9 KENNINGHALL BLVD	Demolished/razed-unusable	-280.58
Total				-165,126.29
Section Total				-165,126.29
Section 358 : 2011				
8678	05-04-0-099-31168-0000	786 FABLE CRES	gross/manifest error	-173.27
8703	05-04-0-117-51092-0000	543 DRIFTCURRENT DR	gross/manifest error	-79.42
8647	05-04-0-143-08039-0000	225 WEBB DR	gross/manifest error	-139.27
8766	05-04-0-158-86909-0000	4850 GLEN ERIN DR	gross/manifest error	-174.85
Total				-566.81
Section 358 : 2012				
8679	05-04-0-099-31168-0000	786 FABLE CRES	gross/manifest error	-226.48
8704	05-04-0-117-51092-0000	543 DRIFTCURRENT DR	gross/manifest error	-103.80
8767	05-04-0-158-86909-0000	4850 GLEN ERIN DR	gross/manifest error	-179.30
Total				-509.58
Section Total				-1,076.39

Tax Appeals Pursuant to the Municipal Act Appendix 1
For Hearing On May 14, 2014

Page 3 of 4

Corporate Services

Apr 24, 2014 09:44

Tax Adjustment Totals

Section 357	2012	0.00
	2013	-165,126.29
Section 358	2011	-566.81
	2012	-509.58
Grand Total		-166,202.68

Tax Appeals Pursuant to the Municipal Act Appendix 1
For Hearing On May 14, 2014

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R-1(e)

Corporate Services

Apr 24, 2014 09:44

Summary of Tax Adjustment by Type

Count	Description	Amount
20	gross/manifest error	- 10,756.23
2	Became exempt	- 265.70
12	Demolished/razed-fire	- 150,895.72
2	Demolished/razed-unusable	- 3,502.67
1	Unusable minimum 3 months	- 782.36
Total		- 166,202.68



Corporate Report

Clerk's Files

Originator's
Files

2-2

DATE: April 29, 2014



TO: Mayor and Members of Council
Meeting Date: May 14, 2014

FROM: Gary Kent
Commissioner of Corporate Services and Chief Financial Officer

SUBJECT: 2014 Development Charges Public Meeting

RECOMMENDATION: That the report dated April 29, 2014 from the Commissioner of Corporate Services and Chief Financial Officer, entitled "2014 Development Charges Public Meeting" be received for information.

**REPORT
HIGHLIGHTS:**

- The *Development Charges Act, 1997* requires that a public meeting be held prior to the passage of a development charge by-law.
- Legislative requirements for a public notice of the public meeting and release of the Development Charges (DC) Background Study and proposed by-law have been met.
- Hemson Consulting Ltd. will present development charges information to the Mayor, Members of Council and the public.
- Three stakeholder engagement sessions have been held and feedback has been received from building industry representatives concerning the draft 2014 Development Charges Study and proposed policy changes including:
- Migration to a single uniform non-residential development charge rate from the existing industrial and non-industrial rate structure;

- The continued recognition of existing Section 14 credits
- Request confirmation that the City will continue to apply the 2009 DC By-law provisions for speculative buildings that were constructed under the 2009 By-law;
- No provision for a transitional period for the payment of DC rates from the 2009 DC By-law and the Council approval of the 2014 DC By-law;
- Reduction in the size of small units from 70m² to 60m² (750 sq. ft. to 645 sq. ft.);
- The introduction of a 4 year (48 month) time limit in which the value of a demolition credit can be used to offset future development charges payable; and
- Definition of Apartment – amended to delete reference to Multiple Horizontal Dwelling.

BACKGROUND:

The *Development Charges Act, 1997* requires the following steps be completed prior to the approval of the new Development Charge By-law:

- Council must hold a Public Meeting;
- Public notice of the Public Meeting must be given at least twenty days before the meeting; and
- A Development Charges Background Study and proposed by-law must be released to the public at least two weeks before the public meeting.

In addition to meeting the requirements of the DCA, staff have held three stakeholder engagement sessions with members of the development industry (Appendix 1). Presentations were provided by Hemson Consulting Ltd. outlining calculations of the ten year historical service levels (calculated within the confines of the *Development Charges Act, 1997*), proposed growth related capital forecast programs, draft development charge rates and proposed policy changes to be included in the 2014 Development Charge By-law. The feedback received from the building industry stakeholders is contained within this report and in Appendix 2.

COMMENTS:

The 2009 Development Charge By-law, which allows the City of Mississauga to collect development charges to fund growth related capital infrastructure expires on November 11, 2014. Taking into

consideration that 2014 is an election year and a new Council will not be sworn into office until December 2014, the scheduled approval for a new development charge by-law by Council has been advanced to June 11, 2014. The May 14, 2014 Development Charges Public Meeting fulfills one of the requirements necessary to comply with the *Development Charges Act, 1997*.

In accordance with the requirements of the *Development Charges Act, 1997*, on April 16th and 23rd, 2014 the City has placed notices in the Mississauga News advising the public of the Development Charges Public Meeting, the release date of the Background Study and proposed Development Charge By-law. A notice has also been posted on the City's website.

The proposed By-law and the Development Charges Background Study (prepared by Hemson Consulting Ltd.) were made available to the public on April 29th, 2014, which is in excess of two weeks prior to the public meeting. The documents were made available on the City's website and in hard copy at the Office of the City Clerk.

At the public meeting on May 14th, 2014, Hemson Consulting Ltd. will present development charges information to the Mayor, Members of Council and the public. Any person who wishes to address the Mayor or Members of Council may do so at that time. A summary of the proposed rates are contained in the financial impact section of this report.

Staff will prepare a Corporate Report to respond to any public feedback received. This report will be presented to the Mayor and Members of Council on June 11th, 2014, to be followed by Council's consideration of the Development Charges Background Study and By-law on the same day.

If the development charges by-law is approved by Council, the City Clerk will be required to provide written notice of the passing of the by-law, and indicate the last day available for appealing the by-law.

Stakeholder Engagement

At the last stakeholder engagement meeting held on April 25, 2014 members of the building industry expressed their concern with certain policy changes being proposed in 2014 Development Charges Background Study and By-law. Items of particular concern included:

- Migration to a single uniform non-residential development charge rate from the existing industrial/non-industrial rate structure;
- The continued recognition of existing Section 14 credits;
- Request confirmation that the City will continue to apply the 2009 DC By-law provisions for speculative buildings that were constructed under the 2009 By-law;
- No provision for a transitional period for the payment of DC rates from the 2009 DC By-law and the Council approval of the 2014 DC By-law;
- Reduction in the size requirement for the small unit charges from 70m² to 60m² (750 sq. ft. to 645 sq. ft.);
- The introduction of a 48 month time limit in which the value of a demo credit can be used to offset future development charges payable; and
- Definition of Apartment – amended to delete reference to Multiple Horizontal Dwelling.

Migration to Single Uniform Non-Residential DC Rate

City staff has proposed to migrate from the two differentiated non-industrial DC rates (industrial and non-industrial) to a single non-residential DC rate. This decision has taken into consideration; the rapidly decreasing number of viable vacant land parcels available for industrial development; growth forecast indicators which suggest that 60% of future employment will occur in the office sector; and, Council's direction to encourage office development in the downtown core.

Moving to a uniform non-residential rate would not negate the industrial expansion credit legislative requirement under the *Development Charges Act, 1997*. A credit of up to 50% of the gross floor area of an existing industrial building is applied to the development charges payable in connection with the first building permit to expand the building.

The following table provides an overview of the rate changes as proposed in the draft 2014 DC Background Study and By-law:

Table 1

Proposed Single Uniform Non-Residential Rate Comparison					
Non-Residential	Current Rates valid until Passage of New DC By-law		2014 Draft DC Rates		% Change
	(/m ²)	(/sq. ft.)	(/m ²)	(/sq. ft.)	
Non-Industrial	\$ 67.89	\$ 6.31	\$ 89.76	\$ 8.34	32.2%
Industrial	\$ 55.20	\$ 5.13	\$ 89.76	\$ 8.34	62.6%

The percentage change in the DC rate of moving to a uniform non-residential rate has a larger impact on future industrial development than on future non-industrial developments. Whereas, if the City were to maintain its existing two rate non-residential rate structure the draft 2014 DC rates would be as follows:

Table 2

Maintaining Two Non-Residential Rates Comparison					
Non-Residential	Current Rates valid until Passage of New DC By-law		2014 Draft DC Rates		% Change
	(/m ²)	(/sq. ft.)	(/m ²)	(/sq. ft.)	
Non-Industrial	\$ 67.89	\$ 6.31	\$ 95.48	\$ 8.87	40.6%
Industrial	\$ 55.20	\$ 5.13	\$ 77.62	\$ 7.21	40.6%

Maintaining the two rate approach would shift a larger portion of the proposed increase to non-industrial (\$95.48/m² vs. \$89.76/m² or \$8.87/sq. ft. vs. \$8.34/sq. ft.). Input received through the stakeholder engagement process from industrial development members indicates their preference to maintain the two rate non-residential DC rate. At the time of drafting this report, non-industrial development members have not provided any comments. From the City's perspective, the expected revenues would be the same under either alternative; however, a proposed single uniform non-residential rate aligns with the City's development stage and with Councils objective to attract major office development.

Table 3

Single Uniform Rate versus Two Non-Residential Rates Comparison

Non-Residential	Single Uniform Rate		Two Non-Residential Rates		% Change
	(/m ²)	(/sq. ft.)	(/m ²)	(/sq. ft.)	
Non-Industrial	\$ 89.76	\$ 8.34	\$ 95.48	\$ 8.87	6.4%
Industrial	\$ 89.76	\$ 8.34	\$ 77.62	\$ 7.21	-13.5%

It is important to note that the migration to a single uniform non-residential rate has some risk associated with this policy change. While the *Development Charges Act, 1997* does not prescribe that non-residential DC rates be further identified as industrial and non-industrial rate types, this has been the City's practice since the 1999 DC By-law. As a result, there is a risk of appeal to the Ontario Municipal Board (OMB).

The OMB does not have the power to increase a DC rate but only confirm that a rate charged is either appropriate or a value less than that rate provided for in a municipal by-law. If the OMB determines that the single non-residential is not appropriate for industrial type development and a lower rate is applicable, the OMB cannot increase the rate payable for non-industrial type of development as indicated in Table 3.

In keeping with the City's strategic objectives to encourage future office development staff maintains its preference with a single uniform non-residential DC rate.

Recognition of Existing Section 14 Credits

The recognition of Section 14 credits under the old *Act* was required as part of the Ontario Regulations to the *Development Charges Act, 1997*. The City complied with the requirements and recognized all valid applications for credit that were filed within the time period set out in the Provincial Regulation.

The Section 14 credits will continue to run "with the land" as they have in the City's previous 1999, 2004 and 2009 Development Charge By-laws. Recognized Section 14 credits will continue to be applied to future development charges until the credit is exhausted as required by the *DCA* legislation.

Letters of Credit for Speculative Buildings

Under the 2009 Development Charge By-law development charges for a "speculative" non-residential building, where the final use of the building was unknown, could be paid at the lower industrial rate. The owner was required to provide the City with a letter of credit to secure the difference between the industrial and non-industrial DC rate for a period of thirty-six months. Upon the determination of the use of the building, upon occupancy, the letter of credit would be returned if the building was deemed to be industrial. The owner would be required to pay the additional current non-industrial DC's if the building were to be used for non-industrial purposes.

Under the proposed single rate structure, this provision would no longer be required. However, there are properties that have outstanding letters of credit agreements under the current by-law. A transitional provision has been incorporated into the draft 2014 DC By-law to maintain the rules as they exist in the 2009 DC By-law until the determination of the use or until these agreements expire, for any remaining speculative buildings for which a building permit was issued under the 2009 DC By-law is complete. Letters of credit will either be returned or drawn upon at the time the type of final non-residential use has been determined by the City.

No Transitional Provisions Included in New DC By-law

The draft 2014 Development Charges By-law does not propose any transitional provisions. If approved, building permits issued following Council's adoption of the 2014 Development Charge By-law would be subject to the DC rates as provided for in the by-law.

The *Development Charges Act, 1997* requires municipalities to update their DC by-laws every five years. There is no minimum term requirement under the *Act* for a DC by-law which provides the flexibility for a municipality to repeal an existing by-law and approve a new one at any time. Industry representatives should not rely on the expiry dates provided in five year increments to secure development charge rates through a transitional period.

Notices have been posted on the Planning and Building Department website since August 2013 advising the industry that the City was beginning its 2014 Development Charges Study Update including

notification that a new DC By-law would be brought before Council for approval in June of 2014.

This is sufficient notice to the industry for making allowances in their financial costing estimates in setting appropriate sales prices prior to building permit approval. Since most municipalities use a five year cycle to update their DC by-laws some larger municipalities began updating their by-laws in 2013 and early 2014; it is reasonable to assume that some allowances have already been estimated in their cost estimates. Therefore, the requirement for a transitional period is not really relevant in determining whether a particular project will hinge on the increase in the development charge payable.

Historically, the City has either agreed to a transitional provision as part of a negotiated settlement or has included in the By-law, at Council's direction, provisions to apply the rates of the former by-law where a complete building permit application is submitted to the Planning and Building Department the day prior to the passage of the DC By-law and the building permit is issued by a specific date (usually within 90 – 120 days).

It is anticipated that any delay, through the introduction of a transitional period, in the implementation of 2014 DC By-law rates will reduce the City's ability to collect revenues to the fullest extent permissible under the *Development Charges Act*. It is however, Council discretion to provide a phase in period should it chooses to.

Reduction in the Size of a Small Unit

A recommendation has been put forward by stakeholders that the proposed policy to pay development charges based on the small unit size of 60m² (645 sq. ft.) should apply only to new building permit applications and not to those applications which are currently being processed by the City.

Development charges for all building permits containing small units that are issued prior to the enactment of the 2014 DC By-law will continue to be based on a unit size of 70m² (750 sq. ft.).

When as part of the regular monitoring of DC revenues it came to light that DC revenues were not meeting forecast projections although population growth targets were being achieved, a significant analysis

was undertaken regarding the amount of development charges collected under the apartment versus the small unit rates. The original intent for the creation of a small unit charge was to reflect units being constructed that were one-bedroom or studio type units. It was determined, based on a review of building permit applications at the time; an area of 70m^2 (750 sq. ft.) would encompass all one-bedroom and studio type units but would not include one bedroom plus a den or two bedroom units, which have higher person per unit factors.

With the trend towards the construction of much smaller units, a review of recent and current building permit applications indicates that a significant number of two-bedroom apartment units have a floor area of less than 70m^2 (750 sq. ft.), resulting in the payment of the significantly lower "small unit" rate instead of the apartment rate. Due to the shift of building permits from "apartments" to small units it is estimated that over the past 5 years approximately \$3.8 million has been foregone in DC revenue for the funding of growth related capital infrastructure required to service the population in these types of units. Reducing the size of a small unit from 70m^2 to 60m^2 (750 sq. ft. to 645 sq. ft.) is in keeping with the original argument presented by the development industry to recognize the lower person per unit factors of one bedroom and bachelor/studio type units. To continue to apply the small unit rate to units having an area up to 70m^2 (750 sq. ft.) current building permit applications would serve to further increase the foregone DC revenue that is required to fund growth related capital infrastructure for new residents.

Introduction of a 4 Year (48 Month) Life Span for Demolition Credits

The City of Mississauga is one of a few municipalities in the GTA that does not currently have a specific time limit for the recognition of demolition credits. Currently, the City provides a demolition credit for all structures that have been demolished since 1991.

In other municipalities demolition credits expire within 3 years to 10 years, depending on the type of development. Both the City of Brampton and the Region of Peel recognize the demolition of buildings or structures that have occurred since 1991 and those credits can be applied to a future redevelopment to reduce the value of the development charges payable. The Peel School Boards have a 3 year residential and 10 year non-residential time limit for the recognition of demolition credits. The Towns of Clarington and Oakville have a 5 year limit for either type of development and both the City of

Markham and Vaughan have a 4 year (48 month) time limit for demolition credits.

It is recommended that the City of Mississauga establish a 4 year (48 month) time limit for the recognition of demolition credits based on municipal best practices in Ontario and to promote land redevelopment within a reasonable period of time.

Definition of Apartment – amended to delete reference to Multiple Horizontal Dwelling

The definition of an apartment in the City's current development charges by-law includes a Multiple Horizontal Dwelling. The inclusion was based on the definition of a Multiple Horizontal Dwelling in the City's former Zoning By-law 5500, which provided that access to all units must be provided from a common corridor at ground level only. This definition was similar to that of an apartment and as a result Multiple Horizontal Dwellings were included in the apartment definition of the DC by-law. The City's current Zoning By-law 0225-2007 amended the definition of Horizontal Multiple Dwelling to delete the requirement for a shared entrance at ground level and instead each unit is now permitted to have an independent entrance. As a result, many builders are building Horizontal Multiple Dwellings, which are commonly referred to as stack townhouses and are paying the apartment rate and not the "other residential" rate, which includes townhouses.

Staff were not aware of the change that was made to the definition in the Zoning By-law at the time the City's 2009 DC By-law was prepared and the oversight has relatively recently come to light due to an increasing number of building permit applications for multiple horizontal dwellings. The Region of Peel's development charge by-law does not include multiple horizontal dwellings in its apartment definition. Units having an area of 60m² (645 sq. ft.) or less will pay the small unit DC rate.

FINANCIAL IMPACT: To continue the uninterrupted collection of development charges, a 2014 Development Charges By-law must be approved before the 2009 Development Charges By-law expires on November 11, 2014.

No transitional rate provisions are being recommended by staff as it would serve to reduce the total amount of DC revenues collectible in 2014 for the purpose of constructing growth related capital infrastructure.

The following tables provide a summary of the proposed rates in the 2014 Background Study for residential and non-residential development charges:

Summary of Residential DC Rates Proposed in the 2014 DC Background Study

Service	Residential DC Rate (1)		
	Small Units	Apartment	Other Residential
General Government	\$ 95.69	\$ 140.20	\$ 211.28
Library	\$ 452.53	\$ 663.02	\$ 999.12
Fire	\$ 852.19	\$ 1,248.59	\$ 1,881.52
Recreation	\$ 4,358.37	\$ 6,385.68	\$ 9,622.68
Transit	\$ 685.71	\$ 1,004.68	\$ 1,513.97
Public Works	\$ 272.82	\$ 399.72	\$ 602.34
Parking	\$ 130.58	\$ 191.32	\$ 288.30
LAC Debt	\$ 67.16	\$ 98.39	\$ 148.27
Roads	\$ 4,910.90	\$ 7,195.23	\$ 10,842.61
Total 2014 Proposed Charge Per Unit	\$ 11,825.95	\$ 17,326.83	\$ 26,110.09
(1) Based on Persons per Unit of:	1.58	2.31	3.48

Current DC Rates	\$ 6,777.04	\$ 13,030.81	\$ 16,931.05
Percentage Change	74.5%	33.0%	54.2%

Summary of Non-Residential DC Rates Proposed in the 2014 DC Background Study

	Single Uniform Non-Residential Rate		Current Rates valid until Passage of New DC By-law		% Change
	(/m ²)	(/sq. ft.)	(/m ²)	(/sq. ft.)	
Non-Residential					
Non-Industrial	\$ 89.76	\$ 8.34	\$ 67.89	\$ 6.31	32.2%
Industrial	\$ 89.76	\$ 8.34	\$ 55.20	\$ 5.13	62.6%

CONCLUSION:

As part of the legislated requirements set out in the *Development Charges Act, 1997* a public meeting must be held prior to the passage of a new development charge by-law. The City will have met this requirement following the development charges public meeting which is to be held in the Council Chamber on May 14th 2014.

Feedback received as part of the public meeting will be consolidated and a report will be prepared in response to issues raised. This report will be presented to Council on June 11, 2014 prior to the consideration of the 2014 Development Charges Background Study and 2014 Development Charge By-law.

ATTACHMENTS:

Appendix 1: Stakeholder Engagement Members

Appendix 2: Correspondence from Erin Mills Development and Orlando Corporation



Gary Kent

Commissioner of Corporate Services and Chief Financial Officer

Prepared By: Susan Cunningham, Senior Policy Analyst

1-2(1)

Members of Development Charges Stakeholders Group Appendix 1
Building Industry Representatives

Full Name	Company
Frank DaSilva	Amacon
David Hunwicks	Amacon
Fabio J. Mazzocco	Argo Development Corporation
Wayne Barrett	Barrett Architect Inc.
Alana De Gasperis	Building Industry and Land Development Association (BILD)
Paula Tenuta	Building Industry and Land Development Association (BILD)
Remo Agostino	Daniels Corporation
Alvaro DiBlasio	DiBlasio Corporation
Frank Gasbarre	Erin Mills Development Corporation
Travis Nolan	FRAM Building Group
Robert Howe	Goodmans
Dennis Teodoro	Great Gulf Homes
Michael Crabtree	J.D. Rogers and Associates
Sheldon Leiba	Mississauga Board of Trade
Blair Wolk	Orlando Corporation
Mark Bales	Pinnacle International
Kelly des Tombe	Pinnacle International
Don Meola	Pinnacle International
Gabriel Haz	RAND Engineering -For Argo Developments
John Anderton	Rogers Real Estate
Mark Reeve	Urban Capital Property Group

City of Mississauga Development Charges Steering Committee

Name	Business Title
Patti Elliott-Spencer	Director, Finance & Treasurer
Raj Sheth	Director, Facilities & Property Management
Andy Harvey	Director, Engineering & Construction
Wendy Alexander	Director, Transportation and Infrastructure Planning
Laura Piette	Director, Parks and Forestry
Howie Dayton	Director, Recreation
Rose Vespa	Director, Library Services
Heather A MacDonald	Director, Policy Planning
Kevin Duffy	Deputy Chief, Emergency Mgmt., Prevention, Fleet, Finance & Facilities
Geoff Wright	Director, Transportation Project Office & Business Services
Geoff Marinoff	Director, Transit
Mary Ellen Bench	City Solicitor
Kelly Yerxa	Deputy City Solicitor



THE ERIN MILLS DEVELOPMENT CORPORATION

April 22, 2014

VIA EMAIL

Susan Cunningham
DC Project Co-ordinator, Finance
City of Mississauga
300 City Centre Drive
Mississauga, Ontario
L5B 3C1

Dear Susan,

**Re: City of Mississauga
2014 Development Charges Study
March 24th, 2014**

Further to the 2014 Development Charges Study Stakeholder's Meeting held on Monday March 24th, 2014, we have reviewed the material distributed at the meeting and have the following comments:

Single Non-Residential

One of the comments in the March 24th, 2014 presentation made by Staff was that "**there isn't much industrial development remaining**" in the City of Mississauga. Granted this may be true, but for decades, The Erin Mills Development Corporation along with other large industrial developers have been developing industrial business parks and contributing to the industrial tax base in the City of Mississauga.

Each of our industrial business parks are planned on paper, on the sites and on the balance sheet. The proposed increases were never envisioned, especially at the time these developments were given the approvals to proceed.

The buildings in our industrial parks are "industrial" as defined in the current Development Charges By-law. To simply lump industrial in with office and commercial is unfair.

RECOMMENDATION: If there are so few industrial lands remaining, allow projects that are currently in the site plan process to be completed under the present development charge by-law.

Section 14 Credits: Residential and Industrial

There was no mention of how existing credits were to be handled under the new Development Charges By-law. Will the Section 14 Credits continue to be assigned to "land" and carried over to the new by-law? What will happen to existing buildings where development charges are secured by Letters of Credit, ie: difference between industrial vs non-industrial and the 36 month occupancy period?



RECOMMENDATION: Allow projects which are in the system to be completed under the current development charge by-law.

Transitional Period

There was no mention of a Transitional Period (or Grandfather Clauses) as part of the new By-law. How do projects proceed which are currently under site plan review or which have received site plan approval or where building permits are being applied or have been applied for? These projects should be developed under the current by-law. As stated above, these are projects which have been planned and may have secured offers to lease which may now be in jeopardy.

RECOMMENDATION: All Developments residential, commercial or industrial which have commenced under the current by-law and are at the site plan and building permit stage should be allowed to be completed under the current by-law.

Reduction in Size of Small Apartment Units 70 sq.m. => 60 sq.m.

The site plan process is a lengthy one as you know. Projects currently under site plan review can be in the queue for a number of years. Unit sizes were designed based on criteria in place at that time. Changing the area of a "small unit" has serious design implications and these applications should be permitted to be constructed under the existing by-law. The change from 70 m2 to 60 m2 can be adjusted at the initial design stage however it is much more difficult once structural, mechanical, plans etc. have been prepared.

RECOMMENDATION: The New Development Charges By-law should apply to NEW development applications and not those that are nearing the final approval stage.

Yours very truly,

THE ERIN MILLS DEVELOPMENT CORPORATION

F. Gasbarre

cc: Mayor McCallion

Councillor Tovey, Ward 1

Councillor Mullin, Ward 2

Councillor Fonseca, Ward 3

Councillor Dale, Ward 4

Councillor Crombie, Ward 5

Councillor Starr, Ward 6

Councillor Iannicca, Ward 7

Councillor Mahoney, Ward 8

Councillor Saito, Ward 9

Councillor McFadden, Ward 10

Councilor Carlson, Ward 11

**ORLANDO CORPORATION**

6205 Airport Road, Mississauga, Ontario L4V 1E3 Telephone: (905) 677-5480 Fax: (905) 677-2824

April 24, 2014

via e-mail: susan.cunningham@mississauga.ca

**City of Mississauga
300 City Centre Drive
Mississauga, Ontario
L5B 3C1**

Attention: Susan Cunningham, DC Project Co-ordinator, Finance

Re: 2014 Development Charge Policy Proposal

Thank you for the opportunity to participate in the City of Mississauga's Development Charge Stakeholder's meeting on March 24, 2014. We have had a chance to go back over the presentation material and wish to provide feedback on the direction staff have taken with respect to two policy changes presented.

Generally speaking, the spirit of our comments is in the context of the intent of the Development Charges Act. The Act says a Municipality may "impose development charges against land to pay for increased capital costs required because of increased needs for services arising from development". The fundamental principal of the *increased needs for service* are especially important when considering policy changes that effect the competitiveness of certain types of development and whether that change is fair and reasonable in that context.

The City of Mississauga presented two policy changes during the March 24th meeting which offends the intent of the Act, namely, the merging of the industrial and non-industrial DC rate and the introduction of a sunset period for development charge credits resulting from demolition of an existing, serviced property. We are of the opinion that these two changes are neither fair nor reasonable.

Merging of the Industrial and Non-Industrial Development Charge

While the Act does not prescribe how to treat different types of development, it is reasonable to assume there are differing needs for services depending on the type or use of that development. Changing this policy to a blended rate effectively means the City is assuming there is the same level of service required whether it is for one square foot of office, one square foot of retail or one square foot of an industrial building. However, we know each square foot of each of these developments has different service requirements.

Canada's Premier Landlord of Industrial & Commercial Properties

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April 24, 2014
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For example, an office building on average can have anywhere from 200-300 sq. ft. per employee. Whereas new industrial buildings being built in the City of Mississauga are predominantly warehouse-distribution centres with a ratio of anywhere from 1,000-10,000 sq. ft. per employee. A retail centre will have differing ratio's falling somewhere between the two. Clearly, each of these uses will have different service needs.

This is no different than creating different housing categories to collect DC's based on the number of people generally occupying a unit type. Apartments pay less than single family homes. Similarly, lower density non-residential uses should have a lower charge per square foot of development than a higher density use.

As such, the proposed policy change of charging the same rate per sq. ft. for all types of non-residential growth is neither fair nor reasonable and does not meet the requirements of the Act which is to charge development based on the additional need to service that growth.

Introduction of Demolition Credit Sunset Period

Using the same analogy of the increased need for service, applying a development charge against replacement GFA, if it is a similar type of development, is neither fair nor reasonable regardless of the timeframe because there is no additional servicing required. It is understandable that given the ever increasing cost to create additional capacity, a municipality would want to utilize existing capacity prior to paying for new capacity. However, there are several issues that need to be considered prior to implementing this policy change.

Whether a building is being demolished for public safety reasons or if it is part of a larger, long-term cleanup strategy, a new building will only be built once there is market demand to support it. For example, Orlando started a three year rehabilitation program of the Streetsville quarry in 2005. Our first building permit could only be issued upon completion of the clean-up works. Given the market conditions in the early part of 2008, our first building permit was issued that year. However, if we had started the clean-up in 2006 and completed in 2009, we would have likely only pulled a permit in 2010 or later given the economic conditions during this time period.

Under this scenario, and given the proposed policy change, the demolition credit would have expired prior to utilizing it for replacement growth.

It is neither fair nor reasonable to burden these types of development with a sunset to the demolition credit. Rather the municipality should be creating incentives to promote more infill or brownfield work to better utilize existing infrastructure.

R-2(q)

City of Mississauga – 2014 Development Charges Policy Proposal
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Given the aforementioned comments, it is our respectful submission the City of Mississauga reconsiders its proposed policy changes and maintain status quo with respect to the existing development charge policy framework for these two items.

Yours truly,

ORLANDO CORPORATION

Blair Wolk, MBA, P.Eng.
Vice President

cc: Clerk's Office, City of Mississauga
Mayor and All Councillors, City of Mississauga
Patti Elliott- Spencer, City of Mississauga
John Murphy, City of Mississauga



Corporate Report

Clerk's Files

Originator's
Files

2-3

DATE: March 26, 2014

TO: Mayor and Members of Council
Meeting Date: May 14, 2014

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

SUBJECT: Green Packs Pilot Program at Central Library (Ward 4)



RECOMMENDATION: That the report dated March 26, 2014, from the Commissioner of Community Services, entitled Green Packs Pilot Program at Central Library be received for information.

**REPORT
HIGHLIGHTS:**

- Action 42 of the City's Living Green Master Plan directs the City to develop a public education campaign "...that encourages community action in environmental priority areas."
- This report outlines a pilot project partnership between the Mississauga Library System and the City's Environment Division, Community Services Department, to introduce conservation and environmental stewardship to children in Grade 1 to Grade 4.
- Starting in May 2014, a five-month pilot project introducing environmentally themed backpacks for children in Grade 1 to Grade 4 will be launched at the Mississauga Central Library.
- This pilot project is receiving funding from the Friends of the Mississauga Library System.
- This pilot will allow "proof of concept" and help build a business case to determine if this is a best practice that would work in Mississauga.

- If successful, Green Packs will be a convenient and fun way to help raise environmental awareness among Mississauga's school-aged children.

BACKGROUND:

On January 18, 2012, Council adopted the Living Green Master Plan (LGMP).

The LGMP is Mississauga's first environmental master plan. It is primarily an action plan for the environmental direction provided in the Strategic Plan. The LGMP identifies 49 actions for the City and its partners to implement over 10 years.

Action 42 of the LGMP directs the City to develop a public education campaign "...that encourages community action in environmental priority areas."

The development of knowledge around the environment through a partnership with the Mississauga Library System and the City's Environment Division, Community Services Department, speaks to all elements of Article III of the Friend's Constitution.

Three topics were selected for the Green Packs: climate change, recycling and energy. These topics were selected because they are priority environmental issues for Mississauga, are tied to elementary school curriculum and offer easy to grasp concepts and activities.

In particular, the Green Packs on the topics of recycling and energy support actions in the LGMP aimed at increasing energy conservation and the diversion of waste from landfill. Green Packs based on the climate change theme help children understand how so many environmental actions relate back to climate change either in terms of reducing greenhouse gas emissions (mitigation) or adapting to minimize future risks. The LGMP incorporates climate change into priorities, actions and indicators throughout the plan, under the environmental topics of transportation, urban form, air, water, waste and energy. Green Packs themed around climate change, recycling and energy also help address part of the purpose of the LGMP which is ensuring residents have the information they need to "live green".

PRESENT STATUS:

This pilot project represents a partnership between the Mississauga Library System and the City's Environment Division, Community Services Department, and has been made possible by the generous support of the Friends of the Mississauga Library System.

Information/Presentations to both the Library Board and to the Friends of the Library Board will be provided in April.

Pilot Goal

The goal of the pilot project is to try a new initiative that falls outside of the core service delivery model for both the Mississauga Library System and the Environment Division, Community Services Department, and build a business case to determine if this is a best practice that would work in Mississauga. It is hoped that this program will be popular with school-aged children and will help nurture a life-long interest in the environment and develop environmentally engaged citizens.

Pilot Objectives

1. To introduce conservation and environmental stewardship to children in Grade 1 to Grade 4 and their families.
2. To make learning about important environmental issues fun.
3. To build upon the convenience of offering age appropriate materials in ready to pick-up backpacks (already offered by the Mississauga Library System) by packaging materials based on both age appropriateness and topic.

COMMENTS:**Green Packs**

The pilot consists of three sets of three "Green Packs" (backpacks) based on the themes of climate change, recycling and energy. Each Green Pack features a variety of books, activity sheets and other materials from the Mississauga Library System, the City of Mississauga, the Region of Peel, Halton Region, and Ecosource.

The Green Packs are designed for children in Grade 1 to Grade 4 and their families.

The new Green Packs for children address three of the most current environmental issues studied by elementary students in Ontario: recycling and waste reduction; climate change; and energy use. Combined, the books and other materials assembled in the Green Packs for children strive to meet the three Ontario elementary curriculum goals for environmental issues: they promote learning about environmental issues and solutions; engage students in practising and promoting environmental stewardship both in the school and in the community; and stress the importance of providing leadership by implementing and promoting responsible environmental practices.

These visually appealing Green Packs will be offered alongside the existing Storypacks in the children's area of the Central Library starting in May 2014. At the end of September 2014 the program will be evaluated.

Operational Aspects

The new Green Packs for children will initially be available at the Mississauga Central Library. These eye-catching, colourful, and fun, circulating backpacks will be prominently displayed in the elevator foyer of the Children's Department. In addition to the contemporary, informative, and interesting books that will be returned to the library in the backpacks, the new Green Packs for children will contain activity sheets and other materials to be kept by the children and their families. Making a portion of the materials in the Green Packs giveaways will leave a lasting impression with young users, and further encourage both the retention of the information contained in the Green Packs as well as the implementation of environmental stewardship and practices in the community. The Green Packs can be borrowed for three weeks at a time.

Marketing

The following communications tactics will be used to promote this new service to users of the Mississauga Central Library:

- Poster in Central Library Children's Department
- Screensavers in Central Library
- Rotating banner on the City's webpage
- Story on Inside Mississauga (internal website)
- Media relations
- Digital ads
- Inclusion in E-newsletter to Library Subscribers
- Social media

Measurement

This pilot will allow "proof of concept" and help build a business case to determine if this is a best practice that would work in Mississauga. A similar program has been in place in the Oakville Public Library for approximately one year.

Success of this five month pilot project will be based on circulation statistics and feedback from users. If the pilot is successful, Green Packs will be a convenient and fun way to help raise environmental awareness in Mississauga's school-aged children and their families.

If the project is deemed a success, the Mississauga Library System and the Environment Division, Community Services Department, will work together to expand the program to the other 17 Mississauga Library System locations.

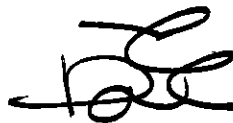
STRATEGIC PLAN:

The City's Strategic Plan identifies Living Green as one of the Strategic Pillars for Change. The Green Pack pilot project supports the strategic goals set under Living Green to "Lead and Encourage Environmentally Responsible Approaches" and "Promote a Green Culture."

FINANCIAL IMPACT: The cost to purchase nine backpacks and associated materials for this pilot project is approximately \$1,000. Up to \$1,000 will be fully funded by the Friends of the Mississauga Library System. Contents of the Green Packs are a combination of purchased items, such as books, and materials donated in-kind, such as paper model MiWay buses and recycling blue boxes, by the City of Mississauga, the Region of Peel, Halton Region, and Ecosource. The cost to expand the program to the other 17 public libraries in the system is estimated at \$10,000 which will be cost-shared between the Mississauga Library System and the Environment Division, Community Services Department, from the existing operating budgets.

CONCLUSION: The Green Packs provide a fun and easy way to introduce conservation and environmental stewardship to children in Grade 1 to Grade 4. This program builds upon the core service currently offered by the Mississauga Library System by offering ready to pick-up backpacks filled with age appropriate and topic-specific materials. This pilot helps build a business case to determine if this is a best practice that would work in Mississauga.

If this pilot project is successful, the Mississauga Library System and the Environment Division, Community Services Department, will work together to expand the program to the other 17 Mississauga libraries starting in 2015.



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

Prepared By: Brenda E. Osborne, Director, Environment

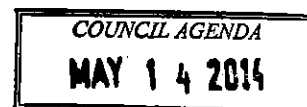


Corporate Report

Clerk's Files

Originator's
Files

DATE: April 29, 2014



TO: Mayor and Members of Council
Meeting Date: May 14, 2014

FROM: Gary Kent
Commissioner of Corporate Services and Chief Financial Officer

SUBJECT: **Municipal Elections 2014**
Use of Vote Counting Equipment and Accessible Voting
Equipment and establishment of Advance Voting Days

- RECOMMENDATION:**
1. That in accordance with the *Municipal Elections Act, 1996*, as amended, a By-law be enacted to authorize the use of Optical Scanning Vote Tabulators for the 2014 Municipal Elections, and the AutoMARK Voter Assist Terminal for Advance Voting.
 2. That in accordance with the *Municipal Elections Act, 1996*, as amended, a By-law be enacted establishing advance voting for the 2014 Municipal Elections to be held at:
 - a) Civic Centre: Monday September 29 to Friday October 3, 2014 and Thursday October 9 to Saturday October 11, 2014 between the hours of 10:00 a.m. and 5:00 p.m.;
 - b) Two locations within in each Ward: Saturday October 4 to Wednesday October 8, 2014 between the hours of 10:00 a.m. and 5:00 p.m.

BACKGROUND: The *Municipal Elections Act, 2006*, as amended, contains provisions allowing the Council of a municipality to pass by-laws authorizing the use of voting and vote-counting equipment such as voting machines, voting recorders or optical scanning vote tabulators providing that the By-law is passed prior to June 1st of an election year.

The Act also states that at least 30 days prior to voting day, the Council of a municipality must pass a by-law establishing one or more dates for an advance vote and establishing the hours during which the voting places will remain open for the advance vote.

COMMENTS:

For the 2000 Municipal Elections, the City of Mississauga acquired Optical Scanning Vote Tabulators. These tabulators were used in the 2000, 2003, 2006, and 2010 Municipal Elections as well as the 2011 Municipal By-election. The Optical Scanning Vote Tabulators will be used again this year to conduct the 2014 Municipal Elections.

To provide accessible and independent voting for electors, the AutoMARK Voter Assist Terminal will also be used at all Advance Poll locations. The AutoMARK Terminal allows the elector to indicate the elector's voting preference independently. For an elector with a visual impairment, the elector would listen to an audio recording of the ballot, and indicate their voting preference using a key pad. The Terminal is also designed to accommodate electors who require the use of "sip and puff" and peddle devices. Following confirmation from the elector that the correct voting direction has been recorded, the Terminal marks the ballot, and returns it to the elector to be placed in the Optical Scanning Vote Tabulator.

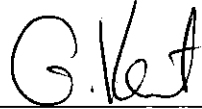
As part of the planning for the 2014 Municipal Election, staff have reviewed the Advance Voting practices and voter turnout in previous elections and have determined that to accommodate an anticipated increase in voter turnout, an increased number of advance voting days be provided for the 2014 Municipal Elections. The Advance Voting Days are, as follows:

- a) Civic Centre: Monday September 29 to Friday October 3, 2014 and Thursday October 9 to Saturday October 11, 2014 between the hours of 10:00 a.m. and 5:00 p.m.;
- b) Two locations within in each Ward: Saturday October 4 to Wednesday October 8, 2014 between the hours of 10:00 a.m. and 5:00 p.m.

FINANCIAL IMPACT: The approximate cost to lease the AutoMARK Voter Assist Terminal for use in all Advance Poll locations is \$39,125. The required funds are available in the 2014 Election budget.

CONCLUSION:

It is appropriate for Council to enact the necessary By-laws to authorize the use of Optical Scanning Vote Tabulators, the AutoMARK Voter Assist Terminal, and to establish 13 advance voting days, with voting hours from 10:00 a.m. to 5:00 p.m. for the 2014 Municipal Elections.



Gary Kent

Commissioner of Corporate Services and Chief Financial Officer

*Prepared By: Crystal Greer, Director of Legislative Services and
City Clerk*



Corporate Report

Clerk's Files

Originator's
Files

DATE: April 29, 2014



TO: Mayor and Members of Council
Meeting Date: May 14, 2014

FROM: Gary Kent
Commissioner of Corporate Services and Chief Financial Officer

SUBJECT: **Appointment of Screening Officers for Administrative Penalties System**

RECOMMENDATION: That a by-law be enacted to amend By-law 0286-2013, to appoint Screening Officers for the Administrative Penalties System, as outlined in the report from the Commissioner of Corporate Services and Chief Financial Officer, dated April 29, 2014.

BACKGROUND: The *Municipal Act, 2001*, authorizes municipalities to implement an Administrative Penalties System (APS) for non-compliance with any by-laws respecting licensing and parking. Ontario Regulation 333/07, under the *Municipal Act, 2001* allows municipalities to establish an APS for administering, disputing and resolving most minor parking offences as an alternative to the current system of parking tickets being processed.

At its meeting of July 3, 2013 Council approved a recommendation to proceed with the implementation of an APS for the enforcement of licensing and parking by-law in the City of Mississauga. On November 20, 2013, Council approved a recommendation to establish the position of screening officer and on December 11, 2013, By-law 0286-2013 was enacted, which appointed staff to the position of Screening Officer for the purpose of adjudicating reviews of administrative penalties.

COMMENTS:

At the time of the initial appointment of Screening Officers in 2013, the two full-time first attendance administrators who are currently responsible for conducting reviews of parking tickets issued were recommended for appointment as Screening Officers with the intention that their positions would change with responsibilities that will include both POA review for parking contraventions not eligible for APS and review of all administrative penalties including parking and licensing contraventions. Since that appointment, one of the staff has submitted his resignation and will be leaving the City prior to the implementation of APS.

In addition, it is difficult to predict the demand for Screening Officers, given that the Administrative Penalties System is not commencing until June 1, 2014. Given this uncertainty, to ensure flexibility it is recommended that the Manager of Court Administration, the Supervisor of Court Administration and one additional staff person be appointed as Screening Officers, to ensure that resources exist to respond to public requests for review of an administrative penalty.

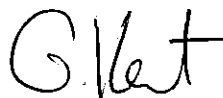
As a result, By-law 0286-2013 must be revised to reflect changes in the appointment of personnel authorized to respond to public requests for review of an administrative penalty, and the following appointed as Screening Officers:

Valerie Carty
Kathleen Martin
Steven Dunford

FINANCIAL IMPACT: Not applicable.

CONCLUSION:

That a By-law be enacted to amend By-law 0286-2013, to reflect changes in the personnel authorized to respond to public requests for review of an administrative penalty.



Gary Kent
Commissioner of Corporate Services and Chief Financial Officer

*Prepared By: Crystal Greer, Director of Legislative Services and
City Clerk*



Corporate Report

Clerk's Files

Originator's
Files

R-6

DATE: April 28, 2014

COUNCIL AGENDA

MAY 14 2014

TO: Mayor and Members of Council
Meeting Date: May 14, 2014

FROM: Mary Ellen Bench, BA, JD, CS
City Solicitor

SUBJECT: **Enbridge Line 9B Flow Reversal and Capacity Expansion Pipeline Project**

RECOMMENDATION: 1. That the Corporate Report of the City Solicitor, dated April 28, 2014, regarding the Enbridge Line 9B project be received for information; and

2. That the appropriate City staff from Transportation & Infrastructure Planning, Fire & Emergency Services, Emergency Management Office, and Legal be directed to pursue discussions with Enbridge, and follow-up with the National Energy Board, as required, relating to the National Energy Board decision of March 6, 2014 and conditions in respect of key areas of concern for the City, including pipeline integrity and valve placement, emergency management and response, and public consultation.

**REPORT
HIGHLIGHTS:**

- Enbridge operates the Line 9 pipeline which flows from Sarnia to Montreal.
- In 2012, Enbridge filed an Application with the National Energy Board ("NEB") seeking to reverse the flow of the Line 9B pipeline, increase the capacity of the Line 9B pipeline, and revise the tariff allowing the Line 9 pipeline to carry diluted bitumen.

- In December 2012, the NEB announced it would consider Enbridge's proposal through a hearing process.
- A portion of the Line 9B pipeline travels through the City of Mississauga.
- Based on Council's direction pursuant to a staff report, which was approved by Council Recommendation GC-0454-2013, the City participated in the hearing as an Intervenor. The hearing concluded in October 2013.
- The NEB released its decision on March 6, 2014, approving the Project subject to thirty conditions.
- One requirement of Enbridge is to establish a pipeline maintenance/emergency response work crew and facility based in Mississauga by the Fall of 2014 to serve the Greater Toronto Area ("GTA"), which would assist in reducing the emergency response time in the GTA in the event of a spill.
- Staff will follow-up with Enbridge on key areas of concern to the City relating to the NEB conditions.

BACKGROUND:

Enbridge operates the Line 9 pipeline (the "Pipeline") which flows from Sarnia to Montreal and traverses the City of Mississauga (the "City") along the hydro corridor adjacent to Hwy. 403 and Eastgate Parkway (Appendix 1).

The Pipeline has been in operation since 1976 and originally carried light crude from western Canada to Montreal. The flow of crude oil was reversed in 1999 and presently the flow of crude travels in a westerly direction with a current capacity of approximately 240,000 barrels per day (bpd).

On August 8, 2011, Enbridge Pipeline Inc. filed a project application with the NEB under section 58 of the *National Energy Board Act* (the "NEB Act") for approval to reverse the flow of crude oil within a section of pipeline referred to as Line 9 Phase I (Line 9A), which runs between Sarnia and North Westover, near Hamilton, Ontario. Enbridge obtained approval from the NEB, with certain conditions attached, for the reversal of the Line 9A pipeline in July 2012.

On November 29, 2012, Enbridge filed a further application under section 58 of the NEB Act asking the NEB to approve the following:

- Reverse the flow of the remainder of Line 9 between North Westover, Ontario to Montreal, Quebec, which is known as Line 9B;
- Increase the overall Line 9 capacity from 240,000 bpd to 300,000 bpd by using a “drag reducing agent”. This material is a waxy substance which increases the flow without changing operating pressure; and
- Revise the Line 9 tariff to allow for the transportation of heavy crude, which may contain diluted bitumen or “dilbit”. Dilbit is a mixture of bitumen with a diluting material such as naphtha to facilitate its handling (together, the “Project”).

On December 19, 2012, the NEB announced that it would use a hearing process to assess Enbridge’s application. On July 3, 2013, based on a staff report, Council provided direction to City staff to participate in the NEB hearing as an Intervenor, which was approved by Council Recommendation GC-0454-2013. In its capacity as Intervenor, the City submitted two sets of information requests, written evidence to support the City’s position, and final argument.

Throughout the process, the City participated in a municipal liaison working group comprised of the municipalities of Hamilton, Burlington, Oakville, Toronto, Ajax and Kingston, and the Toronto and Regional Conservation Authority and the Credit Valley Conservation Authority. This working group has shared information and materials relating to issues of common interest.

This report is intended to provide an update on key issues that arose during the hearing process relating to the Project and identify the direction proposed by City staff in relation to the NEB decision and the conditions imposed thereunder.

PRESENT STATUS:

On March 6, 2014, the NEB released its decision to approve the Project, subject to a number of detailed conditions. The Board denied Enbridge's request for an exemption from the requirement under the NEB Act to obtain leave to open ("LTO") before placing the Project into operation. Enbridge must therefore apply to the NEB for permission before opening the pipeline for transmission. The Board imposed a number of conditions that Enbridge must satisfy before applying for LTO.

One requirement of Enbridge is to establish a pipeline maintenance work crew and facility based in Mississauga by the Fall of 2014 to serve the Greater Toronto Area ("GTA"). This would assist in reducing the emergency response time in the GTA in the event of a spill. Other conditions and requirements of Enbridge include the following:

- Complete certain works relating to the integrity of the pipeline before bringing the pipeline into service;
- Develop a Watercourse Crossing Management Plan and provide this information to municipalities, if requested;
- Meet annually with municipalities to share information, provide training and/or develop site-specific emergency response plans;
- Work with first responders to practice emergency response activities that are site-specific; and
- Continue a consultation program throughout the construction and operation phases of the project.

Further discussion is provided in the Comments section below regarding the areas of concern raised by City staff through the hearing process and how these concerns have been addressed by the NEB.

Media Coverage*Toronto Star Article on Risk Rankings in Mississauga*

On January 30, 2014, the Toronto Star posted an article with the headline "Mississauga Home to Riskiest Spot On Aging Pipeline". The article referred to a table of risk scores and relative rankings for sections of Line 9B, which was prepared by Enbridge prior to its

recent 2012/2013 in-line inspection program.

Subsequent to the posting of the article, Enbridge clarified that the risk scores also considered factors that included population density and proximity to watercourses and the natural environment, in addition to the condition of the pipe.

The “rankings” are a comparison of the risk score for one section of pipe versus the risk score of another section of pipe and, thus, have limited meaning outside of the risk assessment model. Enbridge further clarified that the risk ranking table was based on outdated pipe condition data and that the pipe identified in the article as the “riskiest spot” on the pipeline had actually been repaired in 2006.

Of the other four pipe sections identified as being within the top 30 in the risk rankings table and located within Mississauga, the recent 2012/2013 in-line inspection data has confirmed that three of these locations no longer require repairs and are not considered high risk. The fourth section is within the hydro corridor, just west of Hurontario Street, and is currently scheduled for an ‘integrity dig’ this spring.

W5 Program Regarding Enbridge’s Spills Record

On February 22, 2014, the CTV television news magazine program W5 aired a feature regarding the Project and reported that the NEB had a record of only seven spills for Line 9, while Ontario’s Ministry of Environment (“MOE”) had a record of thirty-five spills associated with Line 9, indicating that many spills were not being reported to the NEB.

The difference in the number of spills reported can be attributed to different reporting requirements. The NEB requires that spills that are greater than 1,500 litres or could have a significant adverse effect are reported while the MOE requires that all spills be reported.

Enbridge responded to this program in an email sent out to “municipal officials” by objecting to the claim that many spills were unreported as they had been reported to the MOE in accordance with Provincial regulation. Enbridge also confirmed that a majority of the spills were at Enbridge facilities, such as pumping stations, which are designed to

contain spills on site and that none of the spills occurred in Mississauga.

COMMENTS:

The NEB decision included many detailed conditions that imposed obligations on Enbridge for continued engagement with municipalities.

Through the hearing process, City staff identified the following areas of concern: adequacy of emergency response and training, pipeline integrity and valve placement, corrosivity of dilbit, public consultation, and financial assurance. Below is a discussion of how the NEB addressed each area, as well as opportunities for the City to follow-up in respect of those areas of concern.

Staff are recommending follow-up discussions with Enbridge on key areas of concern to the City and continuing to work with the municipal liaison working group to monitor and identify ongoing concerns.

Emergency Management, Response and Training

City staff and other members of the municipal liaison working group expressed concern that, in the event of an emergency, the closest Enbridge response crew was located at Westover Terminal, near Hamilton, which would result in a response time of two to four hours. During the hearing, Enbridge committed to establishing a maintenance work crew in Mississauga in the Fall of 2014. Recent correspondence from Enbridge has confirmed that the maintenance crew will also be trained in emergency response and that the facility will include a cache of emergency response equipment.

Enbridge has contacted the Chief and the Chief Training Officer of Mississauga Fire and Emergency Services (MFES) to coordinate a "response simulation exercise" in Mississauga in 2015. In addition, Enbridge has indicated that they will be conducting a "Train the Trainer" (for first responders) workshop in the Fall of 2014. Staff will continue to engage in discussions with Enbridge relating to emergency response, training and equipment.

With respect to emergency management and preparedness, several conditions attached to the NEB's approval of the Project require that

Emergency Plans and an Emergency Response Coordination framework be developed prior to LTO. Staff will follow up with Enbridge to ensure that the City is consulted on these issues and that the City's Emergency Management Office is provided with copies of the relevant materials.

Pipeline Integrity: In-Line Inspections, Integrity Digs and Valve Placement

As part of Enbridge's Integrity Management Program, Enbridge conducted a series of in-line inspections of Line 9B through 2012 and 2013. The inspections consisted of running tools through the pipeline which are capable of detecting flaws, cracks, and wall thickness of the pipe. This data was analyzed throughout 2013 to identify sections of the pipe to be included in Enbridge's Integrity Dig program. The Integrity Dig program investigates the findings of the in-line inspections through excavation of the pipe and visual inspection. Remediation of the pipe can include encasement with a 'sleeve' or replacement of the pipe section.

The NEB attached conditions to its approval of the Project that require Enbridge to prepare an Updated Pipeline Engineering Assessment and complete all required repairs to the pipe prior to applying for LTO.

Enbridge is currently planning 14 integrity digs in Mississauga. The majority of the digs are within the hydro corridor owned by Hydro One but two digs are within municipal road allowances. Enbridge has had discussions with City staff and the Ontario Ministry of Transportation, and is considering options that eliminate the need for road closures to complete this work.

With respect to the locations of valves along the pipeline, the City has raised the issue of installing an additional valve at Etobicoke Creek. In approving the Project, the NEB attached a condition requiring Enbridge to provide the NEB, prior to LTO, with the results of its program to update the Line 9 valves system, including demonstrating that the maximum release volume between valves is as low as practicable. In the NEB decision, the NEB pointed out that Enbridge was required to comply with a CSA standard, which required that valves be placed on both sides of all major water crossings. Currently,

of the two major water crossings in Mississauga, the Credit River and Etobicoke Creek, there is only one valve located on the west side of the Credit and none adjacent to Etobicoke Creek. City staff will be following up with Enbridge on this issue.

Corrosivity of Dilbit

At the hearing, concerns were raised that heavy oil from the oil sands is more corrosive than conventional crude and that transporting heavy oil through pipelines will increase the likelihood of cracks and failures and, therefore, releases into the environment.

The United States National Academy of Sciences released its study on the effects of diluted bitumen (dilbit) on transmission pipelines in 2013. The study found that dilbit does not have properties that make it more likely than other crude oils to cause damage to transmission pipelines.

Adequacy of Public Consultation

Throughout the hearing process, staff made numerous requests to Enbridge to hold an open house in Mississauga so that local residents could be informed about the Project. The open houses that were held in closest proximity to Mississauga were in Etobicoke and Oakville and both were held during evening rush hour. In addition, the sessions were not well advertised.

The issue of an open house in Mississauga was not directly addressed in the NEB's decision. However, the NEB noted that there was room for improvement in Enbridge's consultation program, both in the design and implementation, including timely notification to stakeholders about the open houses. Enbridge is required to continue the consultation program throughout the construction and operation phases of the Project. Given the concerns raised by the City and as shared by the NEB, staff will be seeking more consultation with local Mississauga residents.

Financial Assurance

The alignment of Line 9B intersects with components of the City's

Bus Rapid Transit (BRT) infrastructure currently under construction, as well as many other major transportation routes and sensitive natural features. Enbridge has indicated that it would be responsible for repairs to the BRT should any damage be caused as a result of any pipeline incident.

Media coverage has indicated that the dilbit spill from Enbridge Line 6B in Marshall, Michigan in 2010 cost in excess of \$800 million (U.S.) to clean up and that such an amount may exceed Enbridge's insurance coverage. It is important that Enbridge has sufficient insurance coverage to repair and restore any damages caused by a pipeline incident.

At the hearing, the NEB was asked to consider requiring Enbridge to maintain at least \$1 billion in insurance. The majority of the NEB members were satisfied that Enbridge has the financial capability to address its responsibilities, beyond its current insurance level of \$685 million.

In 2013, the Government of Canada announced that it will be proposing regulations that will require companies operating major crude oil pipelines to have a minimum of \$ 1 billion in financial capacity. These regulations have not yet been released.

FINANCIAL IMPACT: None. Future work on this matter will continue to be handled by City staff.

CONCLUSION: Several of the conditions the NEB attached to its approval of the Project address concerns raised by City staff and other members of the municipal liaison working group. Enbridge must satisfy a number of conditions with respect to pipeline integrity, leak detection systems, valve placement and operation, and environmental protection, prior to applying to the NEB for LTO. In addition, Enbridge's commitments to establish a maintenance facility and crew in Mississauga and to provide training opportunities for MFES and other first responders should result in an improved response to any spill.

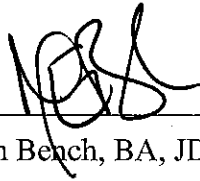
Though the NEB did not insist that Enbridge maintain insurance coverage of \$ 1 billion, the Federal Government has announced that they will be proposing regulations to require all major pipeline

companies to have a minimum of \$ 1 billion in financial capacity.

There is opportunity for staff to continue to pursue discussions with Enbridge with respect to issues of concern for Mississauga and staff will continue to do so.

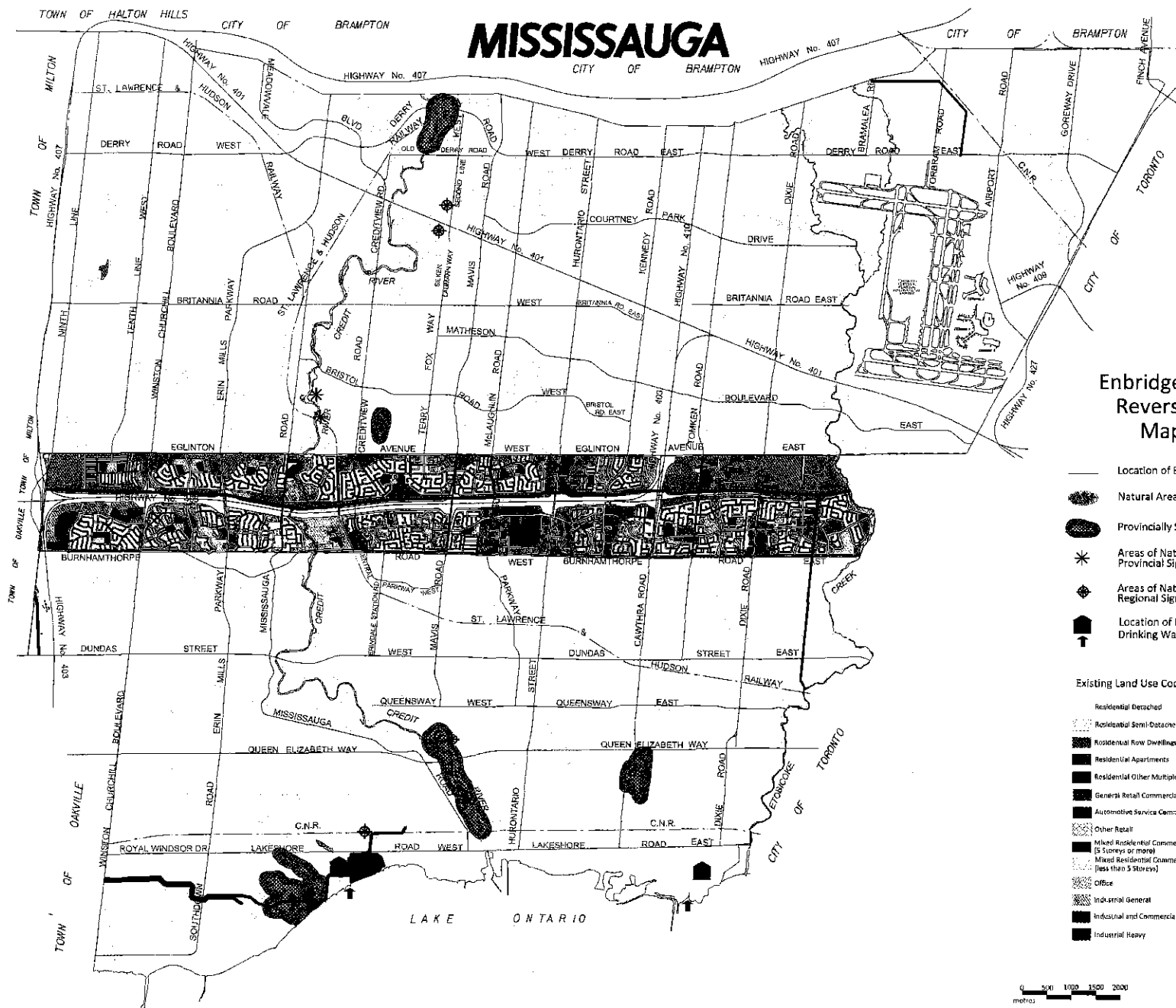
ATTACHMENTS:

Appendix 1: Map of Line 9B Pipeline



Mary Ellen Bench, BA, JD, CS
City Solicitor

Prepared By: Annie Thuan, Legal Counsel, Environmental



Enbridge Pipeline Reversal Flow Mapping

- Location of Enbridge Pipeline
- Natural Areas
- Provincially Significant Wetlands
- * Areas of Natural and Scientific Interest-Provincial Significance
- ◆ Areas of Natural and Scientific Interest-Regional Significance
- Location of Region of Peel Drinking Water Intake Pipes

Existing Land Use Codes Legend

- | | |
|--|------------------------------|
| Residential Detached | Open Space/Greenbelt |
| Residential Semi-Detached | Community/Cultural |
| Residential Row Dwellings | Places of Religious Assembly |
| Residential Apartments | Public/Institutional |
| Residential Other Multiples | School |
| General Retail Commercial | Public or Municipal Parking |
| Automotive Service Commercial | Utilities/Public Works |
| Other Retail | Walkways |
| Mixed Residential Commercial (5 Storeys or more) | Farm |
| Mixed Residential Commercial (less than 5 Storeys) | Vacant |
| Office | Other |
| Industrial General | Unknown |
| Industrial and Commercial Multiples | |
| Industrial Heavy | |

0 500 1000 1500 2000
metres

Produced by
T&W, Geomatics **MISSISSAUGA**
Planning and Building

January 2013

Appendix 1 (2-65)



Corporate Report

Clerk's Files

Originator's
Files

DATE: April 29, 2014

<p><i>COUNCIL AGENDA</i></p> <p>MAY 14 2014</p>
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TO: Mayor and Members of Council
Meeting Date: May 14, 2014

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

SUBJECT: **Renewal of Beverage Supply and Sponsorship Agreement between the City of Mississauga and the Pepsi Bottling Group (Canada) Co.**

- RECOMMENDATION:**
1. That in accordance with Purchasing By-law 374-06 as amended, the Purchasing Agent and Manager of Materiel Management or designate be authorized to renew the Beverage Supply and Sponsorship Agreement with Pepsi Bottling Group (Canada) Co. for a five year renewal period from June 1, 2014 to May 31, 2019.
 2. That the Purchasing Agent and Manager of Materiel Management or designate be authorized to amend the Beverage Supply and Sponsorship Agreement with Pepsi Bottling Group (Canada) for the renewal term.

**REPORT
HIGHLIGHTS:**

- The Beverage Supply and Sponsorship Agreement (the "Sponsorship Agreement") between the City and Pepsi Bottling Group (Canada) Co. ("Pepsi") is set to expire on May 31, 2014.
- In accordance with the terms of the Agreement, the City and Pepsi wish to renew for an additional five year term.

- The City and Pepsi further wish to amend certain terms in the Agreement not previously anticipated as part of the renewal term as outlined on page four of the Report.
- Consumption of carbonated soft drinks has declined across Canada over the past five years due to consumer interest in healthier beverage options. Correspondingly, the volume of soft drink product ordered by the City for resale during this period decreased by 30%. The estimated annual budget impact is \$42,000.
- The Agreement represents value in the market place for sponsorship and the supply of soda beverage and related products.

BACKGROUND:

In 2009, a competitive procurement process for the exclusive supply of soft drink and water products, advertising and sponsorship was completed. Council subsequently authorized the Sponsorship Agreement with Pepsi.

Highlights of the Sponsorship Agreement include a fixed annual sponsorship fee greater than \$100,000 and favorable pricing and product rebates compared to similar agreements in the Greater Toronto Area. The initial term of the Agreement will expire on May 31, 2014.

Since executing the Sponsorship Agreement, the national soft drink beverage market has undergone a significant shift and this trend has impacted City food service operations. Overall, the volume of soft drink product purchased by the City for resale decreased from 30,000 cases in 2008 to 21,000 cases in 2013.

In accordance with the terms of the Agreement, the City and Pepsi wish to renew the Sponsorship Agreement for a five year term. The parties have negotiated adjustments for the renewal that take into consideration the City's lower annual order volume and further request Council approval regarding any amendments not currently contemplated under the Sponsorship Agreement.

COMMENTS:

Negotiations with City and Pepsi focussed exclusively on the price adjustments highlighted below.

- The fixed annual sponsorship fee is protected
- City pricing for product for resale will increase by 5% annually in years 2 through 5 of the second term of the Agreement, instead of the existing 3% annual increase. An annual increase of 3% will apply in year 1 of second term of the Agreement.
- A reduction in rebates on select product for resale.
- A reduction in full service vending commissions.

The estimated incremental cost to the City based on these adjustments over the proposed 5-year agreement is \$62,000. Notwithstanding the increase in costs to the City as a result of lower volume, a renewal of the Agreement provides strong value.

Staff have evaluated recent contract awards for the supply of soft drink product in other similar volume municipalities including Halton Region (A consortium) and the City of Toronto and found that our agreement is favourable.

The Pepsi Foundation has also donated \$205,000 to the Jerry Love Children's Fund over the past 5-years – funds that have been managed by the City of Mississauga to provide recreation experiences for children and youth.

In an effort to stabilize and grow volumes, Pepsi and City staff have discussed several joint actions to undertake during the second term of the agreement, which include:

- Offering food & beverage combos at concessions (80% of over the counter fast food sales are purchased as combos)
- Improved product merchandising and mandatory standards in concessions, including training for concession operators.
- Selling new healthier products, including brewed teas and flavored water.

FINANCIAL IMPACT: Gross revenue forecasted from the resale of products, commissions and sponsorship for the renewal term of the Sponsorship Agreement is approximately \$3,156,500. The average annual budget impact directly related to a reduction in commissions derived from full service vending is \$42,000. The estimated incremental cost to the City due to the increase in prices over the 5-year term is \$62,000 to be offset by pricing adjustments.

The financial impact has been provisioned in the 2015 Budget.

CONCLUSION: The renewal of the Sponsorship Agreement with Pepsi represents value for the City.



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

*Prepared By: Michael Campbell, Manager, Sponsorship &
Corporate Development*



*Corporate
Report*

Clerk's Files

Originator's Files MG.01.REP

R-8

DATE: April 28, 2014

COUNCIL AGENDA

MAY 14 2014

TO: Mayor and Members of Council
Meeting Date: May 14, 2014

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

SUBJECT: **Municipal Class Environmental Assessment Study for the Proposed
New Square One Public Road Network (Ward 4)
FA.49.250-14**

RECOMMENDATION: That in accordance with the Purchasing By-law 374-06, as amended, the Purchasing Agent be authorized to execute a sole source contract to R.J. Burnside & Associates Limited for the Municipal Class Environmental Assessment Study for the Proposed New Square One Public Road Network, in the total amount of \$530,304 exclusive of taxes.

BACKGROUND: At its meeting on December 4, 2013, Council approved the removal of the "H" Holding Symbol to permit the south-west addition to Square One Mall. As part of the mall expansion approval process and in accordance with agreements with the owners, additional public road network is being created. Since the lifting of an "H" Holding Symbol is not a public process, the proposed roadways must undergo a Municipal Class Environmental Assessment (Class EA) process to meet the requirements of the Environmental Assessment Act.

According to the Development Agreement between the City and Omers Realty Management Corporation and 156 Square One Limited (Owner), the parties acknowledged and agreed that the City will initiate the process for Class EA study for the proposed new public road network, and that the cost would be borne by the Owner. A Letter of Credit has been received to cover the cost of consulting services.

Via a similar lifting of the "H" Holding Symbol process, it was agreed that this Class EA study would include Square One Drive between Hammerson Drive and Duke of York Boulevard, as this private roadway stretch is to become public.

COMMENTS:

In order to fulfill the Class EA study requirements, the City is proposing to undertake a Master Plan approach which allows the inclusion of a number of related projects in one undertaking. As shown on Appendix 1, these projects include the following:

- Square One Drive from Duke of York Boulevard to Hammerson Drive (Project 1)
- The extension and realignment of Princess Royal Drive from Duke of York Boulevard to approximately 300 metres (985 feet) easterly (Project 2)
- Proposed Main Street from City Centre Drive to the proposed extension of Princess Royal Drive (Project 3)
- The extension and realignment of the north-south road from City Centre Drive to the proposed extension of Princess Royal Drive (Project 4)

R.J. Burnside & Associates Limited (RJ Burnside) is currently acting as an engineering consultant for Square One on behalf of the Owner. Staff recommend that RJ Burnside be retained as a sole source contractor to undertake the Class EA Study. This project is unique in that it is time sensitive and provides a number of specific design and contextual challenges. RJ Burnside has the necessary background technical knowledge related to the environmental, stormwater, underground utility and geotechnical aspects of this exercise. They are also aware of the City's particular design requirements for the proposed new public road network. In addition, the timely completion

of the Class EA study is an important factor in meeting Square One expansion timelines and furthering the implementation of the Downtown 21 Master Plan.

Due to their current involvement in the Square One expansion project, RJ Burnside are well positioned to deliver this project with minimal lead-in and preparatory time and with a solid understanding of its technical and aesthetic design complexities. A sole source award will save significant project time and resources as well as City staff time. In addition, staff are in agreement with the Scope of Work and the Terms of Reference of the project submission from RJ Burnside. It is concluded that the solicitation of competitive bids, in this situation, would not be economical for the City.

Materiel Management staff have reviewed this report and confirm that the recommendation complies with the requirements of the purchasing by-law.

FINANCIAL IMPACT: The cost associated with completing the Class EA study for the proposed new public road network is estimated to be \$530,304, excluding applicable taxes, and entails the following breakdown:

- RJ Burnside Fee for Class EA study: \$482,094
- Contingencies (approximately 10% of RJ Burnside fee): \$48,210

The budget amount for this project is \$600,000, which has already been provided to the City by the Owner in the form of a Letter of Credit. The City will not be financially responsible for this undertaking other than staff time to manage the project.

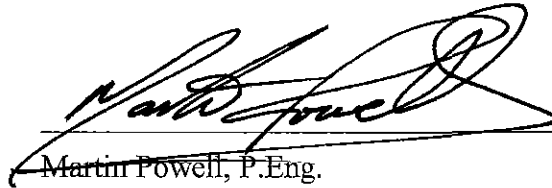
CONCLUSION:

The Transportation and Works Department recommends that the subject project be awarded to RJ Burnside as a sole source procurement, since this approach provides cost saving opportunities and efficiencies for the reasons outlined in this report.

ATTACHMENTS:

Appendix 1: Location Map

Appendix 2: Statement of Work

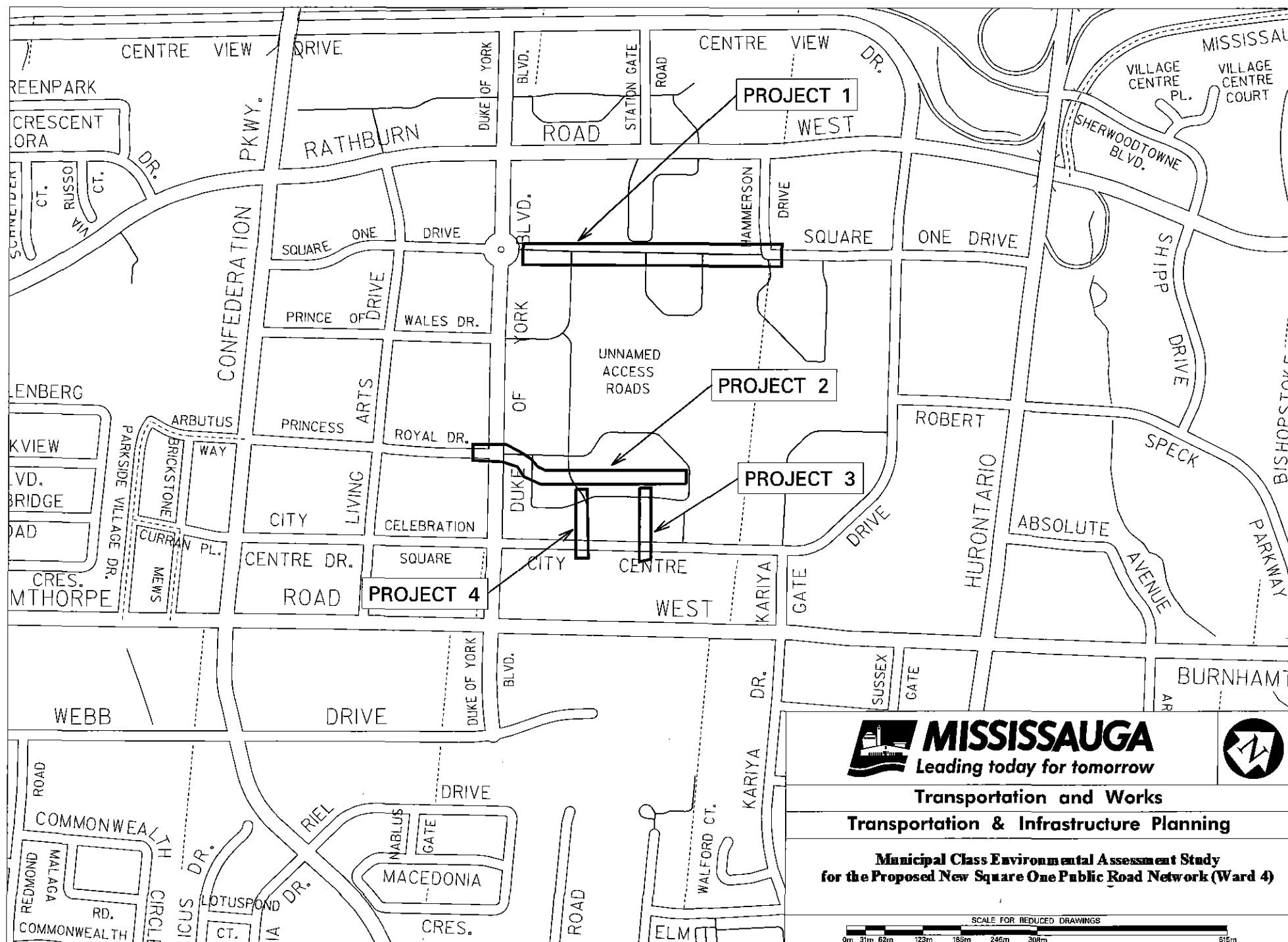
A handwritten signature in black ink, appearing to read 'Martin Powell', is written over a horizontal line.

Martin Powell, P.Eng.

Commissioner of Transportation and Works

*Prepared By: Abdul Shaikh, P.Eng.**Manager, Transportation Projects*

Appendix 1: Location Map



2-8(c)

The Corporation of the City of Mississauga
Bidder Response Package for Procurement No. FA.49.250-14
Class EA Study for Downtown Mississauga Road Improvements

STATEMENT OF WORK

1. SCOPE OF WORK

The City of Mississauga intends to retain the Consultant to undertake the Class Environmental Assessment (EA) studies for a number of road segments as shown in Appendix 1 – Study Area, in accordance with the ‘Municipal Class Environmental Assessment’ guidelines, prepared by the Municipal Engineers Association ‘MEA’ (October 2000, as amended in 2011). It is recommended that the Consultant use the Master Planning Process and the preferred approach would be Approach # 3 as outlined in the MEA document Section 4.4 of Appendix 4. Further description of each project is provided below.

Project 1 – Square One Dr. from Duke of York Blvd. to Hammerson Dr.

Project 2 – Extension of Princess Royal Dr. from Duke of York Blvd. to approx. 300m easterly

Project 3 – Proposed Main St. from City Centre Dr. to the proposed Princess Royal Dr.

Project 4 – North-South R. from City Centre Dr. to the proposed Princess Royal Dr.

The broader study area for this study shall be bounded, at minimum, by Rathburn Road in the north, Burnhamthorpe Road on the south, City Centre Drive/Kariya Gate on the east and Duke of York Blvd on the west. The consultant shall complete and meet requirements of environmental approvals including completion of phases 1 to 4 required for Schedule C projects. It is anticipated that the Projects 1 and 2 will qualify under the Schedule C projects and Projects 3 and 4 will qualify under the Schedule B projects. In addition to the environmental approvals, the Consultant shall be required to completed the Preliminary Design (30% Detailed Design) of all of the above projects.

As much references as possible should be made to the deliverables available from the Downtown21 Master Plan and Hurontario-Main Light Rail Transit (LRT) projects during the course of this Class EA Study and Preliminary Design.

The Consultant shall use the following scope of work as a guideline for undertaking this Master Plan exercise. The actual scope of work to the City shall be outlined and expanded in the Consultant’s proposal. The Consultant submitting a proposal is expected to include any services, items, procedures and any recommendation they believe may have been overlooked in this Statement of Work (SOW). Items that are added or deleted are to be identified separately in the proposal. The following sub-sections will describe tasks to be considered for this of the study.

The Master Planning process is not a common practice for undertaking the Class Environmental Assessment for municipal roadways. Upon awarding the contract and prior to commencing a Master Planning process, the Consultant shall prepare a work plan and discuss the undertaking with the appropriate staff from Ministry of Environmental (MOE)

on behalf of the proponent. The Consultant shall seek an approval from MOE on the proposed undertaking before commencing the Master Planning process.

1.1. Project Phases

Keeping the intent of the Class EA process, the Consultant shall complete the following phases of the project:

- Problem and Opportunity Statement (Phase 1 of Class EA Study)
- Development and Evaluation of Alternative Solutions (Phase 2 of Class EA Study)
- Development and Evaluation of Alternative Design Concepts (Phase 3 of Class EA Study for Schedule C projects only)
- Preliminary Design of the Preferred Alternative Concept (30% Detailed Design)
- Development of Environmental Study Report (ESR)/Master Planning Report (Phase 4 of Class EA Study)



Corporate Report

Clerk's Files

Originator's
Files

CD.15.MED

R-9

DATE: May 2, 2014



TO: Mayor and Members of Council
Meeting Date: May 14, 2014

FROM: Edward R. Sajecki
Commissioner of Planning and Building

SUBJECT: **Data License Agreement with Peel Region - Mississauga
Employment Survey**

RECOMMENDATION: That a by-law be enacted to delegate authority to the Commissioner of Planning and Building to enter into a Data License Agreement for the sale of data to the Region of Peel.

BACKGROUND: On October 31, 2013, the Region of Peel sent the City of Mississauga a proposal (see Appendix 3) to purchase Mississauga Employment Survey Data for regional planning purposes.

COMMENTS: The Mississauga Employment Survey is conducted annually for the purpose of city planning. It assists in:

- Serving as the foundation for the Growth Forecast;
- Preparation and monitoring of the Official Plan and Local Area Plans;
- Traffic planning;
- Transit Planning; and
- Identifying Economic Development opportunities.

Peel Region is in the process of assembling a region-wide employment study. The survey will remain conducted at the local level, but then joined to form a region-wide data set.

Peel Region has agreed to cost share on the employment survey by paying the City of Mississauga \$20,000 every two years starting in 2014 up to the year 2022. In return for this payment, the City of Mississauga will agree to provide the employment survey data to the Region, in addition to historical data sets and minor training and support of the use of the data. The City of Mississauga is also working with the Region to ensure that in the long-term, data elements and collection methods amongst the three local municipalities are similar. The chart below summarizes the fee structure.

Year	Amount
2013-2014	\$ 20,000
2015-2016	\$ 20,000
2017-2018	\$ 20,000
2019-2020	\$ 20,000
2021-2022	\$ 20,000
Total Revenue	\$ 100,000

Legal Services support the agreement as proposed.

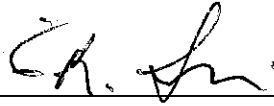
FINANCIAL IMPACT: Revenue of \$100,000.00 will be realized by the City of Mississauga from 2014 to 2022.

CONCLUSION: This report recommends that a by-law be enacted to delegate authority to the Commissioner of Planning and Building to execute the sale of data to the Region of Peel through a Data License Agreement.

1-9(b)

ATTACHMENTS:

- Appendix 1: By-Law
- Appendix 2: Legal Agreement
- Appendix 3: Peel Region Proposal for Mississauga
Employment Data



Edward R. Sajecki
Commissioner of Planning and Building

Prepared By: Steve Czajka, Manager, Information Planning



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11-9(c)



THE CORPORATION OF THE CITY OF MISSISSAUGA

BY-LAW NUMBER

A by-law to authorize the execution of a Data License Agreement between The Corporation of the City of Mississauga and the Regional Municipality of Peel.

WHEREAS The Corporation of the City of Mississauga's owns employment survey data ("Data") concerning the license agreement with Peel Region.

AND WHEREAS the Regional Municipality of Peel wishes to license the Data for its internal purposes, translating the Data into another binary format and creating derivative products, which may be made available to the public.

AND WHEREAS The Corporation of the City of Mississauga wishes to enter into a non-exclusive, for fee, Data License Agreement to permit the Regional Municipality of Peel to use the Data as described above.

NOW THEREFORE the Council of The Corporation of the City of Mississauga ENACTS as follows:

1. That the Commissioner of Planning and Building and the City Clerk, on behalf of The Corporation of the City of Mississauga (as licensor), are authorized to enter into, and to affix the corporate seal to a Data License Agreement together with ancillary agreements and amending agreements required to give effect thereto, in a form satisfactory to Legal Services.

ENACTED and PASSED this day of May , 2014.



MAYOR

CLERK

2-9(d)

LICENSE AGREEMENT

THIS AGREEMENT IS BETWEEN: THE CORPORATION OF THE CITY OF MISSISSAUGA (hereinafter referred to as the "City") and **THE REGIONAL MUNICIPALITY OF PEEL** (hereinafter referred to as the "Subscriber").

WHEREAS the City owns or has the right to license certain employment survey data as described in Schedule A (hereinafter defined as the "Employment Data");

AND WHEREAS the Subscriber desires to acquire and the City is willing to grant to the Subscriber the non-exclusive right to use the Employment Data upon the terms and conditions set forth below;

NOW THEREFORE, in consideration of the mutual covenants of the Parties contained herein and such other good and valuable consideration (the receipt of which is hereby acknowledged), it is agreed by and between the Parties as follows:

1. Schedules

The following schedules form part of this Agreement:

Schedule A – Employment Survey Data
Schedule B – Fees

2. Term

Unless terminated in accordance with Section 9, the "Term" of this Agreement shall be for a period commencing on February 1st, 2014 (the "Commencement Date") and continuing until the December 31st, 2022 (the "Termination Date").

3. License

Upon the receipt by the City of the Fee (described in section 4 below), the City grants to the Subscriber, for the Term of this Agreement, a non-exclusive, non-transferable, revocable license (the "License") to use the Employment Data for its internal purposes, subject to the restrictions set out in Section 6 herein. The Employment data shall be sent to the Subscriber annually.

4. Payment

- 4.1. The license fee ("Fee") paid by the Subscriber to the City shall be paid in accordance with Schedule B attached hereto. Except for the Fee for the first period as described in Schedule B which is due promptly upon execution of this Agreement, the Fee is due no later than the end of the first calendar year of the applicable period as described in Schedule B;
- 4.2. The Subscriber agrees that the City may not release any Employment Data for the applicable period as described in Schedule B until the applicable period Fee as described in Schedule B is received by the City.

5. Title to Employment Data

The Subscriber acknowledges and agrees that all rights, title and interest in and to the Employment Data shall be and remain the exclusive property of the City and the City reserves all rights not expressly granted to Subscriber under this Agreement.

6. Limitation on Use

- 6.1. No Employment Data may be used by, or pledged or delivered to, any third party by the Subscriber, except for contracted service providers of the Subscriber.
- 6.2. Subscriber shall not modify, or alter the original Employment Data. Subscriber may translate the data into another binary format and create derivative products, which may be made available to the public.

11-9(e)

7. Confidentiality

Subscriber shall ensure that the original Employment Data is kept confidential and secure. This includes taking all necessary precautions to ensure the Employment Data provided is not disseminated to other organizations.

8. Disclaimer, Limitation of Liability and Indemnities

- 8.1. The City warrants that it is either the sole owner of the Employment Data or it has the right to license the Employment Data to the Subscriber. There are no assurances of accuracy or completeness in the provided Employment Data and the Employment Data is acknowledged to be provided on an "as is" basis. If the Subscriber learns of any error, discrepancy or omission in the Employment Data, it shall notify the City and provide reasonable details thereof. The City shall correct such error, discrepancy or omission within a reasonable period of time after same has been brought to its attention.
- 8.2. The Parties acknowledge to one another that there is no representation, warranty, condition or promise (express or implied, statutory or otherwise) given by any Party as to the completeness, accuracy, reliability, non-infringement, merchantability, fitness for any intended use, or veracity of any of its data. The recipient Party bears the entire risk of liability, loss, damages, costs and expenses which may be suffered, sustained or incurred by it as a result of its use of the Employment Data and except for Section 8.3, no Party shall be liable to any other Party for direct, incidental, indirect, special or consequential damages in connection with such data, including the Employment Data, or this Agreement whether claimed for breach of contract, tort (including negligence) or otherwise, even if the other Party was advised of the possibility of such damages. Without limiting the foregoing, Subscriber agrees that it shall absolutely and irrevocably releases the City from any claim, demand, litigation, proceeding, damage, loss, liability, harm, cost, expense, or injury suffered or incurred by Subscriber, whether arising in contract, tort, negligence, common law, equity or otherwise, in any connection with the Employment Data or any persons use of the Employment Data.
- 8.3. Subscriber agrees to hereby indemnify and saves harmless the City, and its directors, officers, agents and employees from all and against any and all claims, demand, litigation, injury, losses, liabilities, damages and costs (including taxes) and all related expenses, suffered by the City, as a result of, or arising out of or in connection with, the following: (a) any breach, infringement, misappropriation or misuse of any third party intellectual property right resulting from the Subscriber's modification, revision or customization of the Employment Data; and (b) any breach of the confidentiality provisions stipulated in section 7.

9. Termination

- 9.1. This Agreement shall terminate on the Termination Date unless terminated earlier in accordance with this Agreement. Upon termination caused by the Subscriber breaching any of sections 3, 6 and 7, Subscriber shall promptly return to the City (at no cost to the City) the Employment Data. Upon termination caused by convenience (9.3), and expiration of the Term, Subscriber shall retain copy of the Employment Data.
- 9.2. Termination for default. The City may terminate this Agreement immediately if the Subscriber breaches any of sections 3, 6 and 7.
- 9.3. Terminate for convenience. The City may terminate this Agreement at the end of any two year period as described in Schedule B upon providing the Subscriber with sixty (60) days written notice. The Subscriber may terminate this Agreement at the end of any two year period as described in Schedule B upon providing the City with sixty (60) days written notice.

12-9(f)

- 9.4. Save for any covenant which either expressly or by its nature shall survive termination of this Agreement, upon the expiration of the Term or any extension thereof, the rights and obligations of the Parties under this Agreement shall terminate. Without limiting the generality of the foregoing, the obligations contained in Sections 3, 4, 5, 6, 7, 8 and 10.4, 10.10 and 10.11 shall survive the termination or expiration of this Agreement.

10. General Contract Provisions

- 10.1. To be effective, all notices or other documents ("Notices") required or which may be given under this Agreement shall be in writing duly signed by the Party giving such Notice and transmitted by personal service, courier delivery, facsimile, email, prepaid registered or certified mail to the addresses below:

(i) To the City:

The Corporation of the City of Mississauga
Planning and Building Department, Policy Planning Division
300 City Centre Drive,
Mississauga, ON L5B 3C1

Attention: Steve Czajka, OLS, OLIP
Manager, Information Planning
Phone No.: 905-615-3200, ext. 4110
Fax No.: (905) 615-4494
Email: steve.czajka@mississauga.ca

(ii) To the Subscriber:

The Regional Municipality of Peel
10 Peel Centre Drive, Suite A
Brampton, ON L6T 4B9

Attention: Ron Jaros MES, MCIP, RPP, OLS, OLIP
Planning Manager, Information and Intelligence Team
Phone No.: 905-791-7800, ext. 4356
Fax No.: (905) 791-7920
Email: ron.jaros@peelregion.ca

- 10.2. This Agreement and the rights and obligations granted to the Subscriber hereunder may not be assigned voluntarily or by operation of law without the prior written consent of the City.
- 10.3. This Agreement, upon execution, shall constitute the entire agreement and understanding between the Parties and supersedes all previous agreements and understandings between the Parties regarding the subject of this Agreement and it can be amended or supplemented only by a document executed in writing by both the City and the Subscriber.
- 10.4. This Agreement shall be governed by and construed in accordance with the laws of the Province of Ontario.
- 10.5. The Parties acknowledge and agree that they are independent of one another and this Agreement does not give any Party the right to bind another to any obligation, or to assume or to incur any obligation on behalf of the other. This Agreement shall not be interpreted to make one Party a partner, joint venture, employee, agent or other representative of another Party for any purpose.

R-9(g)

- 10.6. If any term or provision of this Agreement or the application thereof to any person or circumstance shall, to any extent, be found to be invalid, illegal or unenforceable by a court or other lawful authority of competent jurisdiction, the remainder of this Agreement or the application of such term or provision will continue in full force and effect with respect to all other provisions and Sections and all rights and remedies accrued under such other provisions and Sections will survive any such declaration.
- 10.7. No Party shall be deemed to have waived its right to enforce any obligation of another Party under this Agreement unless the waiver is in writing signed by the waiving Party. If any Party does not exercise its rights under this Agreement, or does not require full performance by another Party, or accepts partial payment from another Party, that shall not be construed as a waiver by the Party of any right under this Agreement. To be effective, a waiver must be in writing, but no such waiver shall constitute a waiver of rights extending beyond the specific breach to which the waiver relates or any such subsequent breach of this Agreement.
- 10.8. The Subscriber acknowledges and agrees that all Employment Data used and/or modified by the Subscriber must contain all copyright notices which appear in the Employment Data supplied by the City. The Subscriber also acknowledges and agrees not to modify or diminish, in any way, the said copyright notices.
- 10.9. The Parties shall execute, acknowledge and deliver all such further assurances instruments and documents and take such actions that may be necessary or inappropriate in order to carry out the intent and purposes of this Agreement.
- 10.10. The terms, covenants and conditions of this Agreement shall be binding upon and shall tenure to the benefit of the successors and assigns of each of the Parties hereto.
- 10.11. If any Party is required to engage in any proceedings, legal or otherwise, to enforce its rights under this Agreement, the prevailing party shall be entitled to recover from the other, in addition to any other sums due, the reasonable legal fees, costs and necessary disbursements involved in said proceedings.

IN WITNESS WHEREOF the parties hereto have attested by the hands of their proper officers in that behalf, as of the day and year first above written.

**THE REGIONAL MUNICIPALITY OF
PEEL**

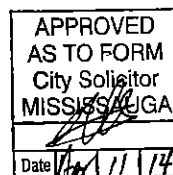
**THE CORPORATION OF THE CITY
OF MISSISSAUGA**

Name: Date:
Title:

Name: Date:
Title:

Name: Date:
Title:
We have the authority to bind the Corporation

Name: Date:
Title:
We have the authority to bind the Corporation



R-9(h)

SCHEDULE A

EMPLOYMENT SURVEY DATA

- **Abstract:** This annual dataset from the Planning – Policy Division contains information about businesses, employment (FT / PT), business type according to the NAICS Code, business contact information, business information (in business since, parent company, importer/exporter, drive thru, and mailing information).
- **Purpose:** For the creation of the Business Directory that was prepared by Economic Development. For Growth Forecast creation, special projects / requests, transportation studies, water and waste water studies, employment policy work, emergency services, Peel Regional Police, By-law enforcement, public notification mailing lists, and district policy review – OP, employment land review.
- **Resolution or Scale:** Address and Unit number
- **Attribute Accuracy:** Quite Good, limitations do exist where the business contact may not have exact figures or may not be the correct contact to provide those figures. This includes the initial query of our development tracking system (called MAX) for new potential businesses, preparing check sheets for students to visit on site to ensure these businesses do in fact exist, validating data entry, preparing mail out surveys for non-returned phone surveys, and finally performing follow up calls for non-returned mail out surveys.
- **Completeness Report:** Annual update including a site check of all businesses. Two year cycle for collecting number of employees for smaller businesses (less than 100 employees). Annual collection of employment figures for businesses greater than 100 employees.

R-9(i)

SCHEDULE B
LICENSE FEE PAYMENT SCHEDULE

PAYMENT SCHEDULE * taxes extra	
Period (year)	Employment Data Fee Per Period
2013-2014	\$20,000.00
2015-2016	\$20,000.00
2017-2018	\$20,000.00
2019-2020	\$20,000.00
2021-2022	\$20,000.00



The Region of Peel is the proud recipient of the National Quality Institute Order of Excellence, Quality; the National Quality Institute Canada Award of Excellence Gold Award, Healthy Workplace; and a 2008 IPAC/Deloitte Public Sector Leadership Gold Award.

R9(j)

October 31, 2013

Mr. John Calvert
Director of Policy Planning
City of Mississauga Planning and Building Department
300 City Centre Drive
Mississauga, Ontario L5B 3C1

Re: Mississauga Employment Data

Dear John,

As a follow-up to our discussion last week regarding the Region of Peel acquiring employment survey data from the City of Mississauga, I asked Ron Jaros to outline our current area municipal arrangement with the local area municipalities beginning in 2014.

Our employment survey data business case which was presented to an employment survey working group included the following details. Brampton conducts a survey every 2 years and their last survey was in the summer of 2013. We are asking them to undertake another full survey in 2014 and have agreed to share the cost of student employment, with the Region's share being \$12,500. The Town of Caledon has never completed an employment survey so we have agreed to pay 50% of the cost of 4 students for the summer of 2014, at a Regional cost of \$20,000. Along similar lines, we are proposing to also share in the cost of student employment for the City of Mississauga for 2014 at a Regional cost of \$20,000. In exchange for our cost sharing, the City of Mississauga will provide us with employment data for 2013 and 2014. The 2013 data is required immediately as input to an infrastructure modelling exercise that we have engaged a consultant to undertake on our behalf. We then propose to pay the cost of employment survey data collection every 2 years beginning in 2014, including census years (2016, 2021, 2026, etc.).

In all cases, the data that will be provided to us will be at the scale of individual employers. We will use this data to aggregate to higher levels of geography. In all cases, the ownership of the data will remain with the City of Mississauga and under no circumstances will we release disaggregated data without the permission of Mississauga staff.

I hope that this letter can serve as our intent to participate in the cost sharing of employment survey data from the City of Mississauga. There is a high sense of urgency to this request for data as our consultants have already begun work on their

Corporate Services

10 Peel Centre Dr., Brampton, ON L6T 4B9
Tel: 905-791-7800 www.peelregion.ca

12-9(14)

model. The most urgent need is for 2013 data and any historical data that can be provided. Your immediate attention to this matter would be most appreciated.

If you have any questions, please don't hesitate to contact me.

Sincerely,



Arvin Prasad
Director, Integrated Planning
Corporate Services Dept., Region of Peel



Corporate Report

Clerk's Files

Originator's
Files OZ 13/014 W10
T-M13004 W10

R-10

COUNCIL AGENDA

MAY 14 2014

DATE: May 5, 2014

TO: Mayor and Members of Council
Meeting Date: May 14, 2014

FROM: Edward R. Sajecki
Commissioner of Planning and Building

SUBJECT: Rezoning and Draft Plan of Subdivision Applications
To permit 15 detached dwellings
6565 Ninth Line
East side of Ninth Line, south of Derry Road West
Owner: Argo Trail Corporation
Applicant: Weston Consulting
Bill 51

Supplementary Report

Ward 10

RECOMMENDATION: That the Report dated May 5, 2014, from the Commissioner of Planning and Building recommending approval of the applications under Files OZ 13/014 W10 and T-M13004 W10, Argo Trail Corporation, 6565 Ninth Line, east side of Ninth Line, south of Derry Road West, 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 "R5-Exception" (Detached Dwellings - Typical Lots) and "B" (Buffer) to permit a plan of subdivision for 15 detached dwellings and buffer blocks in accordance with the proposed revised zoning standards described in Appendix S-4 of this report, be approved subject to the following conditions:
 - (a) That the draft plan of subdivision under File T-M13004 W10 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) That the school accommodation condition as outlined in City of Mississauga Council Resolution 152-98 requiring that satisfactory arrangements regarding the adequate provision and distribution of educational facilities have been made between the developer/applicant and the Dufferin-Peel Catholic District School Board and Peel District School Board not apply to the subject lands;
 - (d) That in accordance with Council Resolution 160-91, that 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-M13004 W10 be recommended for approval subject to the conditions contained in Appendix S-5, attached to the report dated April 21, 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.

12-1006)

**REPORT
HIGHLIGHTS:**

- The applicant has agreed to satisfy outstanding matters concerning stormwater, grading, tree preservation and noise attenuation walls to the satisfaction of the City prior to the issuance of draft plan approval; 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 February 3, 2014, 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-0008-2014 which was subsequently adopted by Council and is attached as Appendix S-2.

Since the Public Meeting, the applicant has amended the proposed zoning from "R4-Exception" (Detached Dwellings - Typical Lots) to "R5-Exception" (Detached Dwellings - Typical Lots) to include minor adjustments to the proposed zone standards to accommodate buffer blocks along Ninth Line. The minimum lot frontage has been reduced from 11.6 m (38.1 ft.) to 10.4 m (34.1 ft.), the minimum lot area has been reduced from 308 m² (3,315.3 sq. ft.) to 298 m² (3,207.6 sq. ft.) and the maximum lot coverage has increased from 45% to 48%. A 3.1 m (10.2 ft.) interior side yard setback was also included to provide separation from Ninth Line for the dwellings adjacent to the buffer blocks. Additional amendments to permit porch and building projections, staircase encroachments and an increased maximum driveway width were also requested. The revised zone standards are included in Appendix S-4.

A "B" (Buffer) zone is also proposed to recognize two 1.9 m (6.2 ft.) wide buffer blocks which are proposed on the Draft Plan of Subdivision to accommodate a noise attenuation fence and landscaping adjacent to Ninth Line.

To address outstanding technical matters associated with the proposed development, the applicant submitted the following plans and reports:

- Revised Draft Plan of Subdivision;
- Record of Site Condition;
- Revised Grading Plan;
- Revised Tree Inventory and Preservation Plan Report;
- Ninth Line Cross Sections;
- Ninth Line Buffer Block Planting Plan; and,
- Revised Parking Plan.

The revised plans, reports and Zoning Standards have been reviewed by City Departments and were found to be generally acceptable; however, the following matters will be addressed to the satisfaction of the City prior to issuance of draft plan approval by the Commissioner of the Planning and Building Department:

- Implications of proposed grades for tree preservation;
- Functional servicing and stormwater management requirements through an updated Functional Servicing Report;
- Details regarding the height of the proposed noise attenuation wall through the submission of an addendum to the Noise Study;
- Preservation of on-site and off-site trees on the adjacent property to the south; and
- Written approval from the adjacent property owner to the south must be obtained by the applicant for proposed on-site works that may impact the adjacent property.

A warning clause will be required to be included in the Development Agreement advising prospective purchasers that no planting will be permitted within the 2.0 m (6.6 ft.) wide infiltration trench, for stormwater run-off along the rear property lines of the proposed lots.

COMMENTS:

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

R-10(d)

Files: OZ 13/014 W10

T-M13004 W10

May 5, 2014

Council

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COMMUNITY ISSUES

At the Public Meeting no member of the public provided any comments. The following comments were made at the Community Meeting held by the Ward Councillor, Sue McFadden on October 2, 2013:

Comment

Will the applicant investigate mitigation measures for potential flooding/drainage issues?

Response

The applicant submitted a drainage proposal to the satisfaction of the Transportation and Works Department.

Comment

Will there be a vehicular connection from Worthview Place and Berryman Trail to Ninth Line?

Response

Both Worthview Place and the extension of Berryman Trail will terminate in a public cul-de-sac road.

Comment

Will construction access be provided through Worthview Place or Berryman Trail?

Response

Construction access to the site will only be permitted from Ninth Line. Temporary fencing will be provided around the perimeter of the construction site. The developer will be responsible for maintaining City roads within the vicinity of the development until all construction and building activity is complete.

Comment

A concern was raised that there may be an increase in traffic and insufficient on-street parking to support the development.

Response

The Transportation and Works Department has reviewed the proposal and is satisfied that the vehicular trips generated by the proposal will have limited impacts on the surrounding road network and can be adequately accommodated.

A Parking Plan was submitted to the satisfaction of the Transportation and Works Department. No on-street parking is proposed or permitted within the cul-de-sac turnaround area.

**UPDATED AGENCY AND CITY DEPARTMENT
COMMENTS****Region of Peel**

In comments dated March 18, 2014, the Region of Peel advised that they have reviewed the revised plans and have no objection with the revised proposal.

City Transportation and Works

Comments updated May 2, 2014, state that a satisfactory Soil Report, Record of Site Condition and Phase 1 Environmental Site Assessment were received by the Transportation and Works Department. The Traffic Impact Study indicates that the traffic volumes attributed to the subject development can be satisfactorily accommodated on the existing and planned road network. A noise report has also been received which concludes that with the use of appropriate attenuation measures and warning clauses the proposed development can be adequately attenuated from the surrounding noise sources in accordance with City and Ministry of Environment (MOE) guidelines. An updated noise report will be required based on the final grading details.

P2-10CF

Files: OZ 13/014 W10

T-M13004 W10

May 5, 2014

Council

- 7 -

Stringent stormwater management requirements have been imposed on the subject development as it is in an area of influence with respect to a basement infiltration investigation of existing properties. The disconnection of foundation weeping tiles and implementation of rear yard infiltration will respond to part of the requirements imposed on the development. Warning clauses will be required for every lot relating to back yard restrictions and perpetual maintenance of the infiltration galleries.

With respect to stormwater quantity control, options were investigated by the applicant that included a potential storm sewer connection and reconfiguration of works along Ninth Line versus a connection to the Berryman Trail storm sewer. The options proposed would require a degree of stormwater storage beneath Berryman Trail either in concrete tanks or proprietary modular systems (stormwater retention/detention chambers) which would be constructed by the applicant but maintained by the City on an ongoing basis. Recognizing that all of the details related to the options to be considered have not been finalized to date, a final solution to this requirement could include a storm outlet to Ninth Line or an outlet to Berryman Trail utilizing stormwater storage features that will reduce the level of run-off to that which is currently generated from the undeveloped property. The use of a dedicated lot to accommodate storm water storage features, either on a temporary or long term basis, has not been ruled out. The applicant will be required to address the stormwater management requirements and functional servicing to the satisfaction of the City prior to draft plan approval and registration of the plan of subdivision. The preliminary Functional Servicing Report is to be updated to include the additional drainage and servicing details requested by this department.

The applicant's consultant has also been requested to demonstrate to the satisfaction of the City, the impact of the grading/drainage scheme relative to the adjacent properties and any existing trees intended to be preserved on adjacent lands.

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, road widening along Ninth Line and any financial obligations required in support of this development.

City Community Services Department

Comments updated May 1, 2014, state that prior to prior to draft plan approval the applicant will need to resubmit plans to clarify how the retaining wall along the southerly property boundary and re-grading will impact proposed tree preservation on the southern portion of the site, and if the proposed driveway for Lot 1 will impact the preservation of existing municipal trees on Worthview Place.

Proposed buffer planting will need to be shifted to reflect the location of the sidewalk shown on the preliminary grading plan (GR-1), received on April 25, 2014.

PLANNING COMMENTS

Official Plan

As noted in Appendix S-1, the subject lands are designated "Residential Low Density II" in the Lisgar 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

The proposed "R5-Exception" (Detached Dwellings - Typical Lots) and "B" (Buffer) zones with the requested revisions outlined in Appendix S-4, are appropriate to implement the proposed Draft Plan of Subdivision under File T-M13004 W10.

The requested amendments represent minor changes from the proposed zoning standards presented in the Information Report (Appendix S-1).

Site Plan

Prior to development occurring on the subject lands, the applicant will be required to obtain Site Plan approval, in order to evaluate the grading and drainage for the development as well as to review the upgraded elevations for the dwellings adjacent to Ninth Line.

Draft Plan of Subdivision

The revised plan of subdivision was reviewed by City Departments and agencies and is acceptable subject to certain conditions, as outlined in Appendix S-5. The lands are the subject of a Draft Plan of Subdivision under File T-13004 W10, requiring development to 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:

In accordance with subsection 34(17) of the *Planning Act*, R.S.O. 1990, c.P. 13, as amended, Council is given authority to determine if further public notice is required. The request by the applicant is to amend the proposed zoning from "R4-Exception" (Detached Dwellings - Typical Lots) to "R5-Exception" (Detached Dwelling - Typical Lots) to reflect minor revisions to the zone standards. Therefore, it is recommended that no further public notice be required regarding the proposed changes.


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

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 zoning categories and related standards are appropriate to implement the proposed Draft Plan of Subdivision under File T-M13004 W10.
3. The proposed "R5-Exception" (Detached Dwellings -- Typical Lots) and "B" (Buffer) zones are appropriate to accommodate the requested uses. The proposed development meets the overall intent, goals and objectives of Mississauga Official Plan.
4. The proposed Draft Plan of Subdivision provides an efficient use of land and services and results in orderly development of the lands at an appropriate density and scale.

ATTACHMENTS:

- Appendix S-1: Information Report
- Appendix S-2: Recommendation PDC-0008-2014
- Appendix S-3: Revised Draft Plan of Subdivision
- Appendix S-4: Revised Zoning Standards
- Appendix S-5: Conditions of Draft Approval



 Edward R. Sajecki
 Commissioner of Planning and Building

Prepared By: Antonia Krijan, Development Planner



Corporate Report

PDC FEB 03 2014

Clerk's Files

R-10(j)

Originator's

Files OZ 13/014 W10
T-M13004 W10

DATE: January 14, 2014

TO: Chair and Members of Planning and Development Committee
Meeting Date: February 3, 2014

FROM: Edward R. Sajecki
Commissioner of Planning and Building

SUBJECT: **Information Report**
Rezoning and Draft Plan of Subdivision Applications
To permit 15 detached dwellings
6565 Ninth Line
East side of Ninth Line, south of Derry Road West
Owner: Argo Trail Corporation
Applicant: Weston Consulting
Bill 51

Public Meeting **Ward 10**

RECOMMENDATION: 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.

**REPORT
HIGHLIGHTS:**

- The applications are to allow for the development of 15 detached dwellings and the extension of Berryman Trail as a public road.
- Community concerns identified to date relate to insufficient parking, potential flooding and mitigation measures, vehicular

R-10(K)

File: OZ 13/014 W10

T-M13004 W10

January 14, 2014

Planning and Development Committee

- 2 -

access to Ninth Line and construction access.

- 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 buffer blocks, noise attenuation, drainage, stormwater management, grading, retaining walls, 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:	Received: September 25, 2013 Deemed complete: October 25, 2013
Number of units:	15 detached dwellings
Net Density:	21.4 units/ha 8.8 units/acre
Maximum Height:	2 storeys/10.7 m (35.1 ft.)
Anticipated Population:	51* *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 Aerial/Context Plan Survey Servicing Plans Parking Plan Phase 1 Environmental Site Assessment Functional Servicing Report

R-10C1)

Development Proposal	
	Noise Control Feasibility Study Stage 1-2 Archeological Assessment Tree Inventory, Preservation Report and Plan

Site Characteristics	
Frontage:	121.9 m (399.9 ft.) along Ninth Line
Depth:	61.3 m (201.1 ft.)
Net Lot Area:	0.57 ha (1.41 ac.)
Existing Use:	Vacant

Abutting Lands

Blocks 370, 371 and 372 on Registered Plan 43M-1052, located on the abutting lands to the east, form the temporary turning circle at the end of Berryman Trail (see Appendix I-5). Blocks 373, 374 375, on Registered Plan 43M-1052 are remnant residential dwelling blocks on the abutting lands that are currently being held by the City in escrow until Berryman Trail is permanently constructed. The completion of Berryman Trail will allow the development of Blocks 370 to 375, inclusive, for 3 detached dwellings. The applicant is seeking to purchase these lands from the owner of the abutting lands in order to build the dwellings at the same time as the proposed plan of subdivision that is subject of this application.

Additional information is provided in Appendices I-1 to I-11.

Neighbourhood Context

The subject property is located in the Lisgar Neighbourhood Character Area and is surrounded by an existing low density residential neighbourhood and community uses. The subject site is vacant and relatively flat. Information regarding the history of the site is found in Appendix I-1.

12-10(m)

The surrounding land uses are described as follows:

North: Detached dwellings
East: Detached dwellings, Lisgar Middle School, Lisgar Fields
(City Park P-359)
South: Montessori school and semi-detached dwellings
West: Across Ninth Line, vacant lands and a Union Gas facility

Official Plan

Mississauga Official Plan (2012) was adopted by City Council on September 29, 2010 and partially approved by the Region of Peel on September 29, 2011. The Plan was appealed in its entirety; however, on November 14, 2012 the Ontario Municipal Board issued a Notice of Decision approving Mississauga Official Plan, as modified, save and except for certain appeals which have no effect on the subject applications.

Current Mississauga Official Plan Designation and Policies for the Lisgar Neighbourhood Character Area (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.

The applications are in conformity with the land use designation and no official plan amendment is proposed.

Existing Zoning

"R1" (Residential – Detached Dwellings – Typical Lots), which permits detached dwellings on lots with frontages of 22.5 m (73.8 ft.) and minimum lot areas of 750 m² (8,072.9 sq. ft.).

Proposed Zoning By-law Amendment

"R4 - Exception" (Residential – Detached Dwellings – Typical Lots), to permit detached dwellings in accordance with the proposed zone standards contained within Appendix I-10.

2-106n)

Buffer blocks may be required immediately adjacent to Ninth Line for separation, noise attenuation and landscaping purposes. The "B" (Buffer) zone is the most appropriate zoning category. A determination for their inclusion will be made prior to the preparation of the Supplementary Report.

Further, the proposal will require relief from Council approved resolution CPD 121-91, which requires 3 on-site parking spaces per unit for lot frontages less than 12.0 m (39.4 ft.).

COMMUNITY ISSUES

A community meeting was held by Ward 10 Councillor, Sue McFadden on October 2, 2013. Residents expressed concerns regarding potential flooding and mitigation measures, vehicular access to Ninth Line and construction access. In addition, one letter was received from an area resident expressing concerns with respect to insufficient parking and the proposed minimum lot frontage and area zoning standards.

Issues raised by the Community will be addressed in the Supplementary Report.

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 buffer blocks, noise attenuation, drainage, stormwater management, grading, retaining walls, walkway connections and other design details;
- Arrangements for the construction and dedication of the extension of Berryman Trail as a local residential public road by way of a servicing agreement; and
- Arrangements for the dedication of a road widening and 0.3 m (1 ft.) reserve along Ninth Line.

OTHER INFORMATION**Development Requirements**

In conjunction with the proposed development, there are certain other engineering matters with respect to servicing, grading, road construction and stormwater which will require the applicant to enter into 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: Most agency and City department comments have been received and after the public meeting has been held and all issues are resolved, the Planning and Building Department will be in a position to make a recommendation regarding these applications.

ATTACHMENTS:

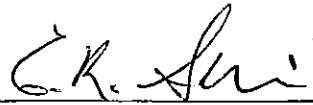
- Appendix I-1: Site History
- Appendix I-2: Aerial Photograph
- Appendix I-3: Excerpt of Lisgar Neighbourhood Character Area Land Use Map
- Appendix I-4: Excerpt of Existing Land Use Map
- Appendix I-5: Draft Plan of Subdivision
- Appendix I-6: Concept Plan Rendering
- Appendix I-7: Elevations
- Appendix I-8: Agency Comments
- Appendix I-9: School Accommodation

12-10(p)

File: OZ 13/014 W10
T-M13004 W10
January 14, 2014

Planning and Development Committee - 7 -

Appendix I-10: Proposed Zoning Standards
Appendix I-11: General Context Map



Edward R. Sajecki
Commissioner of Planning and Building
Prepared By: Antonia Krijan, Development Planner

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R

R-10(a)

Argo Trail Corporation

Files: OZ 13/014 W10
T-M13004 W10

Site History

- July 13, 2005 – Harvest Fellowship Baptist Church applied for site plan approval under file SP 05/218 W10 to permit a place of religious assembly in the existing detached dwelling. The site plan application was cancelled on April 3, 2006.
- 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 Lots).
- April 7, 2008 – St. Jude's Academy Private School applied for a building permit which was cancelled on April 3, 2012.
- August 8, 2011 – Mississauga International Baptist Church applied for site plan approval under file SP 11/134 W10 to permit the construction of a new 906.6 m² (9,758.6 sq. ft.) place of religious assembly. The application was cancelled on September 13, 2013.
- March 28, 2012 – A demolition permit was issued for the existing detached dwelling.
- November 14, 2012 – The Ontario Municipal Board approved Mississauga Official Plan except for those policies under appeal. The subject lands are designated "Residential Low Density II" in the Lisgar Neighbourhood Character Area.



LEGEND:

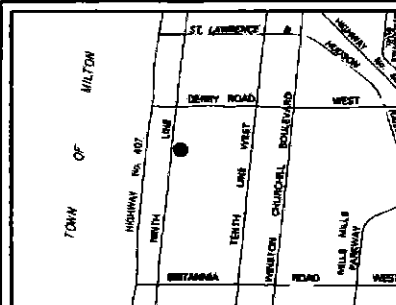


SUBJECT LANDS

NOTE: DATE OF AERIAL PHOTO: 4 2013

**SUBJECT:**

ARGO TRAIL CORPORATION



FILE NO:
OZ 13814 WFO
T-M13004 WFO

DWG. NO:
13014A

SCALE:
1:2500

PDC DATE:
2014 02 03

DRAWN BY:
B. KRUGER

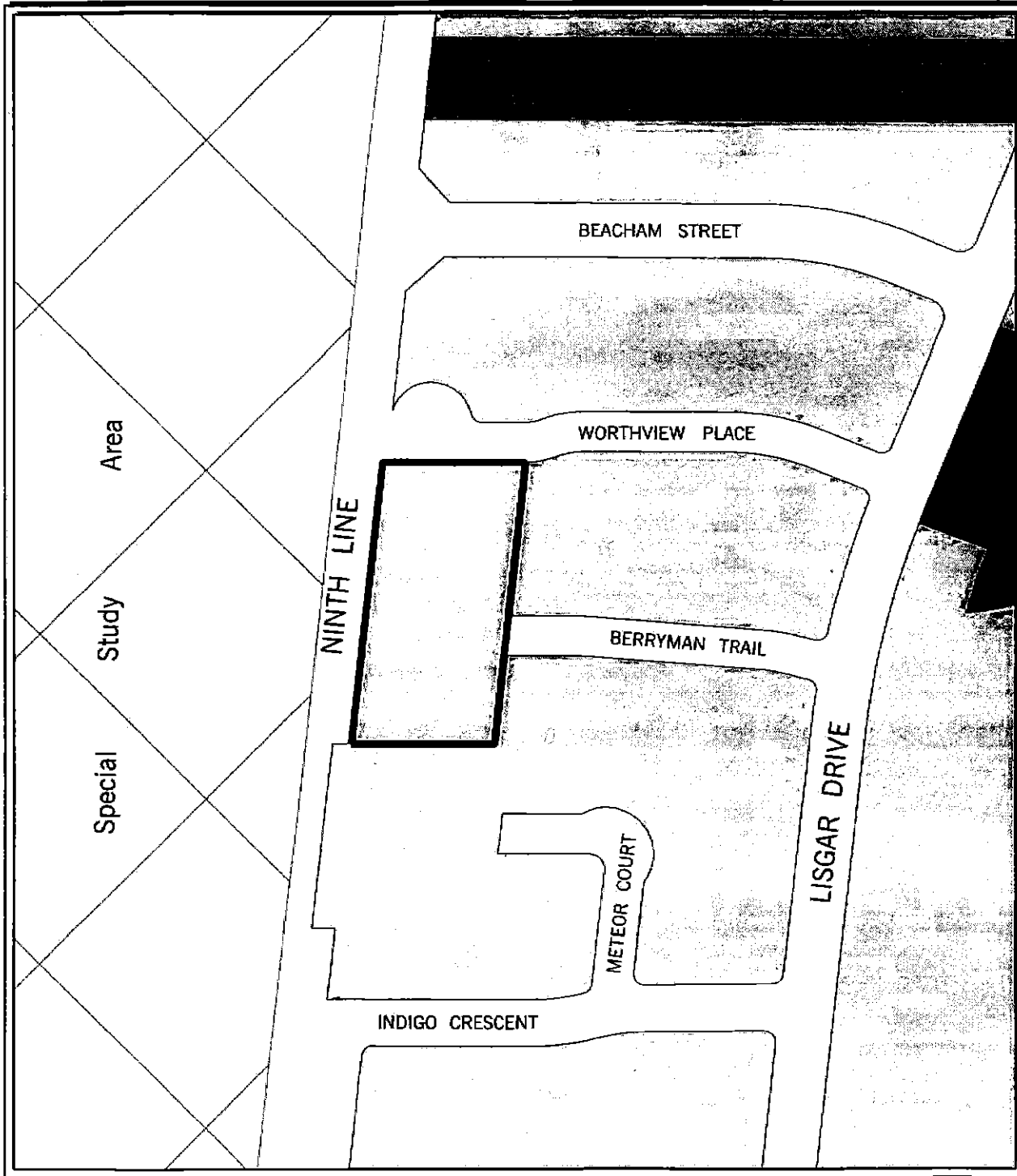
APPENDIX I-2



MISSISSAUGA
Planning and Building

**Produced by
T&W, Geomatics**

2-105



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)
	1955 NEP/2000 NEF Composite Noise Contours		City Centre Transit Terminal
	LBPA Operating Area Boundary See Aircraft Noise Policies		GO Rail Transit Station
	Area Exempt from LBPA Operating Area		Public School
	Natural Hazards		Catholic School
			Hospital
			Community Facilities

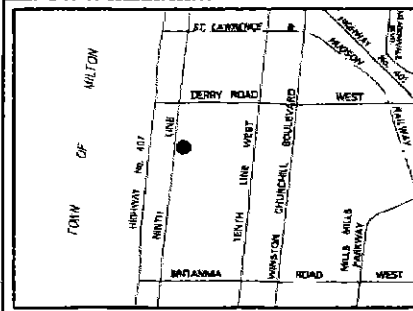
CITY STRUCTURE

	Downtown		Corporate Centre
	Major Mode		Employment Area
	Community Node		Special Purpose Area
	Neighbourhood		
	ND2 Region of Peel Non-Decision		

SUBJECT LANDS



SUBJECT:
ARGO TRAIL CORPORATION



FILE NO:
02 13014 W10
T-M13004 W10

DWG. NO:
13014L

SCALE:
1:2500

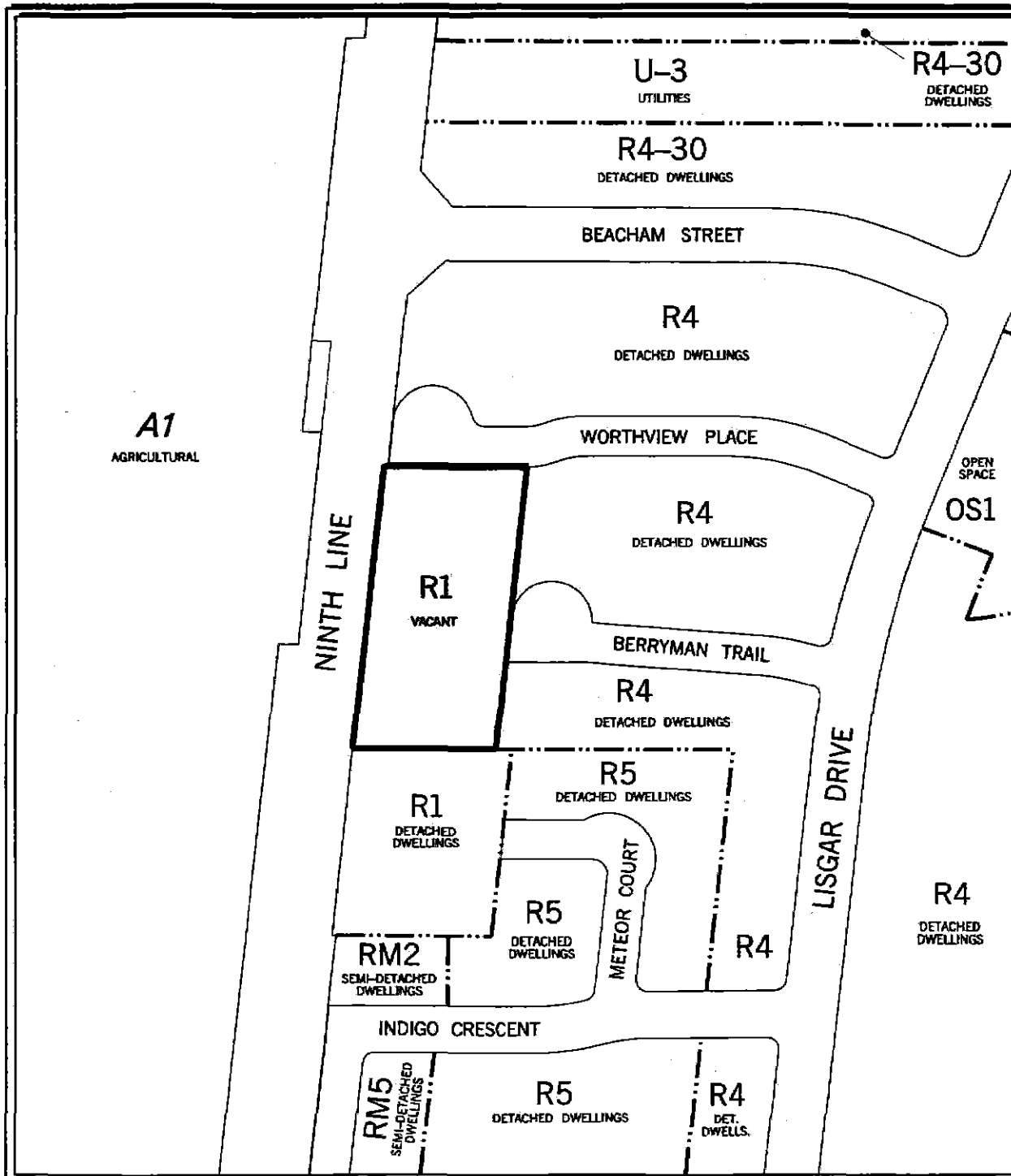
PDC DATE:
2013 02 03

DRAWN BY:
B. KRUGER

APPENDIX 1-3

MISSISSAUGA
Planning and Building

Produced by
T&W, Geomatics



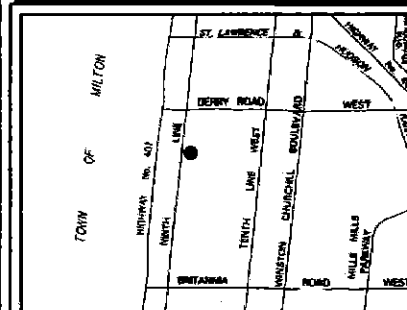
LEGEND:



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

SUBJECT:

ARGO TRAIL CORPORATION



FILE NO:
OZ 13-014 WFO
T-M13004 WFO

DWG. NO:
13014R

SCALE:
1:2500

PDC DATE:
2013 02 03

DRAWN BY:
B. KRUGER

APPENDIX I-4



MISSISSAUGA
Planning and Building

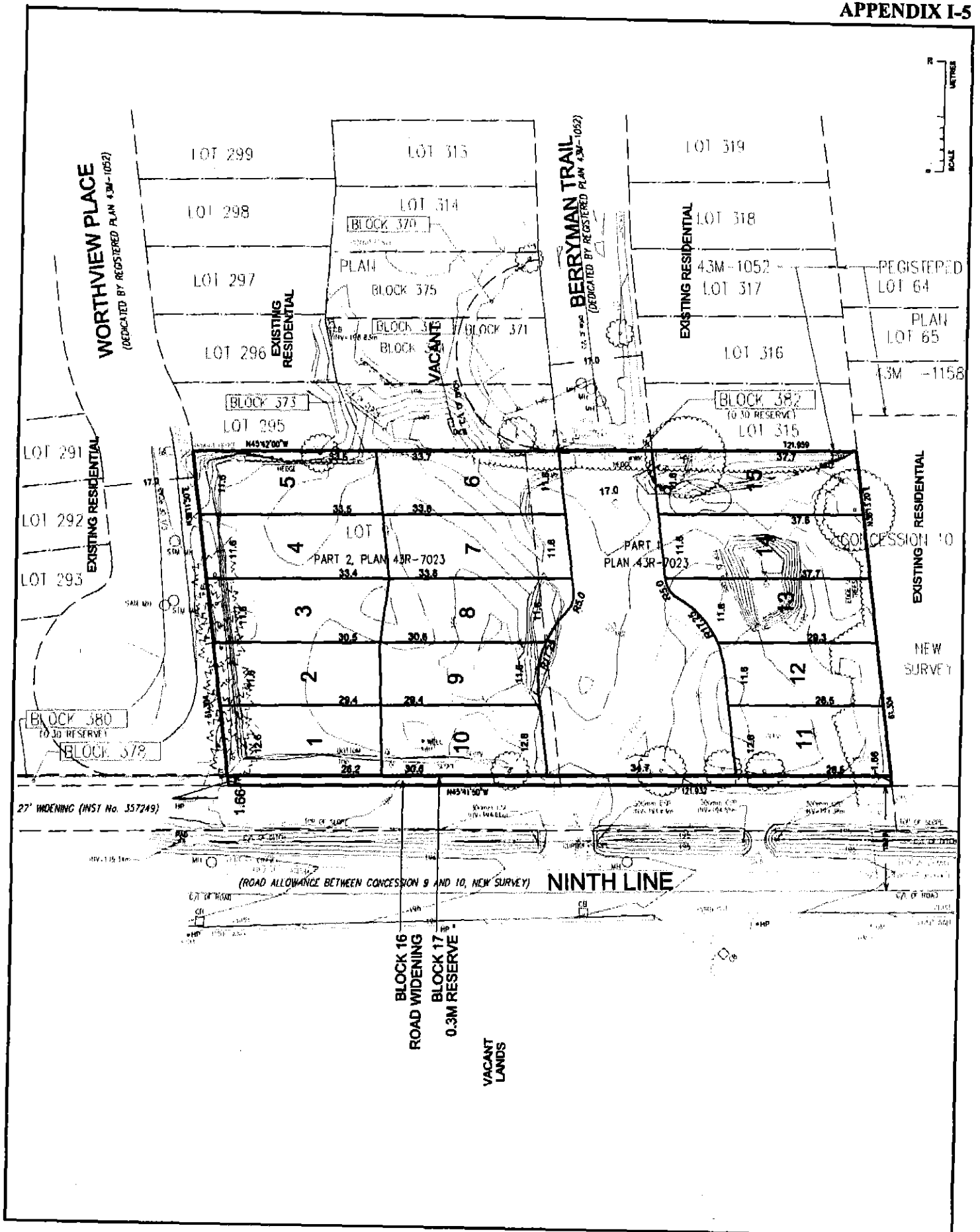
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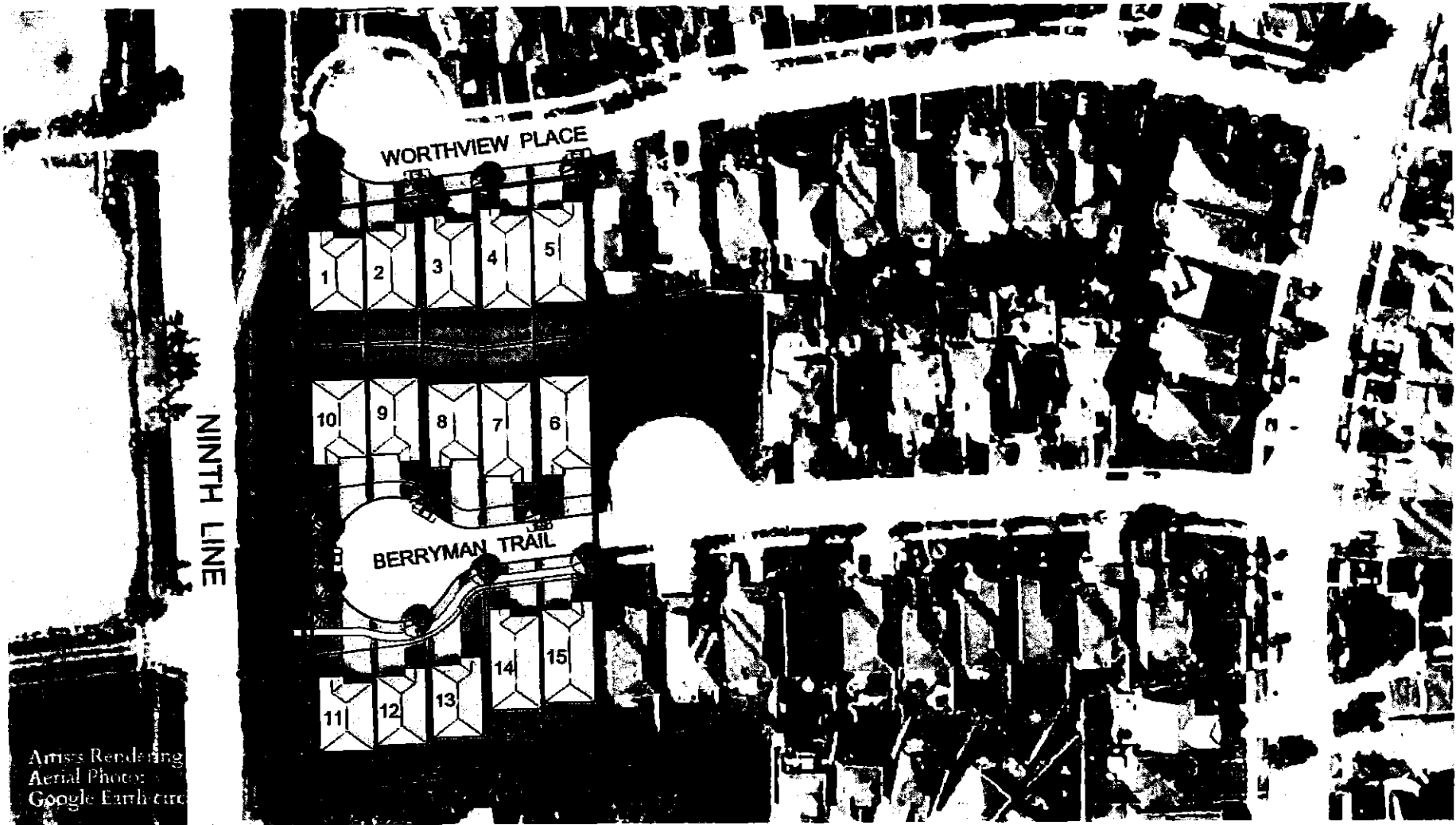
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R-106w

DRAFT PLAN OF SUBDIVISION

APPENDIX I-5





Artist's Rendering
Aerial Photo:
Google Earth etc.

6565 Ninth Line

Rezoning and Subdivision Application

Argo Trail Corporation

ARGO

PROPOSED SUBDIVISION

WESTON
CONSULTING
planning • urban design



11 M (36 FT.) SINGLE DETACHED LOT ELEVATION



11.6 M (38 FT.) SINGLE DETACHED LOT ELEVATION



12.5 M (41 FT.) SINGLE DETACHED LOT ELEVATION

Argo Trail Corporation

Files: OZ 13/014 W10
T-M13004 W10**Agency Comments**

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

Agency / Comment Date	Comment
Region of Peel (November 20, 2013)	The Developer will be required to enter into a Subdivision Agreement with the local Municipality and the Region for the construction of municipal sewer and water associated with the lands. 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 (November 7, 2013) Peel District School Board (November 20, 2013)	Both School Boards responded that they are satisfied with the 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 the adequate provision and distribution of educational facilities need not be applied for these development applications. In addition, if approved, both School Boards also 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.

Argo Trail Corporation

Files: OZ 13/014 W10

T-M13004 W10

Agency / Comment Date	Comment
City Community Services Department – Parks and Forestry Division/Park Planning Section (December 9, 2013)	<p>Lisgar Fields (P-359), zoned OS1, is located 235 m (771 ft.) from the site and contains a play site, ball diamond, basketball hoops, soccer fields and tennis courts.</p> <p>Prior to registration, street tree contributions for Berryman Trail, Ninth Line and Worthview Place will be required, in addition to buffer planting along Ninth Line.</p> <p>Further, prior to the issuance of building permits, for each lot or block, cash-in-lieu for park or other public recreational purposes is required pursuant to Section 42(6) of the <i>Planning Act</i> (R.S.O. 1990, c.P. 13, as amended) and in accordance with City Policies and By-laws.</p>
City Transportation and Works Department (December 18, 2013)	<p>This Department confirmed receipt of a Functional Servicing Report, Phase 1 Environmental Site Assessment, and Noise Control Feasibility Study, which are currently under review. Notwithstanding the findings of these reports, additional technical details have been requested confirming the compatibility with the adjacent lands and revisions to the proposed cross-sectional detail incorporating the required noise buffer block to accommodate the acoustic berm/fence barrier adjacent to Ninth Line.</p> <p>Further detailed comments/conditions will be provided prior to the Supplementary Meeting pending receipt and review of the foregoing.</p>
Other City Departments and External Agencies	<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> <ul style="list-style-type: none"> - Heritage Planning, Culture Division, Community Services Department - Mississauga Transit - Rogers Cable - Canada Post

Argo Trail Corporation

Files: OZ 13/014 W10

T-M13004 W10

Agency / Comment Date	Comment
	<ul style="list-style-type: none">- Enersource- Bell Canada- Halton Region, Planning Services- Town of Milton
	<p>The following City Departments and external agencies were circulated the applications but provided no comments:</p> <ul style="list-style-type: none">- City Community Services Department – Fire and Emergency Services Division- Conseil Scolaire de District Catholique Centre-Sud- Conseil Scolaire de District Centre-Sud-Ouest- Ministry of Transportation- Union Gas Limited

Argo Trail Corporation

Files: OZ 13/014 W10
T-M13004 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"> 3 Kindergarten to Grade 5 2 Grade 6 to Grade 8 2 Grade 9 to Grade 12/OAC School Accommodation: <p>Trelawny Elementary Public School</p> <table> <tr><td>Enrolment:</td><td>353</td></tr> <tr><td>Capacity*:</td><td>389</td></tr> <tr><td>Portables:</td><td>0</td></tr> </table> <p>Lisgar Middle School</p> <table> <tr><td>Enrolment:</td><td>672</td></tr> <tr><td>Capacity*:</td><td>688</td></tr> <tr><td>Portables:</td><td>16</td></tr> </table> <p>Meadowvale Secondary School</p> <table> <tr><td>Enrolment:</td><td>1,319</td></tr> <tr><td>Capacity*:</td><td>1,497</td></tr> <tr><td>Portables:</td><td>0</td></tr> </table> <p>* Note: Capacity reflects the Ministry of Education rated capacity, not the Board rated capacity, resulting in the requirement of portables.</p> 	Enrolment:	353	Capacity*:	389	Portables:	0	Enrolment:	672	Capacity*:	688	Portables:	16	Enrolment:	1,319	Capacity*:	1,497	Portables:	0	<ul style="list-style-type: none"> Student Yield: <ul style="list-style-type: none"> 2 Junior Kindergarten to Grade 8 1 Grade 9 to Grade 12/OAC School Accommodation: <p>St. Simon Stock Catholic Elementary School</p> <table> <tr><td>Enrolment:</td><td>414</td></tr> <tr><td>Capacity:</td><td>584</td></tr> <tr><td>Portables:</td><td>0</td></tr> </table> <p>Our Lady of Mount Carmel Catholic Secondary School</p> <table> <tr><td>Enrolment:</td><td>1753</td></tr> <tr><td>Capacity:</td><td>1320</td></tr> <tr><td>Portables:</td><td>16</td></tr> </table> 	Enrolment:	414	Capacity:	584	Portables:	0	Enrolment:	1753	Capacity:	1320	Portables:	16
Enrolment:	353																														
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Portables:	16																														

12-10(h)(h)

Appendix I-10

Argo Trail Corporation

Files: OZ 13/014 W10
T-M13004 W10

Zoning By-law Standards

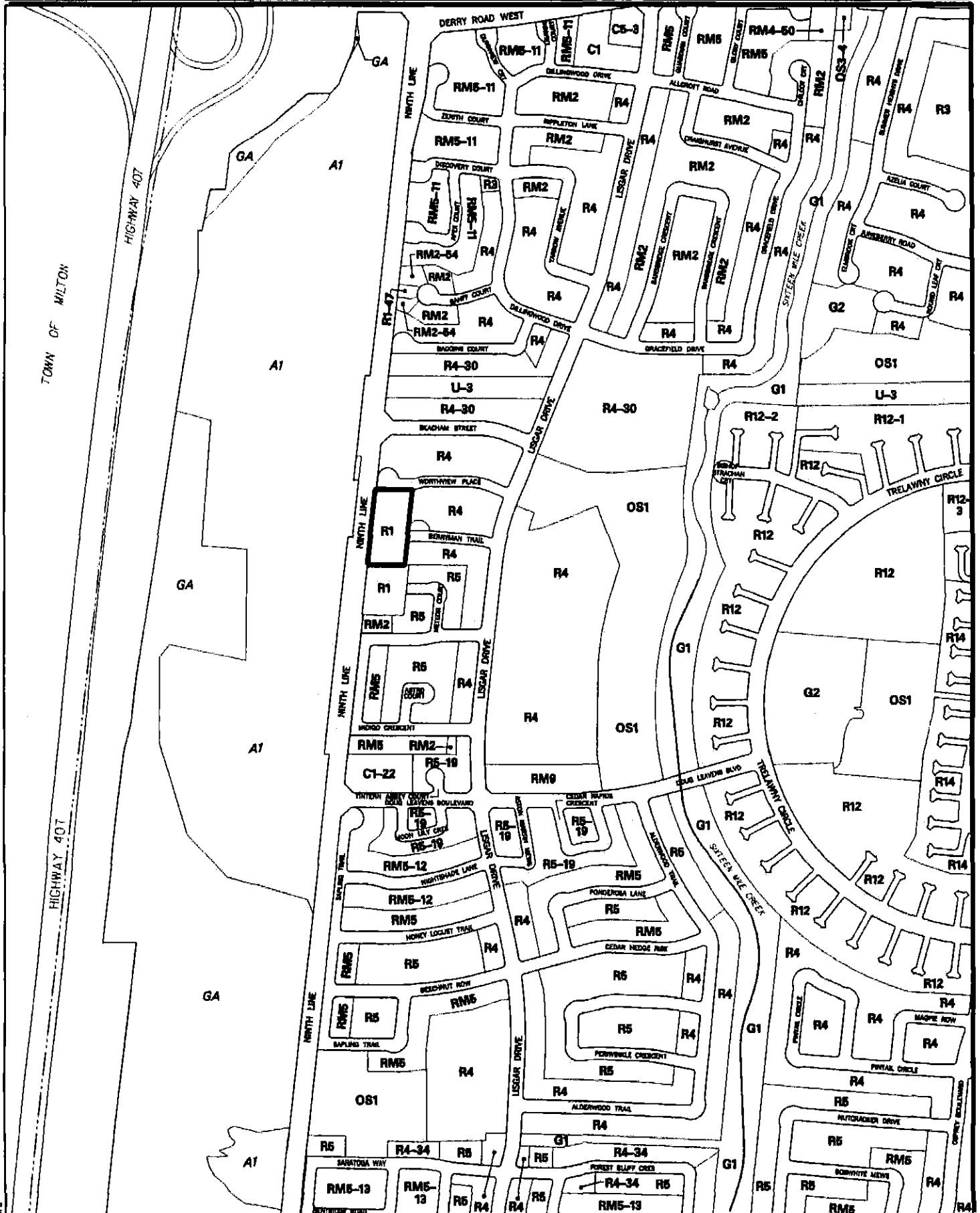
	Existing "R1" Zoning Standards	"R4" Zoning Standards	Proposed "R4 – Exception" Zoning Standards
Permitted Use	Detached Dwellings	Detached Dwellings	Detached Dwellings
Minimum Lot Area – Interior Lot	750 m ² (8,072.9 sq. ft.)	365 m ² (3,928.8 sq. ft.)	308 m ² (3,315.3 sq. ft.)
Minimum Lot Frontage – Interior Lot	22.5 m (73.8 ft.)	12.0 m (39.4 ft.)	11.0 m (36.1 ft.)
Minimum Interior Side Yard – Interior Lot	1.8 m (5.9 ft.) on the one side of the lot and 4.2 m (13.8 ft.) on the other side	1.2 m (3.9 ft.)	1.2 m (3.9 ft.) on one side of the lot and 0.61 m (2 ft.) on the other side
Maximum Lot Coverage	25%	40%	45%

R-10(C)(C)

GENERAL CONTEXT MAP

OZ 13014 W10
T-M13004 W10

APPENDIX I-11



Argo Trail Corporation

**File: OZ 13/014 W10
T-M13004 W10**

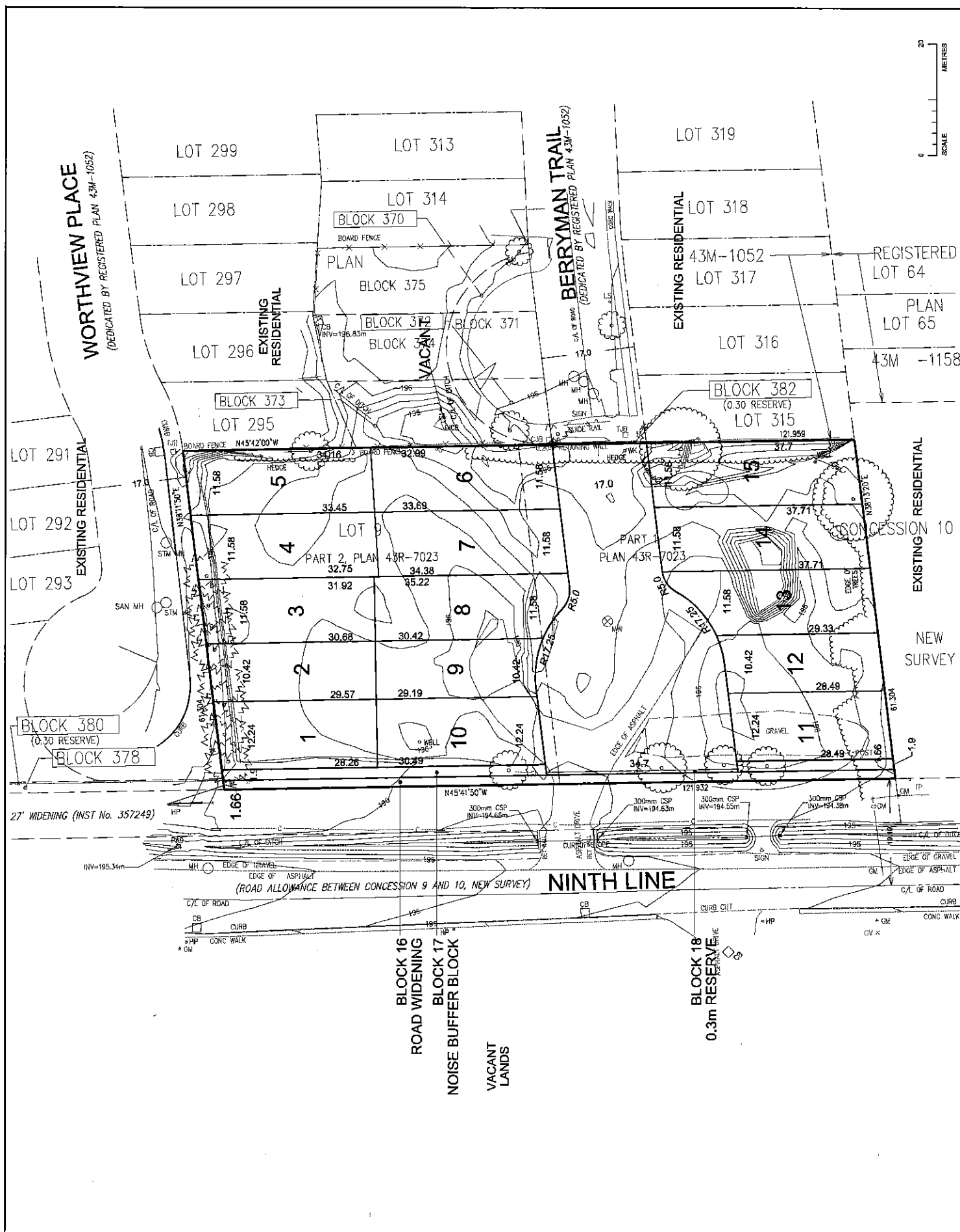
Recommendation PDC-0008-2014

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."

R-10(e)(e)

DRAFT PLAN OF SUBDIVISION



Argo Trail Corporation

File: OZ 13/014 W10
T-M13004 W10

Proposed Zoning Standards

	"R5 " Required Zoning By-law Standard	"R5-Exception" Proposed Standard	"R4-Exception" Previously Proposed Standards
Minimum Lot Area – Interior Lot	295 m ² (3,175.4 sq. ft.)	298 m ² (3,207.6 sq. ft.)	308 m ² (3,315.3 sq. ft.)
Minimum Lot Frontage	9.75 m (32 ft.)	10.4 m (34.1 ft.)	11.0 m (36.1 ft.)
Maximum Lot Coverage	40%	48%	45%
Minimum Interior Side Yard setback for lots abutting lands zoned "B" (Buffer)	1.2 m (3.9 ft.) one side of the lot and 0.61 m (2 ft.) on the other side	3.1 m (10.2 ft.)	1.2 m (3.9 ft.) on one side of the lot and 0.6 m (2 ft.) on the other side
Minimum Rear Yard Setback	7.5 m (24.6 ft.)	6.5 m (21.3 ft.)	N/A
Maximum Driveway Width	6 m (19.7 ft.)	6 m (19.7 ft.) on lots greater than 11.6 m (38.1 ft.) 3.5 m (11.5 ft.) on lots less than 11 m (36.1 ft.)	N/A
Encroachments, Projections and Setbacks	A porch or deck, located at and accessible from the first storey or below the first storey of the dwelling, inclusive of stairs, may encroach a max. of 1.6 m (5.2 ft.) into a required front and/or exterior side yard	2.0 m (6.6 ft.) maximum encroachment of a porch into the required front yard 1.3 m (4.3 ft.) minimum setback of stairs, exclusive of the porch, from the front lot line	N/A
Encroachments, Projections and Setbacks	A building projection, with windows that cover a minimum of 50% of the total projection, may encroach a maximum of 0.61 m (2 ft.) into a required front, exterior and/or rear yard, provided that the building projection is not more than 3.0 m (9.8 ft.) wide	A building projection, with windows that cover a minimum of 50% of the total projection, may encroach a maximum of 0.61 m (2 ft.) into a required interior side yard, provided that the building projection is not more than 3.0 m (9.8 ft.) wide	N/A

R-10(g)(g)



**SCHEDULE A
CONDITIONS OF APPROVAL**

**NOTICE OF DECISION
TO APPROVE:**

To be determined

FILE:

T-M13004

SUBJECT:

**Draft Plan of Subdivision
Part of Lot 9, Concession 10, New Survey
6565 Ninth Line
City of Mississauga
Argo Trail Corporation**

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 February 12, 2014.
- 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 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".
- 9.0 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.
- 10.0 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.
- 11.0 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:
 - 11.1 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.

-
- 11.2 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.
- 12.0 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:
- 12.1 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 Planning and Resources Department of the Peel District School Board to determine the exact schools.
- 13.0 That the owner/applicant agree to provide a temporary location at which Canada Post Corporation may locate community mailboxes during construction, until curbing and sidewalks are in place at the prescribed permanent mailbox locations.
- 14.0 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.
- 15.0 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.
- 16.0 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.

REPORT 6 – 2014



TO: MAYOR AND MEMBERS OF COUNCIL

The Planning and Development Committee presents its sixth report of 2014 from its meeting held on May 5, 2014, and recommends:

PDC-0030-2014

That the report dated April 15, 2014 from the Commissioner of Planning and Building regarding Sign By-law 0054-2002, as amended, to permit the requested three (3) Sign Variance Applications described in Appendices 1 to 3, be adopted in accordance with the following:

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

- (a) Sign Variance Application 14-00054
Ward 5
Beer Store, 5900 Explorer Drive

To permit the following:

- (i) Two (2) fascia signs erected on the second storey of the building.

- (b) Sign Variance 13-06524
Ward 8
Retirement Life Communities, 1665 The Collegeway

To permit the following:

- (i) One (1) ground sign for a residential use located on a commercial zoned property.

- (c) Sign Variance 14-00345
Ward 8
Food Basics, 3476 Glen Erin Drive

To permit the following:

- (i) One (1) sign projecting above the roof of the building.
- (ii) One (1) sign projecting 2.86m (9.38 ft.) from the exterior wall of the building.

File: BL.03-SIG (2014)

PDC-0031-2014

That the Report dated April 15, 2014, from the Commissioner of Planning and Building regarding the application to change the Zoning from "E2-93" (Employment - Exception) to "E2 - Exception" (Employment - Exception), to permit a four storey self-storage facility under file OZ 12/011 W8, The Erin Mills Development Corporation, 3995 Ninth Line, southeast corner of Burnhamthorpe Road West and Ninth Line, be received for information, and notwithstanding planning protocol, that the Supplementary Report be brought directly to a future Council meeting.

File: OZ 12/011 W8

PDC-0032-2014

That the Report dated April 15, 2014, from the Commissioner of Planning and Building regarding the application to amend the "RA5-42" (Apartment Dwellings-Exception) zone provisions to permit two apartment buildings with heights of 23 and 26 storeys under File OZ 13/020 W5, Pinnacle International (Ontario) Limited, 5025 and 5033 Four Springs Avenue, be received for information.

File: OZ 13/020 W5

PDC-0033-2014

That the Report dated April 15, 2014, from the Commissioner of Planning and Building, outlining the details of the application for removal of the "H" Holding Symbol to permit two residential apartment buildings with heights of 43 and 50 storeys under file H-OZ 13/006 W7, Armdale Estates Inc., Lima Valley Inc., (1077022 Ontario Inc. and Touchtone Construction Ltd.), 0 Enfield Place, 3606 and 3618 Hurontario Street, be received for information.

File: H-OZ 13/006 W7

PDC-0034-2014

That the proposed amendments to Mississauga Official Plan contained in the report titled "General Amendment to Mississauga Official Plan- Report on Comments" dated April 15, 2014, from the Commissioner of Planning and Building, be approved.

File: CD-02.MIS

PDC-0035-2014

That a public meeting be held to consider proposed official plan amendments as recommended in the report titled "Mississauga Official Plan Conformity Amendment to the Region of Peel Official Plan" dated April 15, 2014, from the Commissioner of Planning and Building.

File: CD.03.MIS

PDC-0036-2014

That Site Plan Control By-law 0293-2006, as amended, be further amended in accordance with the draft By-law attached as Appendix 2 to the report dated April 15, 2014, from the Commissioner of Planning and Building.

File: CD.21.SIT (W10)

REPORT 6 - 2014



TO: THE MAYOR & MEMBERS OF COUNCIL

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

GC-0176-2014

That an expenditure of up to \$15,000 be funded from the General Contingency Reserve be approved for the 2nd Annual Abilities Awards Event to be held in Mississauga at the Mississauga Convention Centre on December 3, 2014, as outlined in the Corporate Report from the Commissioner of Corporate Services and Chief Financial Officer dated April 15, 2014.

GC-0177-2014

That the name "Jim Wilde" for the multi-purpose room in the Woodlands Library located at 3255 Erindale Station Road be approved.

(Ward 6)

GC-0178-2014

That a by-law be enacted to implement the temporary road closure of Princess Royal Drive from Living Arts Drive to Duke of York Boulevard commencing at 8:00 a.m. on Tuesday, July 15, 2014, and ending at 2:00 p.m. on Monday, July 21, 2014, for the placement of a carnival in conjunction with the Rotary Club of Mississauga Ribfest.

(Ward 4)

GC-0179-2014

That a by-law be enacted to amend the Traffic By-law 555-00, as amended, to extend the existing one-hour parking to two-hour parking in the layby located on the east side of Mississauga Road North, north of Lakeshore Road West.

(Ward 1)

GC-0180-2014

That a by-law be enacted to amend the Traffic By-law 555-00, as amended, to change the existing by-law on Glen Erin Drive between Gananoque Drive and 270 metres southerly thereof to reflect the parking prohibition that is currently in the field.

(Ward 9)

GC-0181-2014

That a by-law be enacted to amend The Traffic By-law 555-00, as amended, to implement lower driveway boulevard parking between the curb and sidewalk, at anytime, on the south and west side (outer circle) of Brightpool Crescent.

(Ward 6)

GC-0182-2014

That a by-law be enacted to amend the Traffic By-law 555-00, as amended, to implement lower driveway boulevard parking between the curb and sidewalk, at anytime, on Laburnum Crescent. (Ward 10)

GC-0183-2014

That McNally Construction Inc. be granted an exemption from Noise Control By-law No. 360-79, as amended, to allow for extended tunnelling construction work of the existing West Trunk Sanitary System between Highway 401 and Queen Elizabeth Way (QEW) at the following locations:

- a. West side of Erin Mills Parkway approximately 300 metres (984 feet) north of Burnhamthorpe Road West, commencing at 7:00 p.m. on Friday, May 30, 2014 and ending at 7:00 a.m. on Friday, January 30, 2015.
- b. East side of Erin Mills Parkway approximately 50 metres (164 feet) north of Windwood Drive, commencing at 7:00 p.m. on Tuesday, May 20, 2014 and ending at 7:00 a.m. on Friday, April 1, 2016.

(Wards 8, 9 & 11)

GC-0184-2014

That a by-law be enacted to authorize the Commissioner of Transportation and Works and the City Clerk to execute and affix the Corporate Seal to the Warning Clause Agreement between 1812108 Ontario Inc. and The Corporation of the City of Mississauga to the satisfaction of the City Solicitor, as outlined in the Corporate Report dated April 21, 2014 from the Commissioner of Transportation and Works.

(Ward 1)

GC-0185-2014

That the report dated April 23, 2014 from the Commissioner of Transportation and Works titled City Stormwater Management Ponds – Sediment Removal be received for information.

GC-0186-2014

That a by-law be enacted to delegate authority to the Commissioner of Transportation and Works to execute general purpose rainfall data sharing agreements with other government agencies, in a form satisfactory to Legal Services.

(Ward 10)

GC-0187-2014

That the report dated April 15, 2014, from the Commissioner of Community Services, entitled Climate Change Adaptation and Mitigation Update be received for information.

GC-0188-2014

That the Corporate Report dated April 14, 2014 from the Commissioner of Community Services entitled Pan Am/Para Pan Planning Status Update be received for information.

GC-0189-2014

1. That the Corporate Report dated April 14, 2014 from the Commissioner of Community Services entitled Mississauga Steelheads MiWay Shuttle Bus Program be received.
2. That the Mississauga Steelhead MiWay Shuttle Bus Program cease to operate for the 2014/ 2015 season.

GC-0190-2014

That the ActiveAssist – Fee Assistance Program Policy 08-03-06 be amended to increase the maximum number of ActiveAssist clients to 10, 000 as outlined in the Corporate Report dated April 8, 2014 from the Commissioner of Community Services.

GC-0191-2014

That the City of Mississauga enter into a Sponsorship Agreement with Birnie CurrentSAFE, a Division of Birnie Electric Limited, (Birnie) for sponsorship of the Mississauga Fire & Emergency Services (MFES) Home Safe Home program as authorized by By-law 0261-2005.

GC-0192-2014

That the request to rename Millgrove Park, located at 6181 Edenwood Drive, to Charles “Bud” Brennan Memorial Park be considered for the period of 30 days.

(Ward 9)

GC-0193-2014

1. That Parks and Forestry proceed with the purchase of 68 vehicles to replace rented vehicles and achieve the cost savings outlined in the Corporate Report dated April 11, 2014 from the Commissioner of Community Services entitled “Parks Seasonal Vehicle Purchases”.
2. That PN# 14-421 be established for Parks Seasonal Vehicle Purchases, with a gross and net budget of \$1,760,000 allocated from the Capital Reserve Fund (Account 33121).
3. That all necessary by-laws be enacted.

GC-0194-2014

1. That the 2014 net operating levy be approved at \$394,456,890.
2. That the City of Mississauga's 2014 tax ratios remain unchanged and be set as follows:

Residential	1.000000
Commercial	1.409816
Industrial	1.570762
Multi-residential	1.778781
Pipeline	1.151172
Farmland	0.250000
Managed Forest	0.250000
3. That the City of Mississauga's 2014 tax rates be established as outlined in Appendix 1 to the report dated April 17, 2014 from the Commissioner of Corporate Services and Chief Financial Officer.
4. That the 2014 residential tax due dates be set for July 3, August 7 and September 4, 2014.
5. That the 2014 non-residential tax due date be set for August 7, 2014.
6. That the 2014 due dates for properties enrolled in one of the City's Pre-authorized Tax Payment Plans be set based on their chosen withdrawal date.
7. That the 2014 budgets of the Clarkson, Malton, Port Credit and Streetsville Business Improvement Areas as set out in Appendix 2 requiring tax levies of \$73,015, \$108,400, \$624,488 and \$282,584 respectively, be approved as submitted, and that the necessary budget adjustments be made.
8. That the rates to levy the 2014 taxes for the Clarkson, Malton, Port Credit and Streetsville Business Improvement Areas be established as set out in Appendix 3 to the report dated April 17, 2014 from the Commissioner of Corporate Services and Chief Financial Officer.
9. That the 2014 budget be adjusted to reflect a transfer to the Capital Reserve Fund in the amount of \$1,255,889.
10. That the necessary by-laws be enacted.

GC-0195-2014

That the Commissioner of Corporate Services and Chief Financial Officer be authorized and directed to cancel uncollectible invoices from 2006 due from UCR2 to the Hershey Centre totalling \$33,874.15.

GC-0196-2014

That the report from the Commissioner of Transportation and Works, dated March 19, 2014, entitled "A Report to Identify Towing and Storage Practices of Mississauga and other Municipalities that Regulate Towing and Storage", be received for information.
(TIAC-0004-2014)

GC-0197-2014

That the letter dated April 15, 2014 from Elliott Silverstein, Manager, Government Relations, CAA regarding the two tier tow truck licensing system be received.
(TIAC-0005-2014)

GC-0198-2014

That the action list of the Towing Industry Advisory Committee meeting held on April 15, 2014 provided to the Committee to update on the status of initiatives raised at prior meetings be received.
(TIAC-0006-2014)

GC-0199-2014

That a by-law be enacted to amend the Tow Truck Licensing By-law 521-04, as amended, effective January 1, 2015 to include a two tier tow truck licensing system, more specifically "General Towing for Hire" and "Contract Towing Not for Hire" as outlined in the report from the Commissioner of Transportation and Works dated December 4, 2013.
(TIAC-0007-2014)

GC-0200-2014

That the deputation by John Ariyo, Supervisor, Research and Projects and Michael Tunney, Cultural Research Coordinator with respect to Cultural Mapping and Heritage be received for information.
(HAC-0017-2014)

GC-0201-2014

That the owner's request to demolish and replace the bridge spanning the Credit River on the property located at 6545 Creditview Road, which is listed on the City's Heritage Register as part of the Credit River Corridor Cultural Landscape, be approved and that the appropriate City officials be authorized and directed to take the necessary action to give effect thereto, as described in the Corporate Report dated March 20, 2014 from the Commissioner of Community Services.

(Ward 11)

(HAC-0018-2014)

GC-0202-2014

That the owner's request to demolish the two car garage and to make alterations to the Listed Heritage property located at 1276 Clarkson Road North be approved and that the appropriate City officials be authorized and directed to take the necessary action to give effect thereto as described in the Corporate Report dated March 17, 2014 from the Commissioner of Community Services.

(Ward 2)

(HAC-0019-2014)

GC-0203-2014

That the owner's request to make alterations to the Designated Heritage property located at 1074 Old Derry Road in the Meadowvale Village Heritage Conservation District by constructing a stand-alone, one-storey, two-car garage be approved and that the appropriate City officials be authorized and directed to take the necessary action to give effect thereto, as described in the Corporate Report dated March 20, 2014 from the Commissioner of Community Services.

(Ward 11)

(HAC-0020-2014)

GC-0204-2014

That the chart dated March 28, 2014 from Sacha Smith, Legislative Coordinator with respect to the status of outstanding issues from the Heritage Advisory Committee be received for information.

(HAC-0021-2014)

GC-0205-2014

That the memorandum dated March 28, 2014 from Laura Waldie, Heritage Coordinator – Planning providing a monthly update from Heritage Coordinators be received for information.

(HAC-0022-2014)

GC-0206-2014

That staff review and report back on the start date of the street sweeping program due to the volume of debris causing safety concerns for cyclist and pedestrians, with priority on cycling lane routes.

(MCAC-0012-2014)

GC-0207-2014

That the Phil Green Recognition Award criteria be reviewed with Phil Green and that the Communications and Promotional Subcommittee report back to a future Mississauga Cycling Advisory Committee meeting.

(MCAC-0013-2014)

GC-0208-2014

That the City of Mississauga adopt the goal of achieving a "Silver" designation for Mississauga as part of the Bicycle Friendly Community award program and that Mississauga Cycling Advisory Committee Members and City staff work together to develop a "Go for Silver" strategy that identifies key areas of focus for 2014 and report back on progress.

(MCAC-0014-2014)

GC-0209-2014

That the Network and Technical Subcommittee review the Off Road Prioritization Matrix and Primary Route Prioritization Matrix and report back at the May Mississauga Cycling Advisory Committee meeting.

(MCAC-0015-2014)

GC-0210-2014

That the 2013 Mississauga Cycling Advisory Committee Calendar of Events be received as amended.

(MCAC-0016-2014)

GC-0211-2014

That the Mississauga Cycling Advisory Committee action list be received as amended.

(MCAC-0017-2014)

GC-0212-2014

That the following information items be received for information:

- a) Mississauga Cycling Advisory Committee to review the Public Notice regarding the Municipal Class Environmental Assessment Study for Second Line West Crossing of Highway 401.
- b) Mississauga Cycling Advisory Committee to review the letter regarding improving road safety in Ontario.

- c) Mississauga Cycling Advisory Committee to review the letter regarding the Keeping Ontario's Roads Safe Act.
- d) Mississauga Cycling Advisory Committee to review the letter dated March 17, 2014 regarding the OTC announces release of OTM Book 18 and welcomes HTA Amendments Bill.
- e) Resignation email dated April 14, 2014 from Suzanne Doyle, of Mississauga Cycling Advisory Committee (MCAC) Citizen Member advising her resignation from MCAC.
- f) Mississauga Cycling Advisory Committee to review the news article dated April 14, 2014 regarding the Province building cycling infrastructure.
- g) Mississauga Cycling Advisory Committee (MCAC) to review the Committee Report from the February 11, 2014 MCAC meeting
(MCAC-0018-2014)

GC-0213-2014

- 1. That Transportation and Works be requested to review signage in front of Blessed John XXIII Catholic Elementary School.
- 2. That Parking Enforcement be requested to enforce parking prohibitions in front of Blessed John XXIII Catholic Elementary School between 3:20 p.m. – 3:40 p.m., once signage is in place.
(TSC-0068-2014)

GC-0214-2014

- 1. That Transportation and Works be requested to review signage in front of St. Hilary Catholic School, and extend the No Stopping Zone on the east side of Fairwind Drive South to the school boundary.
- 2. That Parking Enforcement be requested to enforce parking prohibitions in front of St. Hilary Catholic School between 3:15 p.m. – 3:45 p.m., once signage is in place.
(TSC-0069-2014)

GC-0215-2014

- 1. That the request to extend the times of the crossing guard from 8:30 a.m. to 9:00 a.m. and from 3:25 p.m. to 3:55 p.m. for the students attending St. Herbert Catholic School be denied as the warrants have not been met.
- 2. That Transportation and Works be requested to review signage on the north side of Dream Crest Road between Lismic Boulevard and Cinnamon Road for the students attending St. Herbert Catholic School.
(TSC-0070-2014)

GC-0216-2014

1. That the request for a crossing guard for students attending Ridgewood Public School be denied as the warrants have not been met.
2. That the Peel District School Board be requested to consider the following at Ridgewood Public School:
 - a. Installing a fence across the front of the school, driveway to driveway, to prevent students from walking across the Kiss & Ride area.
 - b. Installing a fence along the north side of the school.
3. That Transportation and Works be requested to review signage in front of Ridgewood Public School.
4. That Traffic Safety Council work with the Principal of Ridgewood Public School to implement a School Walking Route Program.

(TSC-0071-2014)

GC-0217-2014

1. That the request to install a layby in front of Oscar Peterson Public School is not recommended as the road width is adequate to accommodate parking on the north side, left turn lane into school Kiss & Ride and a through lane east and west.
2. That the Principal of Oscar Peterson Public School be requested to encourage parents to utilize the park parking lot at school, which is currently not fully utilized, during entry and dismissal times.

(TSC-0072-2014)

GC-0218-2014

That the Crossing Guard placed at the intersection of Hurontario Street and Park Street for student attending Forest Avenue Public School be removed at the end of the 2013-2014 school year, June 27, 2014, as the warrants have not been met to retain the Crossing Guard, and further, that all conditions are good for self-control of crossing and traffic compliance is very good.

(TSC-0073-2014)

GC-0219-2014

1. That the request for a Crossing Guard at the intersection of Paisley Boulevard and Crystalburn Avenue, for the students attending Mary Fix Catholic School be denied as the warrants have not been met and the all way stop provides protection for crossing students.
2. That the request for a Crossing Guard at the intersection of Stillmeadow Road and Louis Drive for the students attending Mary Fix Catholic School be denied as the warrants have not been met.
3. That the request for a Crossing Guard at the intersection of Stillmeadow Road and Queensway West for the students attending Mary Fix Catholic School be denied as the warrants have not been met.

(TSC-0074-2014)

GC-0220-2014

That the email dated March 25, 2014 from Sheelagh Duffin, Supervisor, Crossing Guard with respect to a request for Traffic Safety Council to determine if the warrants are met for the implementation of a school crossing guard at the intersection of Alexandra Avenue and Fourth Street for the students of Queen of Heaven Catholic School be received and referred to the Site Inspection Subcommittee of Traffic Safety Council for a report back to Traffic Safety Council. (TSC-0075-2014)

GC-0221-2014

That the Dismissal Report for the month of April 2014 be received. (TSC-0076-2014)

GC-0222-2014

1. That the Peel District School Board be requested to consider the following at Forest Avenue Public School.
 - a. Place Forest Avenue Public School on the 2014 painting contract.
 - b. Painting one way directional arrows on the driveway.
 - c. Install all appropriate signage on site as required.
2. That Transportation and Works be requested to install No U Turn signs on the east side of Elmwood Avenue North, in front of Forest Avenue School. (TSC-0077-2014)

GC-0223-2014

That the Peel District School Board be requested to consider reviewing the site at Artesian Drive Public School for inclusion in the 2014 pavement painting contract. (TSC-0078-2014)

GC-0224-2014

1. That Parking Enforcement be requested to enforce the "No Stopping" and "No Parking" signs between 3:05 p.m. and 3:25 p.m. on Council Ring Road for St. Margaret of Scotland School.
2. That Transportation and Works be requested to review the adequacy of signs on Council Ring Road beyond the school boundaries with a view to eliminate parking on both sides of the road.
3. That the Dufferin-Peel Catholic District School Board be requested to review the placement of a "No Left Turn" sign at the driveway exit location. (TSC-0079-2014)

GC-0225-2014

1. That Parking Enforcement be requested to attend on Perennial Drive and Tenth Line West to enforce existing posted prohibitions between 3:10 p.m. and 3:35 p.m. for a minimum of three consecutive days for Oscar Peterson Public School.

2. That Transportation and Works be requested to undertake a traffic light study to determine if warrants exist for traffic lights at the intersection of Perennial Drive and Eglinton Avenue.
3. That the Crossing Guard Supervisor be requested to review procedures at the intersections of Perennial Drive and Tenth Line West to determine if improvements are possible.

(TSC-0080-2014)

GC-0226-2014

That Parking Enforcement be requested to attend on Fallingbrook Drive to enforce existing posted prohibitions on Fallingbrook Drive between 3:20 p.m. and 3:40 p.m. for St. Herbert Catholic School.

(TSC-0081-2014)

GC-0227-2014

1. That the Peel District School Board be requested to consider placing Castlebridge Public School on the 2014 painting contract.
2. That Parking Enforcement be requested to attend Castlebridge Public School to enforce the existing posted prohibitions between 3:15 p.m. and 3:40 p.m.
3. That the Principal of Castlebridge Public School be requested to encourage more parents to leave their cars at home during dismissal and walk their children home from school.

(TSC-0082-2014)

GC-0228-2014

That Parking Enforcement be requested to attend at Erin Centre Public School to enforce existing posted prohibitions between 2:00 p.m. and 2:35 p.m.

(TSC-0083-2014)

GC-0229-2014

1. That Parking Enforcement be requested to enforce the existing posted prohibitions on Cliff Road in front of St. Timothy Catholic School between 2:50 p.m. and 3:40 p.m.
2. That the Principal of St. Timothy Catholic School be requested to encourage parents presently picking up students during the dismissal period, to have their children walk to school.

(TSC-0084-2014)

GC-0230-2014

That the School Zone Safety (Kiss & Ride) Report from March – April 2014 be received for information.

(TSC-0085-2014)

GC-0231-2014

1. That the Peel District School Board be requested to consider relocating the drop off for Kiss & Ride at Lisgar Middle School, to the south side of the building, to create a larger storage area for cars in the queue to drop off students.
2. That the Principal at Lisgar Middle School be requested to ensure staff at the Kiss & Ride wear the safety vests.

(TSC-0086-2014)

GC-0232-2014

That the Peel District School Board be requested to review the feasibility of the following at the Kiss & Ride at Clifton Public School:

- a. Install Kiss & Ride sign and stop bar at the drop off areas located at the south side of the building.
- b. Fire Route signage on property.
- c. Creating a walkway for parents, from the south part of the parking lot.
- d. Repaint the pavement signs before the start of school in September 2014.

(TSC-0087-2014)

GC-0233-2014

That the Peel District School Board be requested to consider the following at Sheridan Park Public School:

- a. Install a "No Left Turn" sign on driveway exit; and, place Kiss & Ride signs on the driveway.

(TSC-0088-2014)

GC-0234-2014

That the Dufferin-Peel Catholic District School Board be requested to consider the following at Corpus Christi Catholic School:

- a. Review the Kiss & Ride and Fire Route signage.
- b. Mark two lanes for traffic to exit the driveway.
- c. Move the stop bar located in the Kiss & Ride to all buses more room.

(TSC-0089-2014)

GC-0235-2014

That the minutes from the April 2, 2014 Budget Subcommittee meeting be received for information.

(TSC-0090-2014)

GC-0236-2014

1. That the draft 2014 Traffic Safety Council operating budget from the April 2, 2014 Budget Subcommittee meeting be approved.

2. That the amount of \$775.00 be allocated in the 2014 Traffic Safety Council operating budget to send three Mississauga students to participate in the 2013/2014 School Safety Patroller Program.

(TSC-0091-2014)

GC-0237-2014

That the Walk to School Subcommittee Meeting Minutes from the meeting held on April 11, 2014 be received.

(TSC-0092-2014)

GC-0238-2014

That Louise Goegan be appointed as Chair of the Traffic Safety Council's Walk to School Subcommittee for a term ending on November 30, 2014 or until a successor is appointed.

(TSC-0093-2014)

GC-0239-2014

That the Action Items List from the Transportation and Works Department for the month of February 2014 be received for information.

(TSC-0094-2014)

GC-0240-2014

That the report from the Manager of Parking Enforcement with respect to parking enforcement in school zones for the month of March 2014 be received for information.

(TSC-0095-2014)

GC-0241-2014

That up to three (3) Traffic Safety Council members be authorized to attend the Ontario Traffic Conference Annual Convention, scheduled for June 1-4, 2014 in Kitchener/Waterloo and that the costs for their attendance at the Convention be allocated in the 2014 Traffic Safety Council budget.

(TSC-0096-2014)

GC-0242-2014

That the letter from Traffic Safety Council Citizen Member, Anna Myrdal, dated March 31, 2014, resigning from Traffic Safety Council, be received.

(TSC-0097-2014)

GC-0243-2014

1. That the Chair of Traffic Safety Council send a letter to the school Principals who submitted applications for the Wilde Wood School Zone Safety (Kiss & Ride) Award, to advise of results.

2. That the Public Information Subcommittee review the guidelines and criteria of the Wilde Wood School Zone Safety (Kiss & Ride) Award for future Awards and report back to Traffic Safety Council.

(TSC-0098-2014)

GC-0244-2014

That the PowerPoint presentation and update by John Ariyo, Supervisor, Research and Projects and Michael Tunney, Cultural Research Coordinator with respect to the Mississauga Celebration Square Strategic Plan be received for information.

(MCSEC-0007-2014)

GC-0245-2014

That the Corporate Report dated April 17, 2014 from the Commissioner of Community Services entitled, "Mississauga Celebration Square 2014 Spring/Summer Calendar" be received.

(MCSEC-0008-2014)

GC-0246-2014

That the memorandum dated April 28, 2014 from Howie Dayton, Director, Recreation with respect to the Mississauga Celebration Square Food Services Hours of Operation be received.

(MCSEC-0009-2014)

GC-0247-2014

That Council authorize the Director of Human Resources, to enter into a Memorandum of Settlement with the United Food & Commercial Workers (UFCW), Local 175 to create a one year Collective Agreement with a 2% economic Adjustment to be effective April 1, 2014 to March 31, 2015.

GC-0248-2014

That Council endorse the Sports Complex Naming and Supply Agreement strategy as a framework for staff to pursue and negotiate facility naming, sponsorship and exclusive supplier rights as outlined in the report dated April 15, 2014 from the Commissioner of Community Services.

GC-0249-2014

That the appointment of Peter Fonseca as volunteer Chair of the 2016 Ontario Summer Games Organizing Committee as outlined in the report dated April 16, 2014 from the Commissioner of Community Services be approved.

GC-0250-2014

That the education session regarding the Whistle Blower Policy be received for information.

GC-0251-2014

That the education session regarding the Mayor or Chairs Protocol for disruption be received for information.



THE ERIN MILLS DEVELOPMENT CORPORATION

April 22, 2014

VIA EMAIL

Susan Cunningham
DC Project Co-ordinator, Finance
City of Mississauga
300 City Centre Drive
Mississauga, Ontario
L5B 3C1



Dear Susan,

Re: **City of Mississauga**
2014 Development Charges Study
March 24th, 2014

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

Further to the 2014 Development Charges Study Stakeholder's Meeting held on Monday March 24th, 2014, we have reviewed the material distributed at the meeting and have the following comments:

Single Non-Residential

One of the comments in the March 24th, 2014 presentation made by Staff was that "**there isn't much industrial development remaining**" in the City of Mississauga. Granted this may be true, but for decades, The Erin Mills Development Corporation along with other large industrial developers have been developing industrial business parks and contributing to the industrial tax base in the City of Mississauga.

Each of our industrial business parks are planned on paper, on the sites and on the balance sheet. The proposed increases were never envisioned, especially at the time these developments were given the approvals to proceed.

The buildings in our industrial parks are "industrial" as defined in the current Development Charges By-law. To simply lump industrial in with office and commercial is unfair.

RECOMMENDATION: If there are so few industrial lands remaining, allow projects that are currently in the site plan process to be completed under the present development charge by-law.

Section 14 Credits: Residential and Industrial

There was no mention of how existing credits were to be handled under the new Development Charges By-law. Will the Section 14 Credits continue to be assigned to "land" and carried over to the new by-law? What will happen to existing buildings where development charges are secured by Letters of Credit, ie: difference between industrial vs non-industrial and the 36 month occupancy period?

I-1(a)



RECOMMENDATION: Allow projects which are in the system to be completed under the current development charge by-law.

Transitional Period

There was no mention of a Transitional Period (or Grandfather Clauses) as part of the new By-law. How do projects proceed which are currently under site plan review or which have received site plan approval or where building permits are being applied or have been applied for? These projects should be developed under the current by-law. As stated above, these are projects which have been planned and may have secured offers to lease which may now be in jeopardy.

RECOMMENDATION: All Developments residential, commercial or industrial which have commenced under the current by-law and are at the site plan and building permit stage should be allowed to be completed under the current by-law.

Reduction in Size of Small Apartment Units 70 sq.m. => 60 sq.m.

The site plan process is a lengthy one as you know. Projects currently under site plan review can be in the queue for a number of years. Unit sizes were designed based on criteria in place at that time. Changing the area of a "small unit" has serious design implications and these applications should be permitted to be constructed under the existing by-law. The change from 70 m2 to 60 m2 can be adjusted at the initial design stage however it is much more difficult once structural, mechanical, plans etc. have been prepared.

RECOMMENDATION: The New Development Charges By-law should apply to NEW development applications and not those that are nearing the final approval stage.

Yours very truly,
THE ERIN MILLS DEVELOPMENT CORPORATION

F. Gasbarre

cc: Mayor McCallion

Councillor Tovey, Ward 1

Councillor Mullin, Ward 2

Councillor Fonseca, Ward 3

Councillor Dale, Ward 4

Councillor Crombie, Ward 5

Councillor Starr, Ward 6

Councillor Iannicca, Ward 7

Councillor Mahoney, Ward 8

Councillor Saito, Ward 9

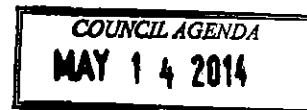
Councillor McFadden, Ward 10

Councilor Carlson, Ward 11

I-2



ORLANDO CORPORATION



6205 Airport Road, Mississauga, Ontario L4V 1E3 Telephone: (905) 677-5480 Fax: (905) 677-2824

April 24, 2014

via e-mail: susan.cunningham@mississauga.ca

**City of Mississauga
300 City Centre Drive
Mississauga, Ontario
L5B 3C1**

Attention: Susan Cunningham, DC Project Co-ordinator, Finance

Re: 2014 Development Charge Policy Proposal

Thank you for the opportunity to participate in the City of Mississauga's Development Charge Stakeholder's meeting on March 24, 2014. We have had a chance to go back over the presentation material and wish to provide feedback on the direction staff have taken with respect to two policy changes presented.

Generally speaking, the spirit of our comments is in the context of the intent of the Development Charges Act. The Act says a Municipality may "impose development charges against land to pay for increased capital costs required because of increased needs for services arising from development". The fundamental principal of the *increased needs for service* are especially important when considering policy changes that effect the competitiveness of certain types of development and whether that change is fair and reasonable in that context.

The City of Mississauga presented two policy changes during the March 24th meeting which offends the intent of the Act, namely, the merging of the industrial and non-industrial DC rate and the introduction of a sunset period for development charge credits resulting from demolition of an existing, serviced property. We are of the opinion that these two changes are neither fair nor reasonable.

Merging of the Industrial and Non-Industrial Development Charge

While the Act does not prescribe how to treat different types of development, it is reasonable to assume there are differing needs for services depending on the type or use of that development. Changing this policy to a blended rate effectively means the City is assuming there is the same level of service required whether it is for one square foot of office, one square foot of retail or one square foot of an industrial building. However, we know each square foot of each of these developments has different service requirements.

Canada's Premier Landlord of Industrial & Commercial Properties



For example, an office building on average can have anywhere from 200-300 sq. ft. per employee. Whereas new industrial buildings being built in the City of Mississauga are predominantly warehouse-distribution centres with a ratio of anywhere from 1,000-10,000 sq. ft. per employee. A retail centre will have differing ratio's falling somewhere between the two. Clearly, each of these uses will have different service needs.

This is no different than creating different housing categories to collect DC's based on the number of people generally occupying a unit type. Apartments pay less than single family homes. Similarly, lower density non-residential uses should have a lower charge per square foot of development than a higher density use.

As such, the proposed policy change of charging the same rate per sq. ft. for all types of non-residential growth is neither fair nor reasonable and does not meet the requirements of the Act which is to charge development based on the additional need to service that growth.

Introduction of Demolition Credit Sunset Period

Using the same analogy of the increased need for service, applying a development charge against replacement GFA, if it is a similar type of development, is neither fair nor reasonable regardless of the timeframe because there is no additional servicing required. It is understandable that given the ever increasing cost to create additional capacity, a municipality would want to utilize existing capacity prior to paying for new capacity. However, there are several issues that need to be considered prior to implementing this policy change.

Whether a building is being demolished for public safety reasons or if it is part of a larger, long-term cleanup strategy, a new building will only be built once there is market demand to support it. For example, Orlando started a three year rehabilitation program of the Streetsville quarry in 2005. Our first building permit could only be issued upon completion of the clean-up works. Given the market conditions in the early part of 2008, our first building permit was issued that year. However, if we had started the clean-up in 2006 and completed in 2009, we would have likely only pulled a permit in 2010 or later given the economic conditions during this time period.

Under this scenario, and given the proposed policy change, the demolition credit would have expired prior to utilizing it for replacement growth.

It is neither fair nor reasonable to burden these types of development with a sunset to the demolition credit. Rather the municipality should be creating incentives to promote more infill or brownfield work to better utilize existing infrastructure.

I-2(b)

City of Mississauga – 2014 Development Charges Policy Proposal
April 24, 2014
Page 3



Given the aforementioned comments, it is our respectful submission the City of Mississauga reconsiders its proposed policy changes and maintain status quo with respect to the existing development charge policy framework for these two items.

Yours truly,

ORLANDO CORPORATION

A handwritten signature in dark ink, appearing to read 'Blair Wolk'.

Blair Wolk, MBA, P.Eng.
Vice President

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

cc: Clerk's Office, City of Mississauga
Mayor and All Councillors, City of Mississauga
Patti Elliott- Spencer, City of Mississauga
John Murphy, City of Mississauga

**Alcohol and Gaming
Commission of Ontario**

90 Sheppard Avenue East
Suite 200
Toronto ON M2N 0A4

**Commission des alcools
et des jeux de l'Ontario**

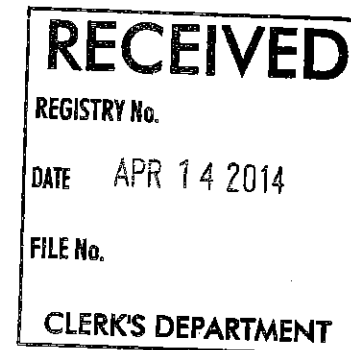
90, avenue Sheppard Est
Bureau 200
Toronto ON M2N 0A4



I-3

April 11, 2014

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



Dear Ms. Greer,

As outlined by Regulation 720 under the *Liquor Licence Act* (www.e-laws.gov.on.ca), Vintner's Quality Alliance ("VQA") wine may be sold at eligible Ontario farmers' markets beginning on May 1, 2014. As the Alcohol and Gaming Commission of Ontario (AGCO) will be administering this new program, I would like to take this opportunity to outline key aspects that may impact municipalities, including municipal authority to restrict VQA wine sales within their jurisdiction.

To participate in this program, wineries must obtain an authorization from the Registrar of Alcohol and Gaming ("Registrar") for an occasional extension of their on-site winery retail store. Authorized occasional extensions will only be permitted to operate within farmers' markets that meet the definition provided in Regulation 720 under the *Liquor Licence Act*:

"farmers' market" means a central location at which a group of persons who operate stalls or other food premises meet to sell or offer for sale to consumers products that include, without being restricted to, farm products, baked goods and preserved foods, and at which a substantial number of the persons operating the stalls or other food premises are producers of farm products who are primarily selling or offering for sale their own products.

Regulation 720 also provides a municipality with the ability to prohibit the sale of VQA wine at any or all farmers' markets located within it by providing a written objection to the Registrar (by mail or email of a scanned copy of the signed original to farmersmarkets@agco.ca). A municipality will be able to exercise their authority to object at any time, regardless of whether VQA wine has been sold at a particular farmers' market previously.

Additionally, municipalities that operate farmers' markets or permit farmers' markets to operate on municipal property, may be able to set further rules for VQA wine sales within those farmers' markets, as long as the rules do not contravene the AGCO's regulatory framework as set out in the *Liquor Licence Act*, Regulations and Registrar's policies. The AGCO will conduct inspections to ensure compliance with the LLA, Regulations, and Registrar's policies.

.../2

A list of farmers' markets that intend to allow VQA wine sales will be posted on the AGCO web site. This list will be updated on a weekly basis and can be accessed after May 1, 2014 at www.agco.on.ca.

The AGCO will be hosting a webinar on April 23, 2014 from 11:00am to 12:00pm to provide details of the program to municipalities, wineries and farmers' market operators. Please email farmersmarkets@agco.ca to register.

VQA wine sales at farmers' markets is a pilot program and the AGCO welcomes any feedback that you may have that will assist in improving it.

Yours truly,

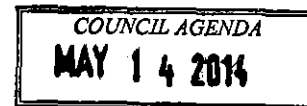
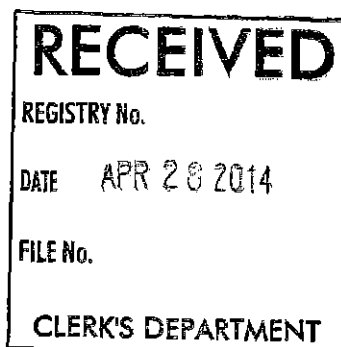


Jean Major
Chief Executive Officer
and Registrar

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I-4

Enbridge Pipelines Inc.
Suite 3000, 425 1st Street SW
Calgary, AB T2P 3L8
1-888-767-3098
www.enbridge.com



April 17, 2014

UPDATE: ENBRIDGE'S LINE 9B REVERSAL & LINE 9 CAPACITY EXPANSION PROJECT

On behalf of Enbridge Pipelines Inc. (Enbridge), I would like to provide you with an update on the Line 9B Reversal and Line 9 Capacity Expansion Project (the Project).

Regulatory Approval Received

Enbridge filed the Project application with the National Energy Board (NEB) in November 2012, and in early 2013 the NEB issued its Hearing Order, which outlined the process for regulatory review. The process included written evidence from Enbridge and intervenors, responding to thousands of information requests from the NEB and intervenors, letters of comment, and concluded with written and oral final argument, which was presented in Montreal and Toronto in October 2013. After several months of reviewing evidence and argument, the NEB approved the Project in early March 2014. Project approval is subject to Enbridge meeting 30 conditions before, during and after construction. The NEB Reasons for Decision, which includes the details of the 30 conditions, can be found on the NEB website at the following link: <http://www.neb.gc.ca/clf-nsi/rthnb/nws/nwsrls/2014/nwsrls10-eng.html>

These conditions identify and address many of the topics and concerns voiced by participating stakeholders throughout the NEB and public engagement process. They can be broadly grouped into the following categories: pipeline integrity; leak detection systems; stakeholder consultation; environmental protection; and emergency response. Enbridge fully embraces our responsibility to satisfy these conditions, and we have already initiated the process to fulfill these requirements as well as commitments made through our own extensive consultation activities.

Commitments Tracking Table & Construction Timeline

One condition of the NEB's decision requires Enbridge to file a Commitment Tracking Table (Table) with the NEB at least 30 days prior to the start of construction. This Table will be updated and filed monthly with the NEB in English, and posted at the same time in English and French on Enbridge's website. The Table lists all commitments made by Enbridge during the NEB proceeding and must be updated until all commitments are fulfilled. Enbridge filed and posted the initial Table in late March.

Project-related construction activities to reverse Line 9 between North Westover, ON, and Montreal, QC, can begin at existing Enbridge facilities in late April/early May. Any current activity relates to ongoing system maintenance, or preliminary survey and tie point verifications, and is not Project construction. Project-related work will not start until pre-construction conditions and timelines are met.

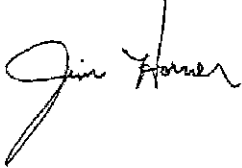
We anticipate having Line 9 flowing in a reversed direction and at an increased capacity later this year, and we will continue to provide updates as the Project progresses.

I-4(a)

For more information

While this letter requires no action on your part, if you have any questions, concerns or would like further information regarding the Project, don't hesitate to call us toll-free at 1-888-767-3098, or email us at line9reversal@enbridge.com. You can also visit www.enbridge.com/line9b for Project information.

Sincerely,



Jim Horner
Director

<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
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enersource



NEWS RELEASE

ENERSOURCE LAUNCHES E-BILLING CAMPAIGN TO HELP RESTORE MISSISSAUGA'S TREE CANOPY

April 30, 2014 – (MISSISSAUGA, ON) – As part of Enersource's ongoing commitment to the local environment, the company is launching a new campaign aimed at eliminating paper billing and restoring Mississauga's tree canopy.

This spring, due to the damage to the trees from the ice storm of 2013, Mississauga residents will notice a significant change in local green space. In response, Enersource is donating a tree to Mississauga for every e-billing registration during this campaign. Restoration of the tree coverage will take a number of years; however, this step will help begin the process.

From now until June 25, 2014, every customer that registers for online billing will have one tree donated in their name to Credit Valley Conservation Authority (CVC). With the goal to reach 2,000 trees and new e-billing customers by the end of the campaign, members of the CVC Conservation Youth Corps will plant the donated trees later this year. Customers can register for e-billing by visiting www.enersource.com.

"We encourage our customers to register for e-billing and participate in this program, to help sustain our local, natural environment," says Peter Gregg, President and CEO at Enersource. "This campaign serves the environment on two levels; reduced paper usage and increased tree growth in our community."

Enersource is an active participant in protecting the local environment. In 2012, the local utility became a founding 'Guardian of the Credit' of CVC, and often gives its employees the opportunity to volunteer for programs that include planting trees and invasive species removal.

"The continued support we receive from Enersource is making a substantial difference to the natural environment in Mississauga," says Jim Muscat, Chair of the Board of Directors for the Credit Valley Conservation Foundation.

Enersource is one of Ontario's most reliable energy providers, serving over 200,000 residential and commercial customers across Mississauga. It is a diversified energy and technologies company that serves customers through the distribution of electricity and the delivery of services related to the design, operation and maintenance of electrical systems.

Media Contact:
Steve Scott
Enersource
905-283-4295

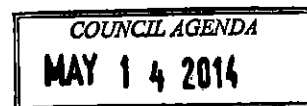
-30-

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

I-6

Carmela Radice

From: Crystal Greer
Sent: 2014/04/10 6:06 PM
To: Carmela Radice
Subject: FW: board roster
Attachments: PCBIA Board of Directors 2014.pdf



From: Beatrice Moreira-Laidlow [<mailto:beatrice@portcredit.com>]
Sent: 2014/04/10 1:21 PM
To: Crystal Greer
Cc: 'Ellen Timms'
Subject: RE: board roster

<input checked="" type="checkbox"/> Receive	<input type="checkbox"/> Resolution
<input type="checkbox"/> Direction Required	<input checked="" 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

Good afternoon Crystal,

Please find attached our updated PCBIA Board of Directors information list.

Regards,

Beatrice

Ellen Timms
General Manager
PCBIA | Port Credit Business Association
105 Lakeshore Road West
Mississauga ON L5H 1E9
www.portcredit.com

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Fax: 905.278.8868

I-6(a)

Marion Morewood, Chair
The Basketcase

Jeff McPhee, Director
Accounting & Business Services

Ric Cooper, Vice Chair
Ric's Recollections

Claudette Edwards, Director
Edwards Lakeside Veterinarian Clinic

Jim Tovey, Councillor Ward One

Brenda Anderson, Director
Anderson Balfour & Kitchen Design Inc

John Bozzo, Promotions Co-Chair
Canada Day Chair
La Villa Bakery & Fine Foods

Brian Foster, Director
R. Brian Foster Q.C.
Barrister-at-law

Theresa Baird, Promotions Co-Chair
Keller Williams Realty Solutions

Jennifer McAneney, Director
Shore Grill & Grotto

Marion Klinnert, Beautification Chair
Private Moments Lingerie

Staff:
Ellen Timms, General Manager

Howard Klein, Director
Dominion Lending Centres
Perfect Mortgages

Beatrice Moreira-Laidlow,

Trevor Gordon,
Marketing & Events Coordinator

Whereas the approval of radiocommunication antenna towers ("ham radio towers") for amateur radio operators is under the jurisdiction of the Federal Government through Industry Canada;

And Whereas ham radio tower installations in urban residential areas have raised serious concerns amongst residents, including the visual impact of these towers to the surrounding residential neighbourhood;

And Whereas amateur radio operators can place a ham radio tower less than 15 metres (49.2 feet) in height anywhere on their residential property, including the front yard, and are exempted from municipal and public consultation by Industry Canada;

And Whereas local planning authorities cannot regulate ham radio towers, which are under federal jurisdiction, and therefore, cannot be regulated or controlled through Zoning By-laws or other planning instruments;

And Whereas the City of Mississauga Telecommunication Tower/Antenna Facilities Protocol has procedures and design criteria for ham radio towers in residential areas, ham radio towers less than 15 metres (49.2 feet) in height are exempted from municipal consultation by Industry Canada, and therefore, the City is not provided the opportunity to review, influence or comment on ham radio towers in accordance with the City's protocol;

And Whereas Industry Canada is currently reviewing their Antenna Tower Siting Policy and planning to change their policy to require companies to consult with municipalities and the public for commercial tower installations, regardless of height, however, the planned changes do not include a requirement for amateur radio operators to consult with municipalities or the public for ham radio towers that are less than 15 metres (49.2 feet) in height;

Now Therefore the City of Mississauga requests that Industry Canada implement new rules that require amateur radio operators to consult with municipalities and the public for ham radio tower installations, regardless of height. This will ensure that municipalities contribute local knowledge that facilitates and influences the location and design of ham radio towers, and ensures residents' concerns are heard regarding the placement of towers in their communities;

Further that the City of Mississauga requests that the Federation of Canadian Municipalities encourage and work with Industry Canada to implement the changes noted above;

Further that the City of Mississauga requests that the local Members of Parliament support this request and work with Industry Canada to implement the changes noted above.



MAY 07 2014