



AGENDA

SESSION 14

THE COUNCIL OF

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

MONDAY, NOVEMBER 24, 2014 – 9:00 A.M.

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

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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) September 10, 2014

5. PRESENTATIONS

(a) Dr. Arthur Wood Award

Louise Goegan, Vice Chair of Traffic Safety Council will provide an overview of the Dr. Arthur Wood Award. Mayor McCallion and Ms. Goegan will present the Dr. Arthur Wood Award to Peter Westbrook, Chair of Traffic Safety Council.

(b) Canadian Public Works Association – National Public Works Week Award

Kealy Dedman, President of the Canadian Public Works Association will provide an overview of the National Public Works Week Award. Mayor McCallion and Mr. Dedman will present the award to Scott Holmes, Donna Waters, Bruno DiMichele and Mike Russo.

(c) Municipal Finance Officers' Association – Excellence in Municipal Finance Award

Gary Kent, Commissioner of Corporate Services and Chief Financial Officer will provide an overview of the Excellence in Municipal Finance Award. Mayor McCallion and Mr. Jackson will present the Excellence in Municipal Finance Award to Connie Mesih, Manager of Revenue and Taxation.

(d) Mississauga Board of Trade – Clean and Green Award

Raj Sheth, Director of Facilities & Property Management and Brenda Osborne, Director of Environment will provide an overview of the Clean and Green Award and will present the award to the Mayor and Members of Council.

6. DEPUTATIONS

- (a) Rick Hansen Robotics - THEORY6 (FIRST Team 1241) & The Big Bang (FIRST Team 1285)

Arti Javeri, Mentor and students from Rick Hansen Secondary School will speak to their new and exciting initiatives and to showcase the growth of the program in the City in the last few years and its impact on the community.

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 October 20, 2014, from the Commissioner of Corporate Services and Chief Financial Officer re: **2015 Interim Tax Levy For Properties Enrolled in the Pre-Authorized Tax Payment Plan**

Recommendation

1. That a by-law be enacted to provide for a 2015 interim tax levy based on 50 per cent of the previous year's annualized taxes on those properties subject to an agreement under the City of Mississauga Pre-authorized Tax Payment Plan.
2. That the 2015 interim levy for residential properties enrolled in the due date plan be payable in three (3) instalments on March 5th, April 9th, and May 7th, 2015.
3. That the 2015 interim levy for properties in the commercial, industrial and multi-residential property classes enrolled in the due date plan be payable in one (1) instalment on March 5th, 2015.

4. That the 2015 interim levy for properties enrolled in the monthly plan be payable in six (6) instalments based on the taxpayer's selected withdrawal day of either the 1st, 8th, 15th or 22nd of the months of January, February, March, April, May and June, 2015.

Motion

By-law B-2

- R-2 A report dated October 20, 2014, from the Commissioner of Transportation and Works re: **Lower Driveway Boulevard Parking Lisgar Drive (Ward 10).**

Recommendation

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 any time, on both sides of Lisgar Drive between Baycroft Drive and Dillingwood Drive/Allcroft Road.

Motion

By-law B-8

- R-3 A report dated October 20, 2014, from the Commissioner of Transportation and Works re: **Lower Driveway Boulevard Parking Rosehurst Drive (Ward 10).**

Recommendation

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 any time, on both sides of Rosehurst Drive.

Motion

By-law B-8

- R-4 A report dated October 21, 2014, from the Commissioner of Transportation and Works re: **Lower Driveway Boulevard Parking Bendigo Circle (Ward 9)**

Recommendation

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 any time, on both sides of Bendigo Circle.

Motion

By-law B-8

- R-5 A report dated October 22, 2014, from the Commissioner of Transportation and Works re: **Lower Driveway Boulevard Parking Lafayette Drive between Mavis Road and Landsborough Avenue (Ward 5).**

Recommendation

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 any time, on both sides of Lafayette Drive between Mavis Road and Landsborough Avenue.

Motion

By-law B-8

- R-6 A report dated October 22, 2014, from the Commissioner of Transportation and Works re: **15-hour Parking Redbank Crescent (Ward 5).**

Recommendation

That a by-law be enacted to amend The Traffic By-law 555-00, as amended, to implement 15-hour parking on the south side of Redbank Crescent where three-hour parking anytime is currently permitted.

Motion

By-law B-8

- R-7 A report dated October 22, 2014, from the Commissioner of Transportation and Works re: **Lower Driveway Boulevard Parking Eastridge Road (Ward 9).**

Recommendation

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 any time, on both sides of Eastridge Road.

Motion

By-law B-8

- R-8 A report dated October 28, 2014, from the Commissioner of Transportation and Works re: **Port Credit On-Street Parking Fees – Request for Fee Holiday (Ward 1).**

Recommendation

That Council provide direction regarding the Port Credit Business Improvement Area's request to waive on-street parking charges within the Port Credit Business Improvement Area for the month of December 2014.

Motion

- R-9 A report dated October 28, 2014, from the Commissioner of Transportation and Works re: **Turning Prohibitions - Rathburn Road East at the Rathburn Access Transitway (Ward 4).**

Recommendation

That a by-law be enacted to amend The Traffic By-law 555-00, as amended, to implement the following:

1. U-turn prohibition, at any time, for westbound motorists on Rathburn Road East at the Rathburn Access Transitway.
2. Eastbound left-turn prohibition, at any time, authorized vehicles excepted on Rathburn Road East at the Rathburn Access Transitway.

3. Westbound right-turn prohibition, at any time, authorized vehicles excepted on Rathburn Road East at the Rathburn Access Transitway.

Motion

By-law B-8

- R-10 A report dated November 3, 2014, from the Commissioner of Planning and Building re: **Ninth Line Corridor Review Study – Amendment to Contract with Macaulay Shiomi Howson for Additional Work (Wards 8, 9, 10)**
File Ref.: FA.49.777-12.

Recommendation

1. That the Purchasing Agent be authorized to execute the necessary amending documentation to increase the contract with Macaulay Shiomi Howson from \$466,105.80 to \$568,105.80 (plus tax) to cover additional consulting services for the Ninth Line Corridor Review Study.
2. That as a result of a cost recovery provided by the MTO in the sum of \$53,000, the Ninth Line Corridor Review project (PN11-960) budget be adjusted accordingly with no net impact.
3. That all necessary by-laws be enacted.

Motion

- R-11 A report dated November 4, 2014, from the Commissioner of Community Services re: **Notice of Objection to Proposed Heritage Designation 2625 Hammond Road (Ward 8).**

Recommendation

1. That the City Clerk be authorized to refer the proposed heritage designation of the entire property at 2625 Hammond Road to the Conservation Review Board in compliance with the *Ontario Heritage Act*.

2. That the City Solicitor and appropriate staff be authorized to attend any hearing by the Conservation Review Board in support of Council's decision on the designation of 2625 Hammond Road.

Motion

- R-12 A report dated November 4, 2014, from the Commissioner of Transportation and Works re: **Lower Driveway Boulevard Parking Churchill Meadows Boulevard (Ward 10).**

Recommendation

That a by-law be enacted to amend By-law 555-2000, as amended, to implement lower driveway boulevard parking between the curb and sidewalk, at any time, on both sides of Churchill Meadows Boulevard.

Motion

By-law B-8

- R-13 A report dated November 4, 2014, from the Commissioner of Transportation and Works re: **Lower Driveway Boulevard Parking Bloomfield Drive (Ward 10).**

Recommendation

That a by-law be enacted to amend By-law 555-2000, as amended, to implement lower driveway boulevard parking between the curb and sidewalk, at any time, on both sides of Bloomfield Drive.

Motion

By-law B-8

- R-14 A report dated November 5, 2014, from the Commissioner of Planning and Building re: **Memorandum of Understanding between the City of Mississauga and the Canada Lands Company Limited regarding the future of a Marina at 1 Port Street East (Ward 1).**

1. That the report entitled "Memorandum of Understanding between the City of Mississauga and the Canada Lands Company Limited regarding the future of a Marina at 1 Port Street East", dated November 5, 2014 from Edward R. Sajecki, Commissioner of Planning and Building, be received for information.
2. To enact a by-law that Council authorize the Commissioner of Community Services and the City Clerk to execute a Memorandum of Understanding between Canada Lands Company Limited (CLC) and the Corporation of the City of Mississauga (The City) to undertake a business case exploring the future of a marina at 1 Port Street East.

Motion

By-law B-15

- R-15 A report dated November 5, 2014, from the Commissioner of Transportation and Works re: **Lower Driveway Boulevard Parking Sombrero Way (Ward 11).**

Recommendation

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 any time, on both sides of Sombrero Way.

Motion

By-law B-8

- R-16 A report dated November 7, 2014, from the Commissioner of Transportation and Works re: **Contract Upset Limit Increase for the Emergency Repairs to the Dundas Street East Bridge over the Little Etobicoke Creek (Undermined West Footing) – Procurement FA.49.357.-14.**

Recommendation

1. That a new project PN-14-150-Bridge-Dundas Street East over Little Etobicoke Creek (#012001) be created with a gross and net budget of \$850,000.

2. That the increase of \$850,000 for PN-14-150 (TWBR00021)-Bridge-Dundas Street East over Little Etobicoke Creek (#012001) be funded from the Federal Gas Tax Reserve Fund (Account #35182) for \$765,000 and Capital Reserve Fund (Account #33121) for \$85, 000.
3. That the Purchasing Agent be authorized to increase the existing Purchase Order 4600015171 issued to Jarlian Construction Inc. From \$272,865 to \$1,022,865 (excluding tax) and that the existing validity period is extended from December 31, 2014 to May 31, 2015.
4. That the Purchasing Agent be authorized to increase the existing Purchase order 4500415488 issued to Planmac Engineering Inc. from \$104,270 to \$200,000 (excluding tax).

Motion

By-law B-7

- R-17 A report dated November 7, 2014, from the Commissioner of Transportation and Works re: **30 km/h Speed Limit Main Street from Queen Street South to Church Street (Ward 11).**

Recommendation

That a by-law be enacted to amend The Traffic By-Law 555-00, as amended, to implement a 30 km/h speed limit zone on Main Street between Queen Street South and Church Street.

Motion

By-law B-8

- R-18 A report dated November 4, 2014, from the Commissioner of Corporate Services and Chief Financial Officer re: **Corporate Policy and Procedure Revision – Allowable Business Expenses – Employees and Citizen Members of Committees and Boards 04-05-11.**

Recommendation

That the revised Corporate Policy and Procedure, Allowable Business Expenses - Employees and Citizen Members of Committees and Boards 04-05-11, attached as Appendix 1 to the Corporate Report dated October 28, 2014 from the Commissioner of Corporate Services and Chief Financial Officer, be approved.

Motion

- R-19 A report dated November 11, 2014, from the Commissioner of Transportation and Works re: **Temporary Road Closure of Orbitor Drive between Eglinton Avenue East and Skymark Avenue for Construction of an overpass bridge for the Mississauga Transitway Project Procurement FA.49.315-12 (Wards 3&5).**

Recommendation

That Dufferin Construction Company be granted permission to extend the temporary closure of Orbitor Drive between Eglinton Avenue East and Skymark Avenue to undertake construction of an overpass bridge as part of the Mississauga Transitway project until 6:00 a.m. on Monday, April 20, 2015.

Motion

By-law B-12

- R-20 A report dated November 11, 2014, from the Commissioner of Transportation and Works re: **Temporary Road Closure Extension of Spectrum Way between Eglinton Avenue East and Matheson Boulevard East for Construction of Bridge Overpass for the Mississauga Transitway Project, Procurement FA.49.383-13 (Wards 3&5).**

Recommendation

That Dufferin Construction Company be granted permission to extend the temporary closure of Spectrum Way between Eglinton Avenue East and Matheson Boulevard East to undertake construction of an overpass bridge as part of the Mississauga Transitway project until 6:00 a.m. on Monday, May 11, 2015.

Motion

By-law B-13

- R-21 A report dated November 13, 2014, from the City Manager and Chief Administrative Officer re: **Swan Fire Interest Arbitration Award for a Collective Agreement effective January 1, 2011 – December 31, 2014.**

Recommendation

That the Fire Interest Arbitration Award which creates a four (4) year Collective Agreement be received, and that a by-law be enacted authorizing City officials to sign the new Collective Agreement with the Firefighters Association, Local 1212.

Motion

By-law B-11

9. **PRESENTATION OF COMMITTEE REPORTS**

- (a) Public Vehicle Advisory Committee Report 3-2014 dated September 29, 2014.

Motion

10. **UNFINISHED BUSINESS – Nil**

11. PETITIONS

- P-1 Petition received at the Office of the City Clerk on October 16, 2014 containing 2 signatures concerning the removal of the private fence and the installation of a 2.4m high concrete noise attenuation barrier of approximately 20.0m in length along Rathburn Road West siding the property of 1116 Deer Run.

Receive and refer to Transportation and Works Department for a report

- P-2 Petition received at the Office of the City Clerk on November 11, 2014 containing approximately 52 signatures concerning the Erin Mills Transitway as it poses a threat to the privacy and safety of adjacent homes and will create intrusions of noise, light and air pollution.

Receive and refer to Transportation and Works Department for a report

12. CORRESPONDENCE

- (a) Information Items: I-1- I-15
(b) Direction Item: D-1

D-1 That the Association of Municipalities of Ontario asked that all Ontario municipalities support the amendment to the Fire Protection and Prevention Act, 1997 with respect to salaried firefighters who also work as volunteer firefighters.

Motion

13. NOTICE OF MOTION - Nil**14. MOTIONS**

- (a) To approve recommendations from the following Committee Reports:
- (i) Recommendations PVAC-0012-2014 to PVAC-0021-2014 inclusive contained in the General Committee Report 3-2014 dated September 29, 2014.
- (b) To close to the public a portion of the Council meeting to be held on November 24, 2014, to deal with various matters. (See Item 18 Closed Session).
- (c) To close to the public a meeting of Council to be held on December 1 and 8, 2014, pursuant to Section 239 (3.1) of the *Municipal Act* for an Educational Session (Orientation for New Council).

- (d) To enact a by-law to provide for a 2015 interim tax levy based on 50 percent of the previous year's annualized taxes on those properties subject to an agreement under the City of Mississauga Pre-authorized Tax Payment Plan and that the 2015 interim levy for residential properties enrolled in the due date plan be payable in three (3) instalments on March 5th, April 9th, and May 7th, 2015 and that the 2015 interim levy for properties in the commercial, industrial and multi-residential property classes enrolled in the due date plan be payable in one (1) instalment on March 5th, 2015.

Corporate Report R-1

- (e) To enact a by-law to amend The Traffic By-law 555-00, as amended, to implement lower driveway boulevard parking between the curb and sidewalk, at any time, on both sides of Lisgar Drive between Baycroft Drive and Dillingwood Drive/Allcroft Road.

Corporate Report R-2

- (f) To enact a by-law to amend The Traffic By-law 555-00, as amended, to implement lower driveway boulevard parking between the curb and sidewalk, at any time, on both sides of Rosehurst Drive.

Corporate Report R-3

- (g) To enact a by-law to amend The Traffic By-law 555-00, as amended, to implement lower driveway boulevard parking between the curb and sidewalk, at any time, on both sides of Bendigo Circle.

Corporate Report R-4

- (h) To enact a by-law to amend The Traffic By-law 555-00, as amended, to implement lower driveway boulevard parking between the curb and sidewalk, at any time, on both sides of Lafayette Drive between Mavis Road and Landsborough Avenue.

Corporate Report R-5

- (i) To enact a by-law to amend The Traffic By-law 555-00, as amended, to implement 15-hour parking on the south side of Redbank Crescent where three-hour parking anytime is currently permitted.

Corporate Report R-6

- (j) To enact a by-law to amend The Traffic By-law 555-00, as amended, to implement lower driveway boulevard parking between the curb and sidewalk, at any time, on both sides of Eastridge Road.

Corporate Report R-7

- (k) To provide direction regarding the Port Credit Business Improvement Area's request to waive on-street parking charges within the Port Credit Business Improvement Area for the month of December 2014.

Corporate Report R-8

- (l) To enact a by-law to amend The Traffic By-law 555-00, as amended, to implement the following u-turn prohibition, at any time, for westbound motorists on Rathburn Road East at the Rathburn Access Transitway, Eastbound left-turn prohibition, at any time, authorized vehicles excepted on Rathburn Road East at the Rathburn Access Transitway and Westbound right-turn prohibition, at any time, authorized vehicles excepted on Rathburn Road East at the Rathburn Access Transitway.

Corporate Report R-9

- (m) To be authorized to execute the necessary amending documentation to increase the contract with Macaulay Shiomi Howson from \$466,105.80 to \$568,105.80 (plus tax) to cover additional consulting services for the Ninth Line Corridor Review Study and that as a result of a cost recovery provided by the MTO in the sum of \$53,000, the Ninth Line Corridor Review project (PN11-960) budget be adjusted accordingly with no net impact and that all necessary by-laws be enacted.

Corporate Report R-10

- (n) To authorize the City Clerk to refer the proposed heritage designation of the entire property at 2625 Hammond Road to the Conservation Review Board in compliance with the *Ontario Heritage Act* and That the City Solicitor and appropriate staff be authorized to attend any hearing by the Conservation Review Board in support of Council's decision on the designation of 2625 Hammond Road.

Corporate Report R-11

- (o) To enact a by-law to amend By-law 555-2000, as amended, to implement lower driveway boulevard parking between the curb and sidewalk, at any time, on both sides of Churchill Meadows Boulevard.

Corporate Report R-12

- (p) To enact a by-law to amend By-law 555-2000, as amended, to implement lower driveway boulevard parking between the curb and sidewalk, at any time, on both sides of Bloomfield Drive.

Corporate Report R-13

- (q) To authorize the Commissioner of Community Services and the City Clerk to execute a Memorandum of Understanding between Canada Lands Company Limited (CLC) and the Corporation of the City of Mississauga (The City) to undertake a business case exploring the future of a marina at 1 Port Street East and that the report entitled "Memorandum of Understanding between the City of Mississauga and the Canada Lands Company Limited regarding the future of a Marina at 1 Port Street East", dated November 5, 2014 from Edward R. Sajecki, Commissioner of Planning and Building, be received for information.

Corporate Report R-14

- (r) To enact a by-law to amend The Traffic By-law 555-00, as amended, to implement lower driveway boulevard parking between the curb and sidewalk, at any time, on both sides of Sombrero Way.

Corporate Report R-15

- (s) To authorize the purchasing agent to increase the existing Purchase Order 4600015171 issued to Jarlian Construction Inc. From \$272,865 to \$1,022,865 (excluding tax) and that the existing validity period is extended from December 31, 2014 to May 31, 2015 and that a new project PN-14-150-Bridge-Dundas Street East over Little Etobicoke Creek (#012001) be created with a gross and net budget of \$850,000 and that the increase of \$850,000 for PN-14-150 (TWBR00021)-Bridge-Dundas Street East over Little Etobicoke Creek (#012001) be funded from the Federal Gas Tax Reserve Fund (Account #35182) for \$765,000 and Capital Reserve Fund (Account #33121) for \$85, 000 and that the Purchasing Agent be authorized to increase the existing Purchase order 4500415488 issued to Planmac Engineering Inc. from \$104,270 to \$200,000 (excluding tax).

Corporate Report R-16

- (t) To enact a by-law to amend The Traffic By-Law 555-00, as amended, to implement a 30 km/h speed limit zone on Main Street between Queen Street South and Church Street.

Corporate Report R-17

- (u) To approve the revised Corporate Policy and Procedure, Allowable Business Expenses -Employees and Citizen Members of Committees and Boards 04-05-11, attached as Appendix 1 to the Corporate Report dated October 28, 2014 from the Commissioner of Corporate Services and Chief Financial Officer.

Corporate Report R-18

- (v) To grant the Dufferin Construction Company permission to extend the temporary closure of Orbitor Drive between Eglinton Avenue East and Skymark Avenue to undertake construction of an overpass bridge as part of the Mississauga Transitway project as follows until 6:00 a.m. on Monday, April 20, 2015.

Corporate Report R-19

- (w) To grant Dufferin Construction Company permission to extend the temporary closure of Spectrum Way between Eglinton Avenue East and Matheson Boulevard East to undertake construction of an overpass bridge as part of the Mississauga Transitway project as follows until 6:00 a.m. on Monday, May 11, 2015.

Corporate Report R-20

- (x) To receive the Fire Interest Arbitration Award which creates a four (4) year Collective Agreement and to enact a by-law authorizing City officials to sign the new Collective Agreement with the Firefighters Association, Local 1212.

Corporate Report R-21

- (y) To amend Planning and Development Committee Recommendation PDC-0059-2014 to reflect the recommendation approved by the Planning and Development Committee on September 8, 2014.

Resolution 0167-2014

- (z) To express sincere condolences to the family of Mike (Mirano) Suk Retired Transit Operator who passed away.
- (a)(a) To express sincere condolences to the family of Ted Kolar Retired Health and Safety Specialist who passed away.
- (b)(b) To extend the term of Councillors' appointments to Committees, Boards and Agencies until successors are appointed.

15. INTRODUCTION AND CONSIDERATION OF BY-LAWS

- B-1 A by-law to amend By-law 0299-2004, being a by-law to appoint City Employeess as Municipal Law Enforcement Officers for the purpose of enforcing municipal by-laws.

AC-0011-2014/September 8, 2014

- B-2 A by-law to provide for the Levy and Collection of Interim Taxes for the Year 2015, for properties enrolled in the Pre-Authorized Tax Payment Plan.

Corporate Report R-1

- B-3 A by-law to establish certain lands as part of the municipal highway system Registered Plan 43M-1363 (in the vicinity of McLaughlin Road and Highway 401) (Ward 5).
- B-4 A by-law to designate the Saint Apostle Andrew Romanian Orthodox Church, or Biserica Ortodoxa Romana Sfantul Aspostol Andrei, located at 4030 Dixie Road as being of cultural heritage and value or interest (Ward 3).

HAC-0018-2013/March 19, 2013

- B-5 A by-law to designate the Gooderham Farmhouse located at 7235 Second Line West as being of cultural heritage value or interest (Ward 11).

HAC-0039-2013/May 28, 2013

- B-6 A by-law to establish certain lands as part of the municipal highway system Registered Plan 43M-1768 (in the vicinity of Destination Drive and Winston Churchill Boulevard) (Ward 10).
- B-7 A by-law to transfer funds from the Capital Reserve Fund (Account 33121) to Bridge-Dundas Street East over Little Etobicoke Creek (PN14-150) (Wards 1 and 3).

Corporate Report R-16

- B-8 A by-law to amend By-law 555-2000, as amended, being the Traffic By-law by deleting Schedule 31 driveway boulevard parking-curb to sidewalk on Churchill Meadows Boulevard, by adding Schedule 1, three hour parking limit on Redbank Crescent, by adding Schedule 14 prohibited turns on Rathburn Road East and Rathburn Access Transitway, by adding Schedule 18 maximum rate of speed on Main Street, by adding Schedule 19 prohibited u-turns on Rathburn Road East and Rathburn Access Transitway, by adding Schedule 31 driveway boulevard parking-curb to sidewalk on Bendigo Circle, Bloomfield Drive, Churchill Meadows Boulevard, Eastridge Road, Lafayette Drive, Lisgar Drive, Rosehurst Drive and Sombrero Way (Wards 4, 5, 9, 10 and 11).

Corporate Reports R-2, R-3, R-4, R-5, R-6, R-7, R-9, R-12, R-13, R-15 and R-17

- B-9 A by-law to authorize the execution of an agreement to amend the Multi-Year Operating Funding Agreement between the City of Mississauga and Safe City Mississauga.

GC-0028-2014/February 5, 2014

- B-10 A by-law to appoint members of the Board of Management for the Port Credit Business Improvement Area and to repeal By-law 0106-2014 (Ward 1).

Information Item I-10

- B-11 A by-law to authorize the execution of a Collective Agreement between The Corporation of the City of Mississauga and the Mississauga Fire Fighters Association, Local 1212.

Corporate Report R-21

- B-12 A by-law to temporarily restrict passage along a portion of Orbitor Drive from Eglinton Avenue East to Skymark Avenue until 6:00 a.m. on Monday, April 20, 2015 (Ward 5).

Corporate Report R-19

- B-13 A by-law to temporarily restrict passage along a portion of Spectrum Way from Eglinton Avenue East to Matheson Boulevard East until 6:00 a.m. on Monday, May 11, 2015 (Ward 5).

Corporate Report R-20

- B-14 A by-law to transfer funds from the Capital Reserve Fund (Account 33121) to West Credit Snow Storage project (PN14-192).

BC-0002-2014/June 25, 2014

- B-15 A by-law to authorize the execution of a Memorandum of Understanding between Canada Lands Company CLC Limited and The Corporation of the City of Mississauga Port Street East (Ward 1).

Corporate Report R-14

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: **“A”264/14 – Blake & Karen Ryder – 281 Dickson Park Crescent – Ward 7; and “A”285/14 – John David Ross – 2126 Parker Drive – Ward 7.**
 - (ii) Litigation or potential, including matters before administrative tribunals, affecting the municipality or local board re: **Ongoing Litigation and Proposed Offer to Settle - Harcharan Dhaliwal v. The Corporation of the City of Mississauga, Court File No. SC-10-6654-00.**

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 November 24, 2014.

20. ADJOURNMENT



Corporate Report

Clerk's Files

Originator's
Files

DATE: October 20, 2014

COUNCIL AGENDA

NOV 24 2014

TO: Mayor and Members of Council
Meeting Date: November 24, 2014

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

SUBJECT: **2015 Interim Tax Levy For Properties Enrolled in the
Pre-Authorized Tax Payment Plan**

- RECOMMENDATION:**
1. That a by-law be enacted to provide for a 2015 interim tax levy based on 50 per cent of the previous year's annualized taxes on those properties subject to an agreement under the City of Mississauga Pre-authorized Tax Payment Plan.
 2. That the 2015 interim levy for residential properties enrolled in the due date plan be payable in three (3) instalments on March 5th, April 9th, and May 7th, 2015.
 3. That the 2015 interim levy for properties in the commercial, industrial and multi-residential property classes enrolled in the due date plan be payable in one (1) instalment on March 5th, 2015.
 4. That the 2015 interim levy for properties enrolled in the monthly plan be payable in six (6) instalments based on the taxpayer's selected withdrawal day of either the 1st, 8th, 15th or 22nd of the months of January, February, March, April, May and June, 2015.

BACKGROUND:

The *Municipal Act, 2001, S.O. 2001, c. 25* provides municipalities with the ability to levy interim taxes in order to meet financial obligations.

The City of Mississauga enacts annually, two interim levy by-laws. The first is for taxpayers making payment through one of the City's Pre-authorized Tax Payment (PTP) Plans. The second is for those paying by an alternate method where payment is due in three (3) instalments for residential properties and one (1) instalment for commercial, industrial and multi-residential properties.

This report deals with the levy for properties enrolled in the PTP plan. 27.3 per cent of residential properties and 27.7 per cent of non-residential properties are enrolled in one of the City's PTP plans. The deadline for property owners to enroll in PTP for the 2015 interim billing was November 3rd, 2014. Property owners have until May 1, 2015 to enroll in the plan for 2015 final billing.

The report on the interim levy for all other properties will be presented to Council in January 2015.

COMMENTS:

Section 317 of the *Municipal Act, 2001, S.O. 2001, c. 25* allows municipalities to levy interim taxes. The amount levied on a property may not exceed 50 per cent of the total amount of taxes levied on the property for the previous year adjusted for any supplementaries or cancellations that applied to only part of the previous year as if the supplementary or cancellation had applied for the entire year. Any impact resulting from reassessment and phase-in along with budgetary increases are applied on the final bill.

An interim levy would allow the municipality to meet its financial obligations including payment of Region of Peel and school board requirements.

In order to adhere to the legislated notification period, the 2015 interim tax bills must be issued by December 11th, 2014 and a by-law enacted prior to this date.

It is proposed that the 2015 interim levy for residential properties enrolled in the pre-authorized due date plan be payable in three (3) instalments on March 5th, April 9th, and May 7th, 2015 and that the 2015 interim levy for commercial, industrial and multi-residential

properties enrolled in the pre-authorized due date plan be payable in a single instalment on March 5th, 2015. Alternatively, for properties enrolled in the pre-authorized monthly plan, six (6) instalments are proposed based on the taxpayer's selected withdrawal day of either the 1st, 8th, 15th or 22nd of the months of January, February, March, April, May and June, 2015.

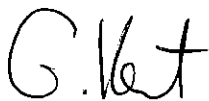
For taxpayers not on one of the pre-authorized payment plans, March 5th, April 9th, and May 7th, 2015 will be the due dates recommended for residential properties and March 5th, 2015 will be the due date recommended for commercial, industrial and multi-residential properties. The second interim report and by-law with this recommendation will be brought forward to Council in January 2015.

FINANCIAL IMPACT: Not applicable.

CONCLUSION:

A 2015 interim levy is required so that the City of Mississauga can meet its financial obligations. The 2015 interim levy for those properties subject to an agreement under the City of Mississauga Pre-authorized Tax Payment Plan will be calculated pursuant to Section 317 of the *Municipal Act, 2001, S.O. 2001, c. 25* to be 50 per cent of the annualized taxes levied on a property in the previous year.

Instalment due dates for residential properties enrolled in the due date plan will be March 5th, April 9th, and May 7th, 2015. The instalment due date for commercial, industrial or multi-residential properties enrolled in the due date plan will be March 5th, 2015. All properties enrolled in the monthly due date plan will have instalments due on the taxpayer's selected withdrawal day of either the 1st, 8th, 15th or 22nd of the months of January, February, March, April, May and June, 2015.



Gary Kent

Commissioner of Corporate Services and Chief Financial Officer

Prepared By: Connie Mesih, Manager, Revenue and Taxation



Corporate Report

Clerk's Files

Originator's
Files

MG.23.REP
RT.10.Z-55/56

R-2

DATE: October 20, 2014

TO: Mayor and Members of Council
Meeting Date: November 24, 2014

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

SUBJECT: **Lower Driveway Boulevard Parking
Lisgar Drive (Ward 10)**



RECOMMENDATION: 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 any time, on both sides of Lisgar Drive between Baycroft Drive and Dillingwood Drive/Allcroft Road.

BACKGROUND: The Transportation and Works Department has received a request from the Ward Councillor's office with respect to the feasibility of implementing lower driveway boulevard parking on Lisgar Drive between Baycroft Drive and Dillingwood Drive/Allcroft Road.

A sidewalk is present on the both sides of Lisgar Drive between Baycroft Drive and Dillingwood Drive/Allcroft Road and lower driveway boulevard parking between the curb and sidewalk is currently prohibited. Three-hour parking is permitted on Lisgar Drive between Baycroft Drive and Dillingwood Drive/Allcroft Road.

COMMENTS: To determine the level of support for lower driveway boulevard parking between the curb and sidewalk, a parking questionnaire was distributed to the residents of Lisgar Drive.

Two hundred and eight (208) questionnaires were delivered and 55 (26%) were returned; 43 (78%) supported the implementation of lower driveway boulevard parking and 12 (22%) were opposed. Since greater than 66% of the total respondents support lower driveway boulevard parking, the Transportation and Works Department recommends implementing lower driveway boulevard parking between the curb and sidewalk, at any time, on both sides of Lisgar Drive between Baycroft Drive and Dillingwood Drive/Allcroft Road.

The Ward Councillor supports the proposal for lower driveway boulevard parking. The existing three-hour on-street parking will be maintained.

FINANCIAL IMPACT: Costs for the sign installations can be accommodated in the 2014 Current Budget.

CONCLUSION: Based on the results of the questionnaire, the Transportation and Works Department supports lower driveway boulevard parking between the curb and sidewalk, at any time, on both sides of Lisgar Drive between Baycroft Drive and Dillingwood Drive/Allcroft Road.

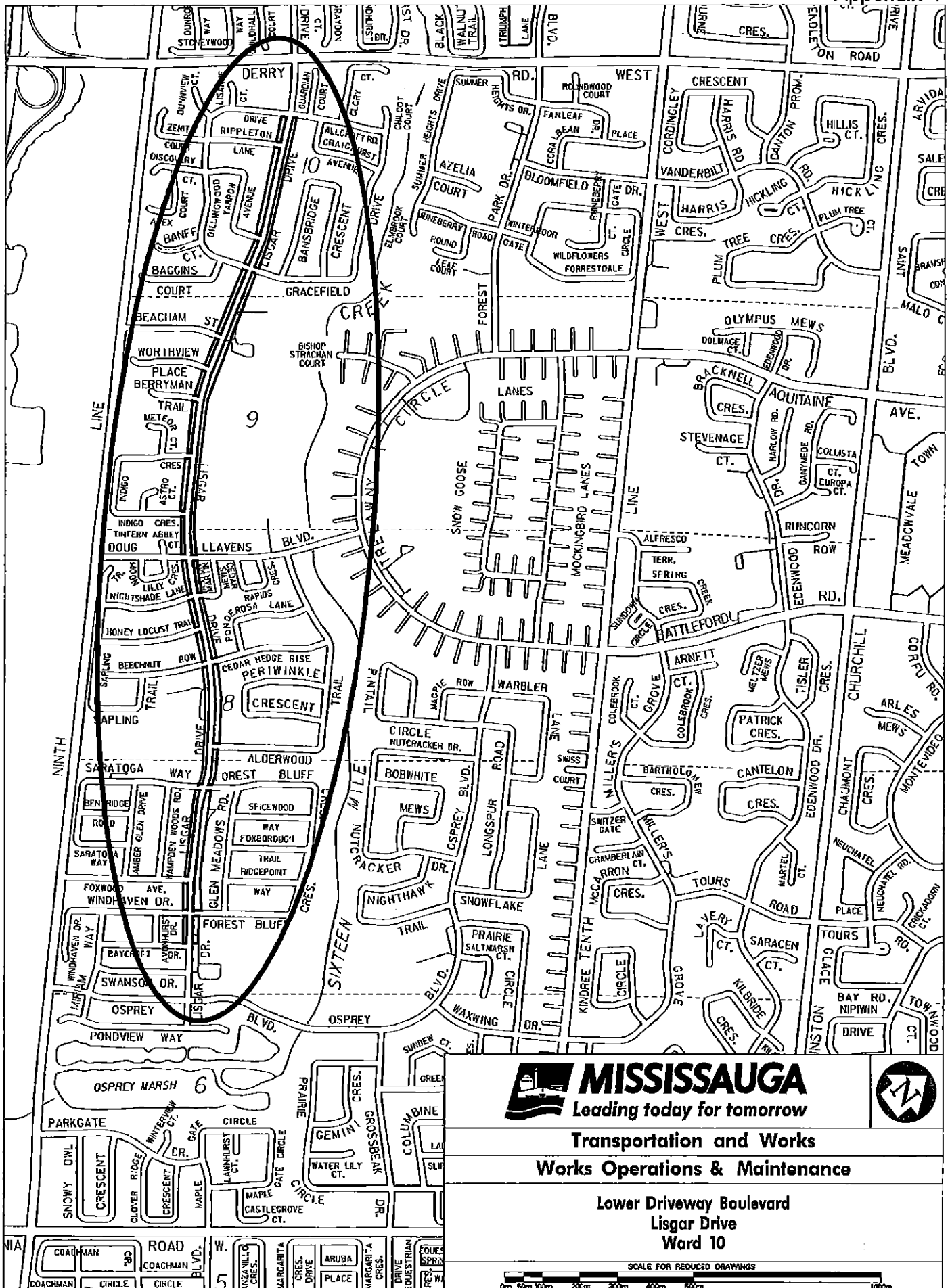
ATTACHMENTS: Appendix 1: Location Map: Lower Driveway Boulevard Parking
Lisgar Drive between Baycroft Drive and
Dillingwood Drive/Allcroft Road (Ward 10)



Martin Powell, P. Eng.

Commissioner of Transportation and Works

Prepared By: Magda Kolat, Traffic Operations Technician





Corporate Report

Clerk's Files

Originator's
Files

MG.23.REP
RT.10.Z-55

R-3

DATE: October 20, 2014

TO: Mayor and Members of Council
Meeting Date: November 24, 2014

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

SUBJECT: **Lower Driveway Boulevard Parking
Rosehurst Drive (Ward 10)**



RECOMMENDATION: 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 any time, on both sides of Rosehurst Drive.

BACKGROUND: The Transportation and Works Department has received a request from the Ward Councillor's office with respect to the feasibility of implementing lower driveway boulevard parking on Rosehurst Drive.

A sidewalk is present on both sides of Rosehurst Drive except the east side between Terragar Boulevard and Passway Road and lower driveway boulevard parking between the curb and sidewalk is currently prohibited. Three-hour parking is permitted on Rosehurst Drive.

COMMENTS: To determine the level of support for lower driveway boulevard parking between the curb and sidewalk, a parking questionnaire was distributed to the residents of Rosehurst Drive.

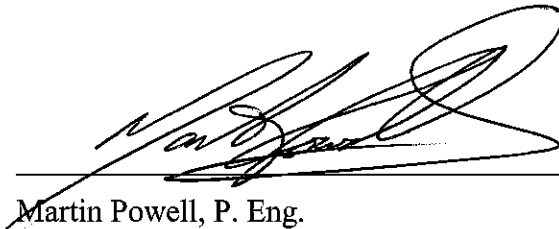
Sixty-four (64) questionnaires were delivered and 15 (23%) were returned; 12 (80%) supported the implementation of lower driveway boulevard parking and 3 (20%) were opposed. Since greater than 66% of the total respondents support lower driveway boulevard parking, the Transportation and Works Department recommends implementing lower driveway boulevard parking between the curb and sidewalk, at any time, on both sides of Rosehurst Drive.

The Ward Councillor supports the proposal for lower driveway boulevard parking. The existing three-hour on-street parking will be maintained.

FINANCIAL IMPACT: Costs for the sign installations can be accommodated in the 2014 Current Budget.

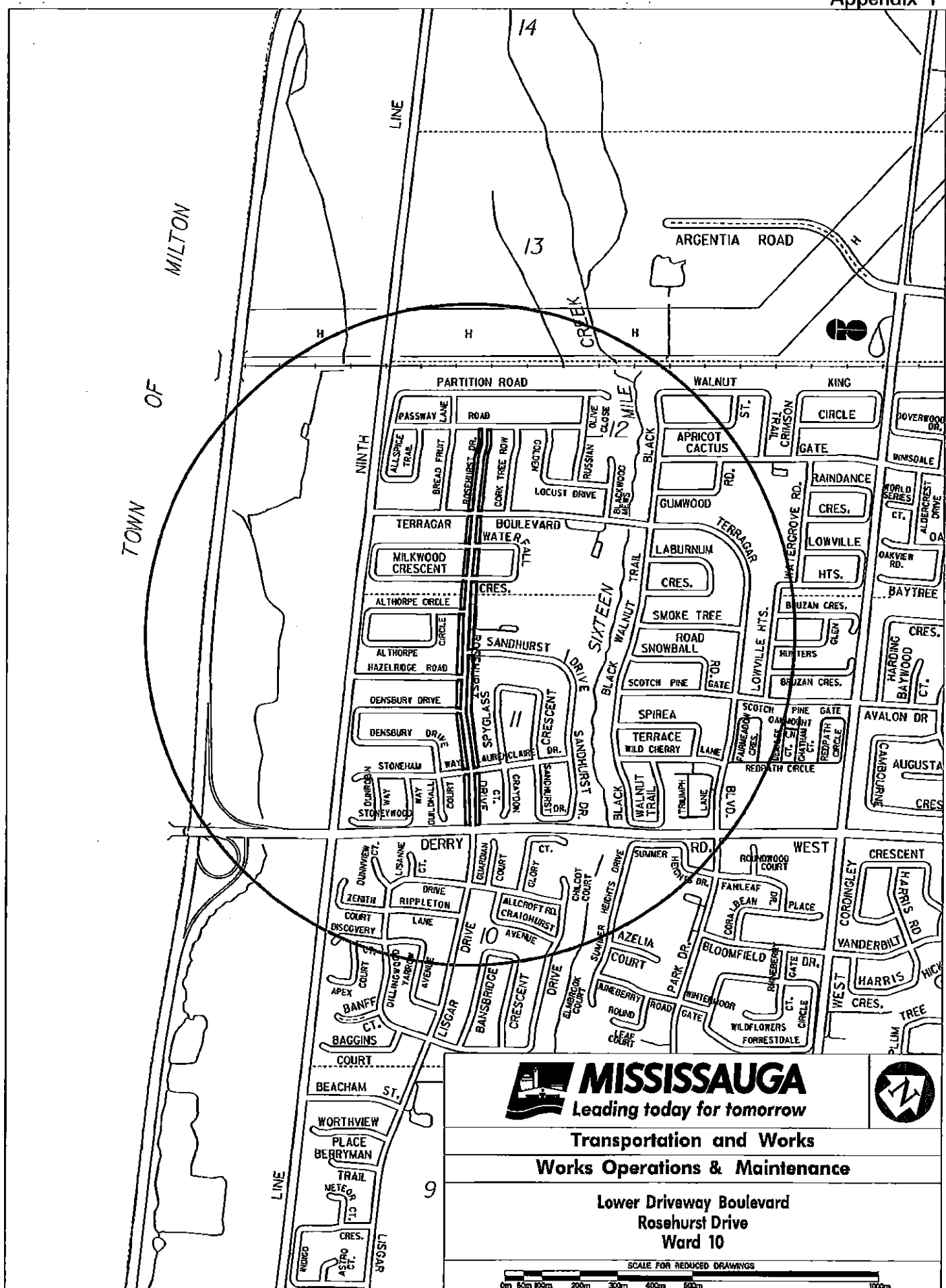
CONCLUSION: Based on the results of the questionnaire, the Transportation and Works Department supports lower driveway boulevard parking between the curb and sidewalk, at any time, on the both sides of Rosehurst Drive.

ATTACHMENTS: Appendix 1: Location Map: Lower Driveway Boulevard Parking Rosehurst Drive (Ward 10)



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

Prepared By: Magda Kolat, Traffic Operations Technician





Corporate Report

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MG.23.REP
RT.10.Z-54W

R-4

DATE: October 21, 2014

COUNCIL AGENDA
NOV 24 2014

TO: Mayor and Members of Council
Meeting Date: November 24, 2014

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

SUBJECT: **Lower Driveway Boulevard Parking
Bendigo Circle (Ward 9)**

RECOMMENDATION: 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 any time, on both sides of Bendigo Circle.

BACKGROUND: The Transportation and Works Department has received a completed petition from an area resident to implement lower driveway boulevard parking on Bendigo Circle. A sidewalk is present on both sides of Bendigo Circle and lower driveway boulevard parking between the curb and sidewalk is currently prohibited. Presently, three-hour parking is permitted on Bendigo Circle.

COMMENTS: To determine the level of support for lower driveway boulevard parking between the curb and sidewalk, a parking questionnaire was distributed to the residents of Bendigo Circle.

One hundred and five (105) questionnaires were delivered and 48 (46%) were returned; 42 (88%) supported the implementation of lower driveway boulevard parking and 6 (12%) were opposed.

Since greater than 66% of the total respondents support lower

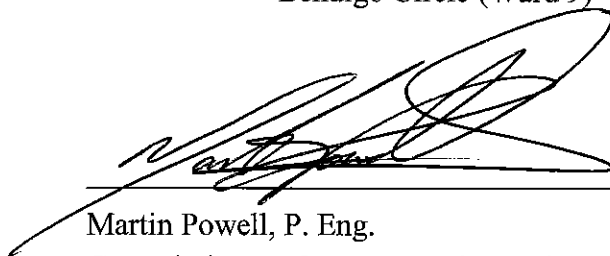
driveway boulevard parking, the Transportation and Works Department recommends implementing lower driveway boulevard parking between the curb and sidewalk, at any time, on both sides of Bendigo Circle.

The Ward Councillor supports the proposal for lower driveway boulevard parking. The existing three-hour on-street parking will be maintained.

FINANCIAL IMPACT: Costs for the sign installations can be accommodated in the 2014 Current Budget.

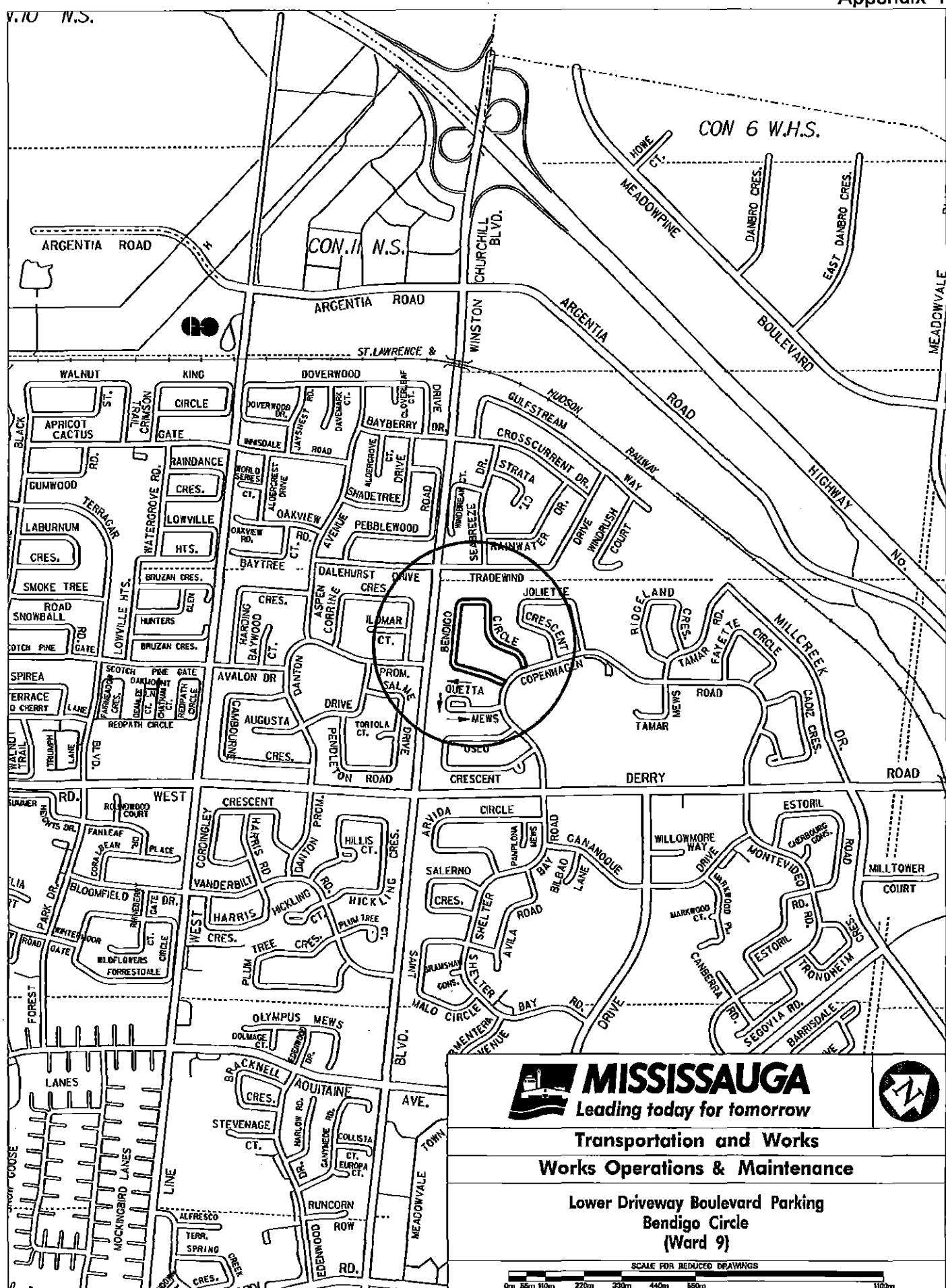
CONCLUSION: Based on the results of the questionnaire, the Transportation and Works Department supports lower driveway boulevard parking between the curb and sidewalk, at any time, on both sides of Bendigo Circle.

ATTACHMENTS: Appendix 1: Location Map: Lower Driveway Boulevard Parking - Bendigo Circle (Ward 9)



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

Prepared By: Alex Liya, Traffic Operations Technician





Corporate Report

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MG.23.REP
RT.10.Z-37W

R-5

DATE: October 22, 2014

COUNCIL AGENDA

NOV 24 2014

TO: Mayor and Members of Council
Meeting Date: November 24, 2014

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

SUBJECT: **Lower Driveway Boulevard Parking
Lafayette Drive between Mavis Road and
Landsborough Avenue (Ward 5)**

RECOMMENDATION: 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 any time, on both sides of Lafayette Drive between Mavis Road and Landsborough Avenue.

BACKGROUND: The Transportation and Works Department has received a completed petition from an area resident to implement lower driveway boulevard parking on both sides of Lafayette Drive between Mavis Road and Landsborough Avenue. A sidewalk is present on both sides of the road and lower driveway boulevard parking between the curb and sidewalk is currently prohibited. Three-hour parking is permitted on Lafayette Drive between Mavis Road and Landsborough Avenue.

COMMENTS: To determine the level of support for lower driveway boulevard parking between the curb and sidewalk, a parking questionnaire was distributed to the residents of Lafayette Drive between Mavis Road and Landsborough Avenue.

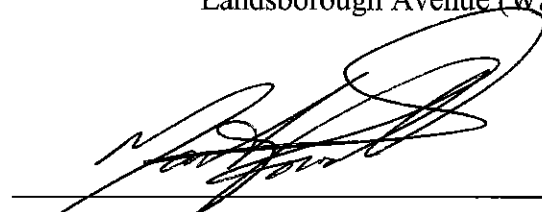
Nineteen (19) questionnaires were delivered and 19 (100%) were returned; 19 (100%) supported the implementation of lower driveway boulevard parking and 0 (0%) were opposed. Since greater than 66% of the total respondents support lower driveway boulevard parking, the Transportation and Works Department recommends implementing lower driveway boulevard parking between the curb and sidewalk, at any time, on both sides of Lafayette Drive between Mavis Road and Landsborough Avenue.

The Ward Councillor supports the proposal for lower driveway boulevard parking. The existing three-hour on-street parking will be maintained.

FINANCIAL IMPACT: Costs for the sign installations can be accommodated in the 2014 Current Budget.

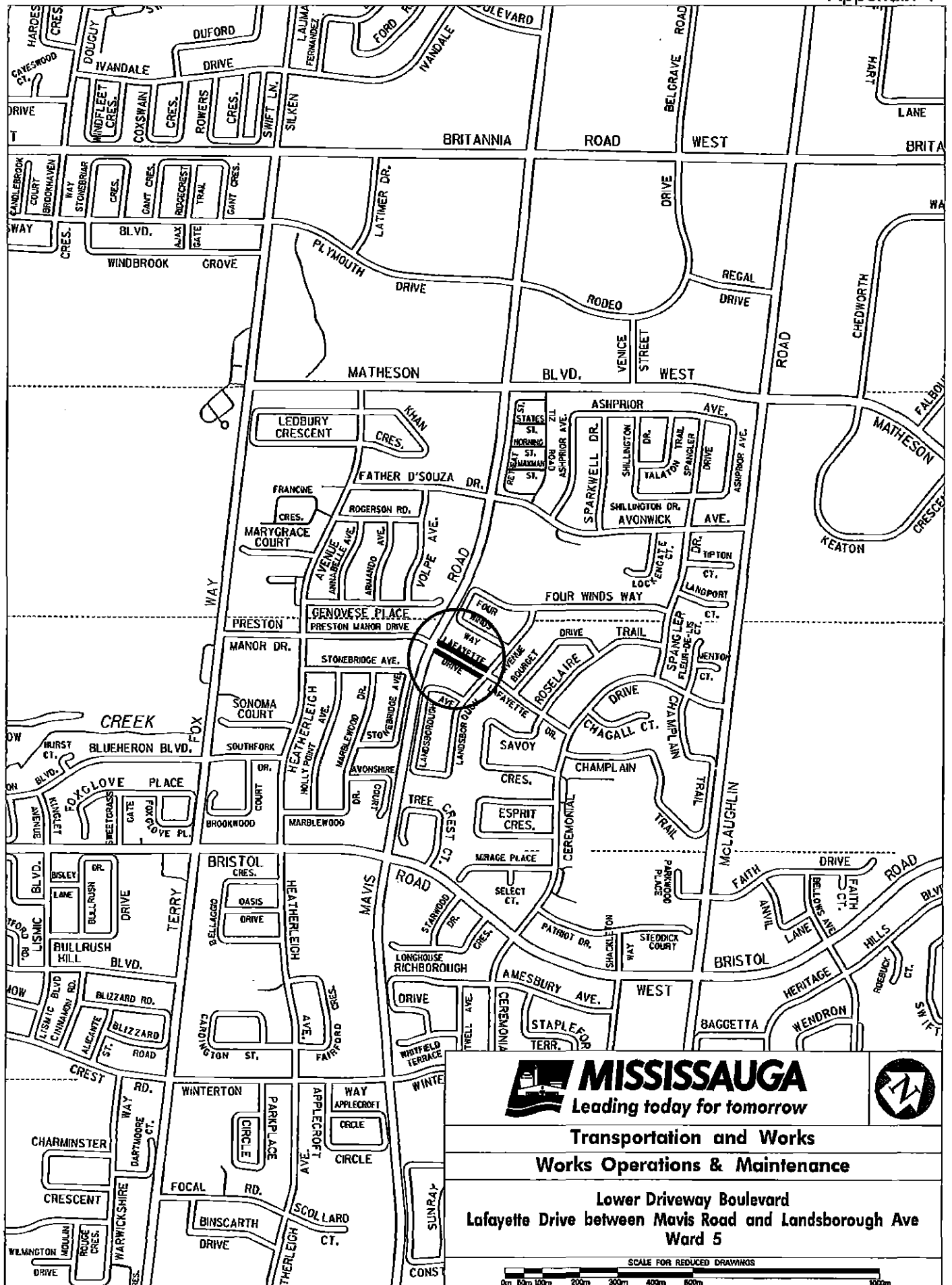
CONCLUSION: Based on the results of the questionnaire, the Transportation and Works Department supports lower driveway boulevard parking between the curb and sidewalk, at any time, on both sides of Lafayette Drive between Mavis Road and Landsborough Avenue.

ATTACHMENTS: Appendix 1: Location Map: Lower Driveway Boulevard Parking
Lafayette Drive between Mavis Road and
Landsborough Avenue (Ward 5)



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

Prepared By: Magda Kolat, Traffic Operations Technician





Corporate Report

Clerk's Files

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Files

MG.23.REP
RT.10.Z-48W

R-6

DATE: October 22, 2014

COUNCIL AGENDA

NOV 24 2014

TO: Mayor and Members of Council
Meeting Date: November 24, 2014

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

SUBJECT: **15-hour Parking**
Redbank Crescent (Ward 5)

RECOMMENDATION: That a by-law be enacted to amend the Traffic By-law 555-00, as amended, to implement 15-hour parking on the south side of Redbank Crescent where three-hour parking anytime is currently permitted.

BACKGROUND: The Transportation and Works Department has received a completed petition from an area resident to implement 15-hour parking on Redbank Crescent. Currently, three-hour parking anytime is permitted on Redbank Crescent.

COMMENTS: To determine the level of support for 15-hour parking anytime on the south side of Redbank Crescent on September 19, 2014, twenty-seven (27) questionnaires were delivered and 4 (15%) were returned; 3 (75%) supported the implementation of 15-hour parking anytime and one (1) (25%) was opposed.

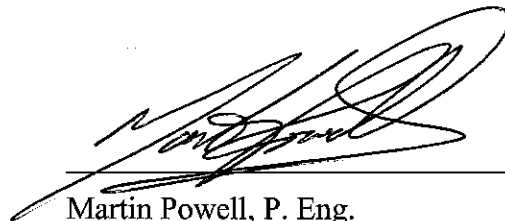
Since greater than 66% of the total respondents support 15-hour parking, the Transportation and Works Department recommends implementing 15-hour parking anytime on the south side of Redbank Crescent.

The Ward Councillor supports the above proposal.

FINANCIAL IMPACT: Costs for the sign installations can be accommodated in the 2014 Current Budget.

CONCLUSION: The Transportation and Works Department supports the implementation of 15-hour parking on the south side of Redbank Crescent.

ATTACHMENTS: Appendix 1: Location Map: 15-hour Parking
Redbank Crescent (Ward 5)



Martin Powell, P. Eng.

Commissioner of Transportation and Works

Prepared By: Magda Kolat, Traffic Operations Technician





Corporate Report

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MG.23.REP
RT.10.Z-46W

R-7

DATE: October 22, 2014

COUNCIL AGENDA
NOV 24 2014

TO: Mayor and Members of Council
Meeting Date: November 24, 2014

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

SUBJECT: **Lower Driveway Boulevard Parking**
Eastridge Road (Ward 9)

RECOMMENDATION: 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 any time, on both sides of Eastridge Road.

BACKGROUND: The Transportation and Works Department has received a completed petition from an area resident to implement lower driveway boulevard parking on Eastridge Road. A sidewalk is present on both sides of Eastridge Road except the west side between Valencia Road and #6640 Eastridge Road and lower driveway boulevard parking between the curb and sidewalk is currently prohibited. Three-hour parking is permitted on Eastridge Road.

COMMENTS: To determine the level of support for lower driveway boulevard parking between the curb and sidewalk, a parking questionnaire was distributed to the residents of Eastridge Road.

Sixty-seven (67) questionnaires were delivered and 31 (46%) were returned; 25 (81%) supported the implementation of lower driveway boulevard parking and 6 (19%) were opposed. Since greater than 66%

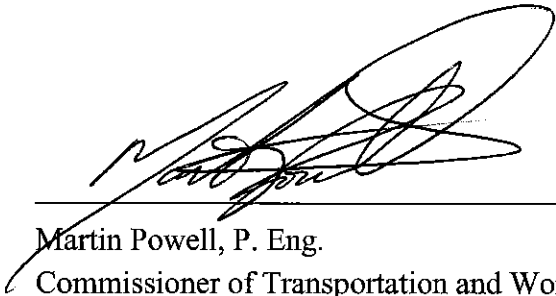
of the total respondents support lower driveway boulevard parking, the Transportation and Works Department recommends implementing lower driveway boulevard parking between the curb and sidewalk, at any time, on both sides of Eastridge Road.

The Ward Councillor supports the proposal for lower driveway boulevard parking. The existing three-hour on-street parking will be maintained.

FINANCIAL IMPACT: Costs for the sign installations can be accommodated in the 2014 Current Budget.

CONCLUSION: Based on the results of the questionnaire, the Transportation and Works Department supports lower driveway boulevard parking between the curb and sidewalk, at any time, on both sides of Eastridge Road.

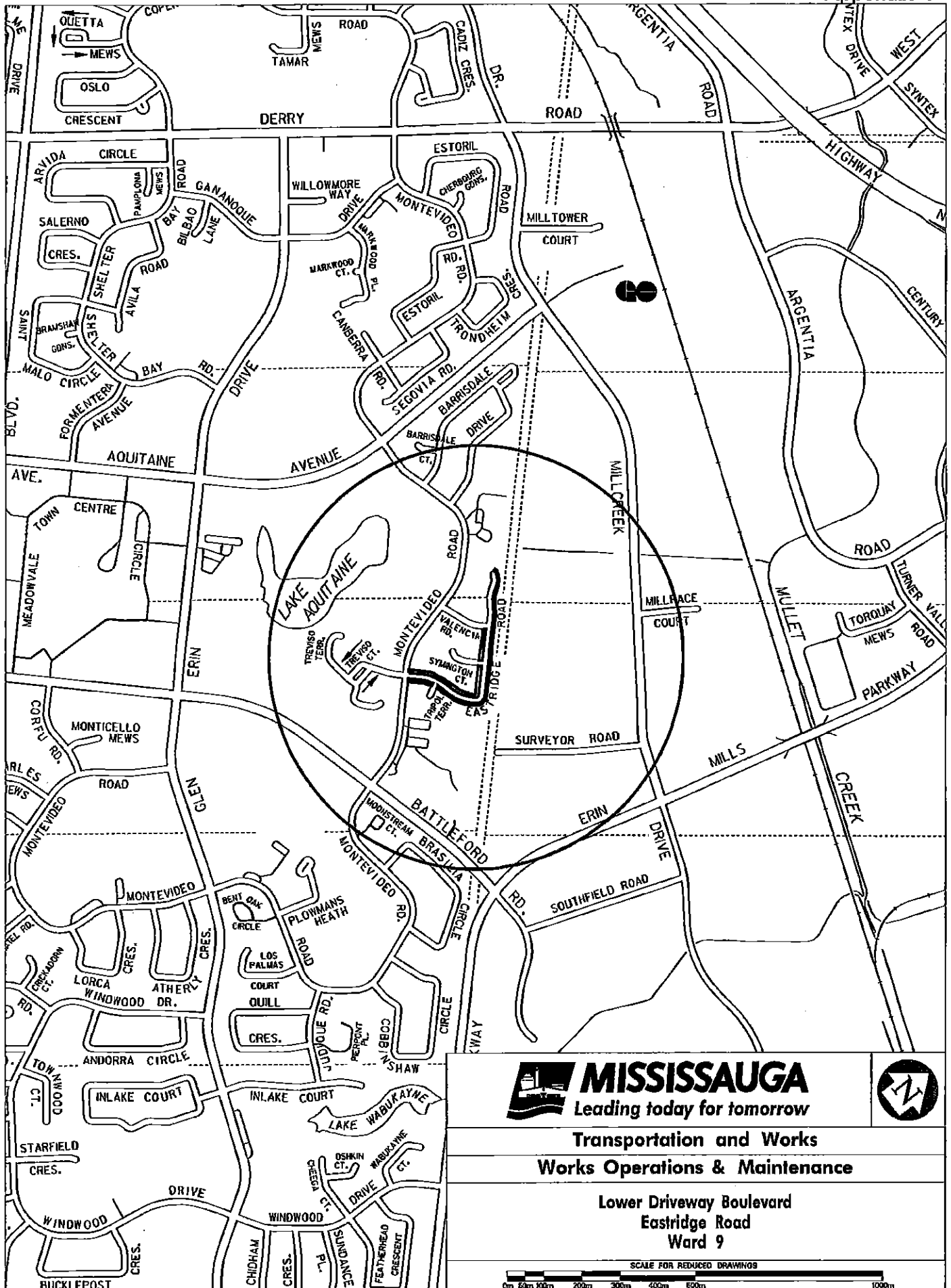
ATTACHMENTS: Appendix 1: Location Map: Lower Driveway Boulevard Parking Eastridge Road (Ward 9)



Martin Powell, P. Eng.

Commissioner of Transportation and Works

Prepared By: Magda Kolat, Traffic Operations Technician





Corporate Report

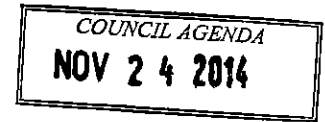
Clerk's Files

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MG.23.REP
RT.10

R-8

DATE: October 28, 2014



TO: Mayor and Members of Council
Meeting Date: November 24, 2014

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

SUBJECT: **Port Credit On-Street Parking Fees – Request for Fee Holiday
(Ward 1)**

RECOMMENDATION: That Transportation Committee provide direction regarding the Port Credit Business Improvement Area's request to waive on-street parking charges within the Port Credit Business Improvement Area for the month of December 2014.

BACKGROUND: The Christmas shopping season is an important opportunity to do business and Business Improvement Areas (BIAs) must compete with shopping malls and plazas that do not charge for parking. Parking in the other City BIAs is free, with the exception of a small lay-by parking area in Clarkson.

The Transportation and Works Department is in receipt of a request from the Port Credit BIA to waive on-street parking charges within the Port Credit BIA for the month of December 2014. The BIA has advised that the Board of Directors of the Port Credit BIA recently passed a motion to request that during the month of December, the City allow residents to park in the BIA area without cost, and that the parking meters and pay and display machines be bagged accordingly.

COMMENTS:

Parking charges function as a tool to manage parking demand and create additional streams of revenue for parking maintenance and the development of new parking facilities. Developing and maintaining parking is costly, particularly with respect to the purchase of land and the construction of parking structures. While some funding is collected through the Payment-in-lieu of Parking (PIL) program in various parts of the City, additional funding is generated through the implementation of parking charges.

Parking charges are implemented throughout the commercial district of Port Credit through a program of individual parking meters and parking pay and display machines (multi-bay pay-and-display ticket spitters) located within the lay-bys along Lakeshore Road East, Port Street East, and on each side street adjacent to the commercial developments.

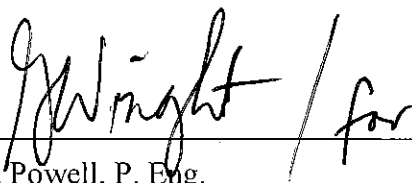
Pay for parking is used to regulate prime storefront parking through enforcement of the maximum two-hour parking duration. This encourages more frequent vehicle turnover, which is necessary to ensure that prime storefront parking spaces are available for customers rather than employee parking. Long-term customer and employee parking are encouraged in the municipal parking lots located in various locations throughout the BIA. Removal of the charge for parking would also remove the incentive for employee and long-term parking customers to use the off-street parking lots.

To help ensure that prime storefront on-street parking continues to be made available for valued customers during the busy holiday shopping season, the Transportation and Works Department and Smart Commute Mississauga will work with the Port Credit BIA to issue a communiqué to BIA member businesses encouraging them and their employees to use alternatives like public transit, carpooling and walking.

The anticipated revenue for the month of December has been estimated at \$15,000. Waiving parking charges in the Port Credit BIA would eliminate this revenue and the ultimate contribution to the PIL fund. To facilitate the waiving of parking charges, Transportation and Works Department staff would bag the parking meters and machines throughout the Port Credit BIA on Friday, November 28, 2014 and un-bag the parking meters and machines on Monday, January 5, 2014.

FINANCIAL IMPACT: The parking charges could be waived within the BIA for the month of December. As a result, it is estimated that approximately \$15,000 in gross revenue would be lost and not be contributed to the PIL fund.

CONCLUSION: The Port Credit Business Improvement Area (BIA) has requested that parking charges be waived within the Port Credit BIA for the month of December to coincide with the Christmas shopping season. The parking charges could be waived within the BIA for the month of December. As a result, it is estimated that approximately \$15,000 would not be contributed to the PIL fund. There would also be a negative impact on parking management within the BIA as prime parking would tend to be used by longer-term parking demand.



Martin Powell, P. Eng.
Commissioner, Transportation and Works

Prepared by: Tomasz Brzeziak, Parking Coordinator



Corporate Report

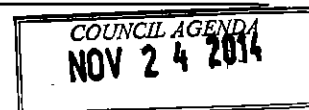
Clerk's Files

Originator's
Files

MG.23.REP
RT.10.Z-28

R-9

DATE: October 28, 2014



TO: Mayor and Members of Council
Meeting Date: November 24, 2014

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

SUBJECT: **Turning Prohibitions - Rathburn Road East at the Rathburn
Access Transitway (Ward 4)**

RECOMMENDATION: That a by-law be enacted to amend The Traffic By-law 555-00, as amended, to implement the following:

1. U-turn prohibition, at any time, for westbound motorists on Rathburn Road East at the Rathburn Access Transitway.
2. Eastbound left-turn prohibition, at any time, authorized vehicles excepted on Rathburn Road East at the Rathburn Access Transitway.
3. Westbound right-turn prohibition, at any time, authorized vehicles excepted on Rathburn Road East at the Rathburn Access Transitway.

BACKGROUND: As part of commissioning of Phase 1 of the Mississauga Transitway, there is a need to implement a U-turn prohibition for westbound motorists on Rathburn Road East and to implement eastbound left and westbound right-turn prohibitions at the intersection of Rathburn Road East and the Rathburn Access Transitway.

COMMENTS:

A U-turn prohibition for westbound motorists is needed to avoid the conflict between motorists and transit vehicles traveling eastbound accessing the Mississauga Transitway through the gap that exists in the raised median. Westbound motorists completing a U-turn at the gap, in front of the Rathburn Access Transitway, in order to travel eastbound to access Hurontario Street through the on-ramp would create safety concerns for buses and transit vehicles entering the Mississauga Transitway. The implementation of a U-turn prohibition should discourage motorists from completing this manoeuvre.

Eastbound left and westbound right-turn prohibitions are requested to ensure that unauthorized vehicles do not enter the Mississauga Transitway.

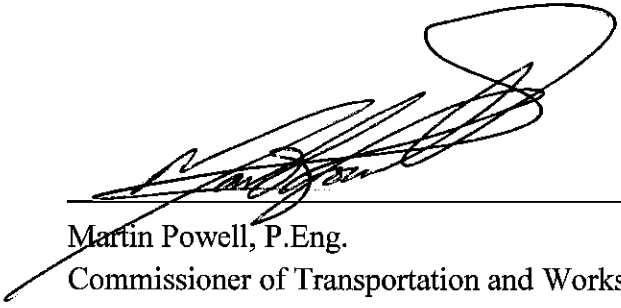
FINANCIAL IMPACT: The costs for the sign installation can be accommodated in the Transitway Capital Budget.

CONCLUSION: The Transportation and Works Department recommends the implementation of the following:

1. U-turn prohibition, at any time, for westbound motorists on Rathburn Road East at the Rathburn Access Transitway.
2. Eastbound left-turn prohibition, at any time, authorized vehicles excepted on Rathburn Road East at the Rathburn Access Transitway
3. Westbound right-turn prohibition at any time, authorized vehicles excepted on Rathburn Road East at the Rathburn Access Transitway

ATTACHMENTS:

Appendix 1: Location Map – Turning Prohibitions on Rathburn
Road East at Rathburn Access Transitway (Ward 4)

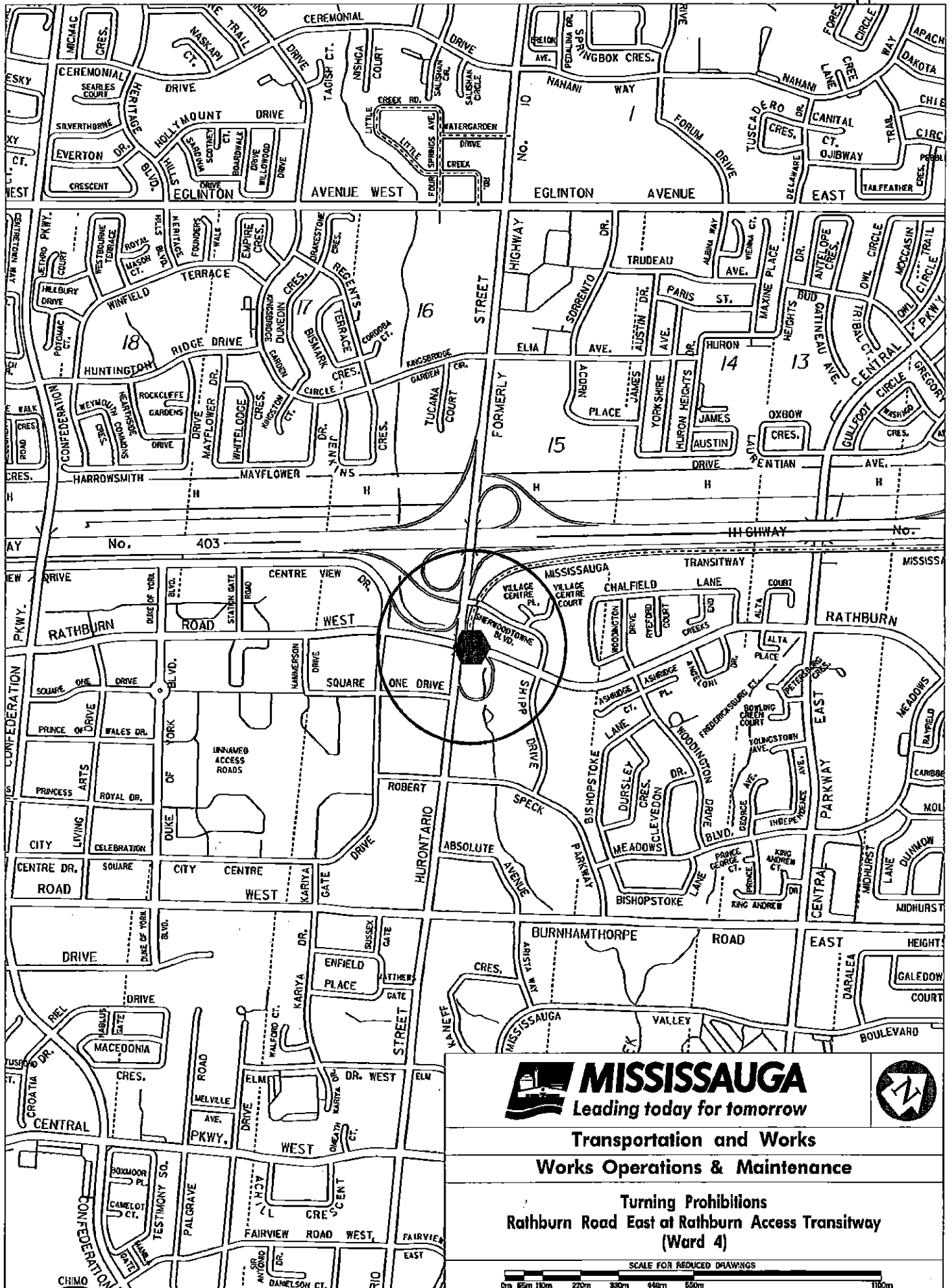


Martin Powell, P.Eng.

Commissioner of Transportation and Works

Prepared By: Alex Liya, Traffic Operations Technician

R-9(c)





Corporate Report

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CD.04-NIN

R-10

DATE: November 3, 2014

COUNCIL AGENDA

NOV 24 2014

TO: Mayor and Members of Council
Meeting Date: November 24, 2014

FROM: Edward R. Sajecki,
Commissioner of Planning and Building

SUBJECT: **Ninth Line Corridor Review Study – Amendment to Contract
with Macaulay Shiomi Howson for Additional Work (Wards 8, 9,
10)**
File Ref.: FA.49.777-12

- RECOMMENDATION:**
1. That the Purchasing Agent be authorized to execute the necessary amending documentation to increase the contract with Macaulay Shiomi Howson from \$466,105.80 to \$568,105.80 (plus tax) to cover additional consulting services for the Ninth Line Corridor Review Study.
 2. That as a result of a cost recovery provided by the MTO in the sum of \$53,000, the Ninth Line Corridor Review project (PN11-960) budget be adjusted accordingly with no net impact.
 3. That all necessary by-laws be enacted.

BACKGROUND: The City of Mississauga and the Region of Peel undertook a Request for Proposal (RFP) for consulting services for the Ninth Line Corridor Review Study in 2013 to establish a Regional and Municipal planning framework to guide future growth and development in the Ninth Line Lands (Appendix 1). Macaulay Shiomi Howson was the successful proponent and was awarded the contract.

The scope of work for this study includes, among other things: background documentation, Transportation Study, Subwatershed Study, Natural and Cultural Heritage review, Regional Municipal Comprehensive Review (i.e. Growth Management Analysis, Fiscal Analysis) and development of land use scenarios. An extensive stakeholder consultation program was also included to ensure input from area landowners, ratepayer associations, the surrounding community and agencies.

Among a number of influences on the Ninth Line lands, one of the key transportation influences is the proposed Highway 407 Transitway (Transitway), shown on Appendix 2, proposed by the Ministry of Transportation (MTO). A Property Protection Study for the Transitway was prepared by MTO in 1998 and outlined basic property requirements, alignment, station locations and right-of-way conditions. Based on this study and further analysis, it was identified that a right-of-way of 74 metres (242 feet) would be required within the Ninth Line lands. This information was provided to the consultants undertaking the Ninth Line Lands Study.

COMMENTS:

The Transitway has a significant impact on the type and scale of development that can occur in this area due to its current alignment and property protection requirements. Further, the current design, including station areas, does not take into account the servicing and drainage requirements related to the Transitway and their impacts on future development.

Through the Ninth Line Corridor Review Study process to date, including vision workshops in May/June of this year, comments and concerns were raised by staff, land owners and community members, regarding property protection requirements and alignment of the Transitway in the Ninth Line lands.

The current scope of work for the Ninth Line Corridor Review Study does not include nor did it anticipate any additional design or hydraulic and stormwater management assessment for the Transitway. The City and MTO have since agreed to update the alignment,

required right-of-way, and hydraulic/stormwater management for the Transitway. This additional work will benefit the Ninth Line Corridor Review Study by:

- Providing greater certainty on the amount of developable land within the Ninth Line lands study area;
- Assisting in the preparation of land use scenarios for review by stakeholders;
- Providing an update to the 1998 Property Protection Study for the Transitway using MTO's current 407 Transitway Design Standards;
- Addressing property requirements for proposed stations; and
- Providing input into the future preparation of an Environmental Assessment (EA) for the Transitway in a manner that incorporates the City's land use interests.

This additional work would protect land for future stations and right-of way requirements, and inform the future EA.

**PURCHASING
COMMENTS:**

Consulting services related to the subwatershed component of the Study have been provided by AMEC, sub-consultant to Macaulay Shiomi Howson. AMEC is the most informed and in the best position to be able to satisfy the current requirements of the MTO, City of Mississauga, and the Region of Peel. A cost-effective proposal has been obtained from AMEC for the additional functional design and hydraulic/stormwater management analysis work (to be completed in approximately four months) at an estimated cost of approximately \$150,000.

The City of Mississauga, the Region of Peel and the MTO have agreed to share the cost. The Region of Peel will be increasing their contract with Macaulay Shiomi Howson to cover their additional shared financial contribution of approximately \$48,000. The MTO will be contributing approximately \$53,000 towards the review, with the City of Mississauga providing the remainder at approximately \$49,000.


Materiel Management assisted staff in the pursuit of this approach to sourcing and concurs with the terms of the amendment. This strategy is consistent with the Purchasing By-law No. 374-06, SCHEDULE A, Item 1 (b) (iv) and (vii) which provide for single sourcing under the

circumstances outlined in this report.

FINANCIAL IMPACT: The combined budget for the original scope of work for the Ninth Line Corridor Review and Subwatershed study totals \$550,000 and consists of three capital projects- PN 11960 with a budget of \$100,000, PN 12141 with a budget of \$250,000 and PN13966 with a budget of \$200,000. The MTO is funding approximately \$53,000 which will be deposited to PN 11960 (Ninth Line Corridor Review Project) as a recovery. The balance of \$49,000 will be covered by the remaining unused budget.

CONCLUSION: A review of the proposed Highway 407 Transitway will assist in the preparation of land use scenarios for the Ninth Line Corridor Review Study. The sub-consultant AMEC would be best positioned to complete the additional functional design and hydraulic/stormwater management analysis due to their knowledge and experience with the Ninth Line lands and extensive involvement in the Ninth Line Corridor Review Study. The Region of Peel, the MTO and the City of Mississauga will be sharing in the cost of the review.

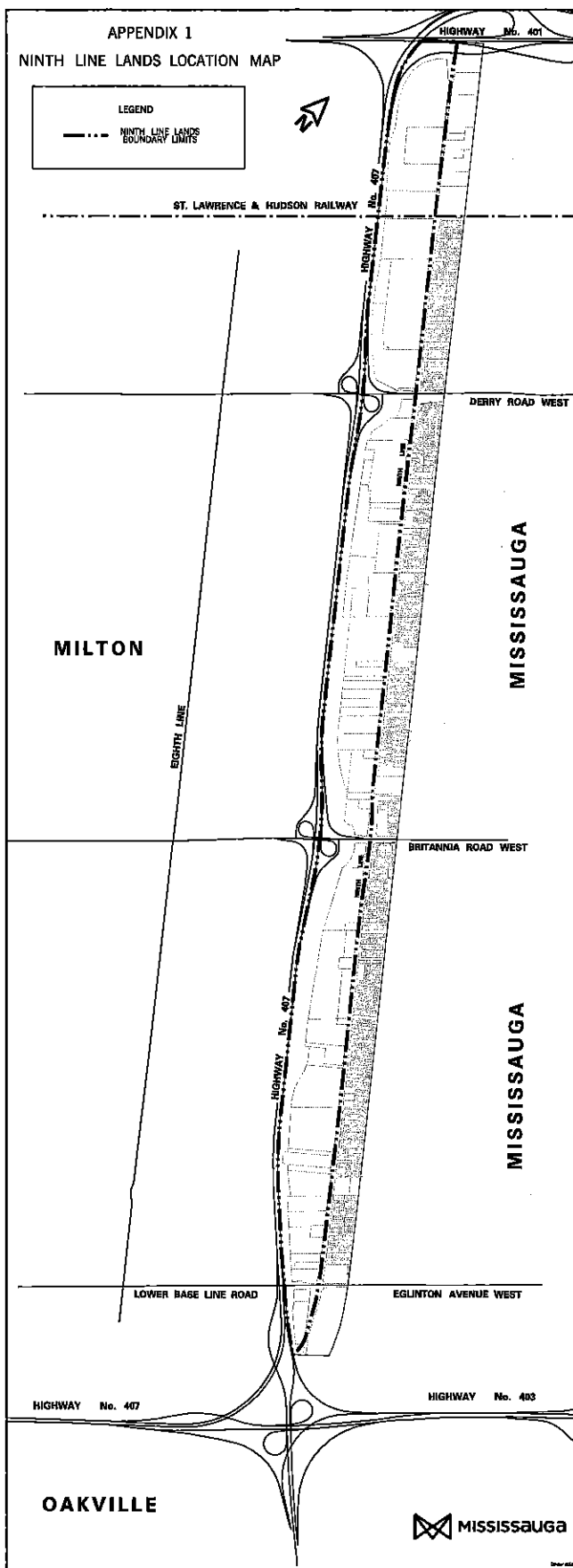
ATTACHMENTS: APPENDIX 1: Ninth Line Lands Location Map
APPENDIX 2: Proposed 407 Transitway

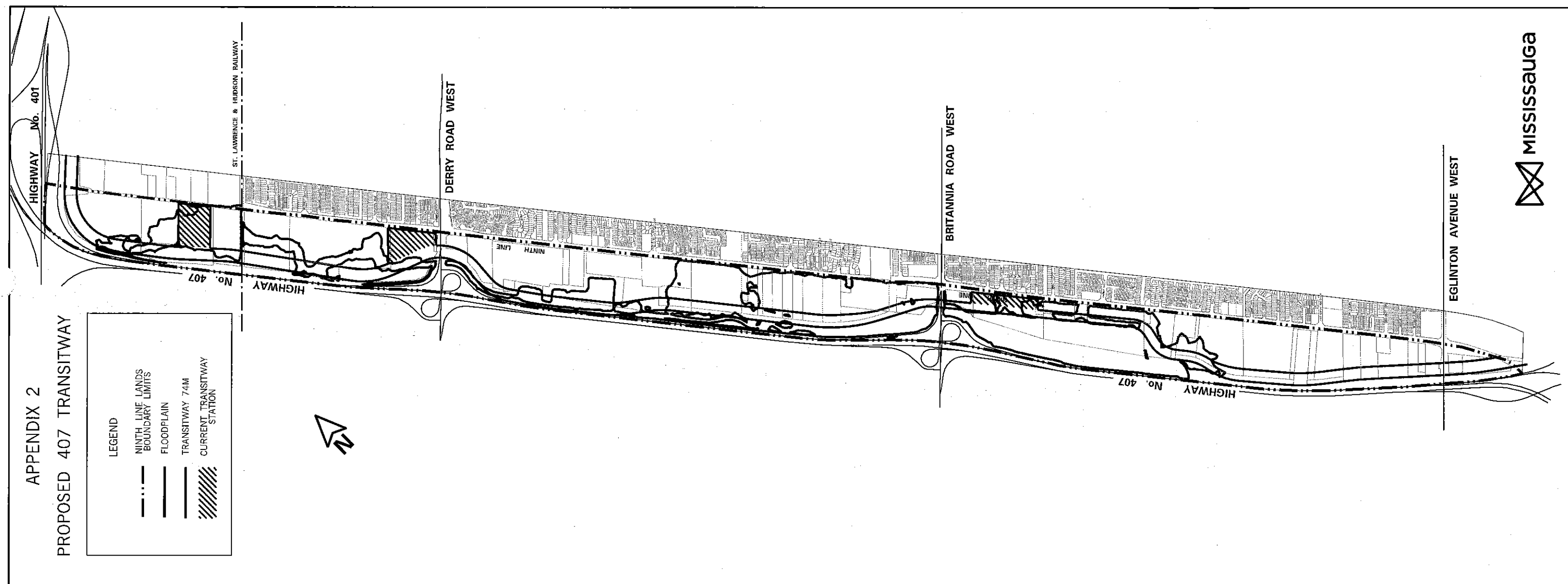


Ed Sajecki,
Commissioner of Planning and Building

*Prepared By: Frank Marzo, Planner, Policy Planning Division,
Planning and Building Department*

R-10(d)







Corporate Report

Clerk's Files

Originator's
Files

R-11

DATE: November 4, 2014

TO: Mayor and Members of Council
Meeting Date: November 24, 2014

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

SUBJECT: Notice of Objection to Proposed Heritage Designation
2625 Hammond Road
(Ward 8)



- RECOMMENDATION:**
1. That the City Clerk be authorized to refer the proposed heritage designation of the entire property at 2625 Hammond Road to the Conservation Review Board in compliance with the *Ontario Heritage Act*.
 2. That the City Solicitor and appropriate staff be authorized to attend any hearing by the Conservation Review Board in support of Council's decision on the designation of 2625 Hammond Road.

BACKGROUND: In 1984, the City designated the subject property under the *Ontario Heritage Act*. The designation applies only to the south half of the property, which contains the nineteenth century house. Because the existing by-law "does not reflect the intrinsic contextual value of the heritage setting and property," in June, Council adopted a Planning & Development Committee recommendation directing staff "to proceed with the designation of the entire property" (0111-2014).

As such, Heritage Planning staff prepared a report recommending that the entire property be designated under the *Ontario Heritage Act*. (The report, including the Cultural Heritage Assessment, is attached as Appendix 1.) The Heritage Advisory Committee recommended approval on September 9, 2014, and Council adopted the recommendation the following day, September 10, 2014.

The City duly published the Notice of Intent to Designate in the *Mississauga News*. Scott Snider of Turkstra Mazza Associates, Lawyers, served a notice of objection, dated October 16, 2014. (The objection is attached as Appendix 2.)

COMMENTS:

Under section 29(5) of the *Ontario Heritage Act*, anyone may serve a notice of objection within 30 days of the publication of the Notice of Intent to designate. The objection was received within the allotted time.

As per section 29(7), once the objection has been served on the Clerk, Council must refer the matter to the Conservation Review Board (CRB). The CRB must hold a public hearing, which must be advertised within the municipality. Within 30 days of the hearing's conclusion, the CRB must provide a report and recommendation to Council. Council can either proceed with the designation or withdraw the Notice of Intent to designate. The decision of Council is final.

FINANCIAL IMPACT: Not applicable.

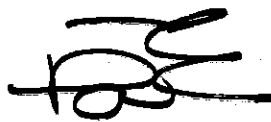
CONCLUSION:

An objection has been filed to Council's motion to designate the entirety of the subject property under the *Ontario Heritage Act*. Council must now refer the matter to the Conservation Review Board.

ATTACHMENTS:

Appendix 1: Corporate Report from the Commissioner of Community Services to the Heritage Advisory Committee, August 20, 2014.

Appendix 2: Letter of objection to the heritage designation from Scott Snider, dated October 16, 2014.



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

Prepared By: Paula Wubbenhorst, Senior Heritage Coordinator



Corporate Report

Clerk's Files

Originator's
Files

R-11(b)

DATE: August 20, 2014

TO: Chair and Members of the Heritage Advisory Committee
Meeting Date: September 9, 2014

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

SUBJECT: Proposed Part IV Heritage Designation
Hammond Property, Cultural Heritage Landscape
2625 Hammond Road (Ward 8)

RECOMMENDATION: That a by-law be enacted to designate the property located at 2625 Hammond Road, in its entirety under Section 29 (1) of the *Ontario Heritage Act* for its historical/associative, physical/design and contextual value and that the appropriate City officials be authorized and directed to take the necessary action to give effect thereto.

**REPORT
HIGHLIGHTS:**

- The City designated the subject property under the *Ontario Heritage Act* in 1984
- Only the south half of the 2.15 acre property was designated at that time
- Council directed City staff to designate the entire property under the *Ontario Heritage Act* on June 11, 2014
- This report recommends that the entire property be designated under the *Ontario Heritage Act* for its physical/design, historical/associative and contextual value

BACKGROUND:

Oliver Hammond was one of the earliest farmers in Erindale Village. Born in 1812 to English parents, Oliver acquired 100 acres of farm land through his marriage to Sarah Carpenter. It is presumed that the Hammonds built the existing house on the subject property in the 1860s.

The entire property is 2.15 acres in size. The site includes the dwelling, other ancillary structures, Governor's Creek with associated valley lands and dozens of trees. The property is designated under by-law 224-84. However, the current designation only covers the southerly portion of the property where the house and outbuildings sit. This designation was accepted by the property owner at the time in 1984 and does not reflect the intrinsic contextual value of the heritage attributes of the property. Significant changes to the *Ontario Heritage Act* in 2005 encouraged municipalities to designate full properties to protect heritage attributes other than just built features. Accordingly, the full property at 2625 Hammond Road should be conserved, including the built structures, the treed valley and Governor's Creek. Therefore, the heritage designation should be expanded to include the entire property.

In 2012, the property owners filed a rezoning application (OZ 12/013) and a Plan of Subdivision (T-M12001) to permit seven building lots on the property. In June 2014, Council refused the application at a public meeting of the Planning and Development Committee and directed staff to proceed with the designation of the entire property.

COMMENTS:

Heritage Planning staff recommend that the entire property be designated under the *Ontario Heritage Act*. Ontario Regulation 9/06 prescribes the criteria for determining a property's cultural heritage value or interest. The Hammond property meets these criteria:

Physical/Design Value

The Hammond House has physical/design value as it is representative of the vernacular Italianate style of architecture. The house also displays a high degree of craftsmanship and artistic merit.

Historical/Associative Value

The Hammond Property has historical/associative value because it is associated with the Hammond family, a family that was significant to the local community and beyond. As an early Erindale farmer and merchant and in his many roles, including auditor and justice of the peace, Oliver Hammond contributed substantially to nineteenth

century Toronto Township society. Son Thomas was also a successful businessman. Additionally, the family helped finance St. Peter's Anglican Church, a principal component of Erindale's history. Moreover, the property yields information that contributes to an understanding of 19th century settlement culture in Toronto Township.

Contextual Value

The Hammond House has contextual value as it is a cultural heritage landscape and local landmark that is physically, functionally and historically linked to its surroundings.

The *Ontario Heritage Tool Kit* states that "A building, or structure, together with its site, should retain a large part of its integrity – its relation to its earlier state(s) – in the maintenance of its original or early materials and craftsmanship." By retaining the relationship between the Hammond property structures, relative to the remnant green space, the context, or integrity, of the Hammond Property will be maintained.


Based on the merits above, the Hammond Property should be designated in its entirety under the *Ontario Heritage Act*.

The full report is attached as Appendix 1.

FINANCIAL IMPACT: There is no financial impact

CONCLUSION: The Hammond Property at 2625 Hammond Road warrants full designation under the *Ontario Heritage Act* for its physical/design, historical/associative and contextual value. Therefore, Heritage Planning staff recommends the designation of the entire property.

ATTACHMENTS: Appendix 1: Cultural Heritage Assessment



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

Prepared By: Elaine Eigl, Laura Waldie and Paula Wubbenhorst

R-11(e)

Appendix 1
Cultural Heritage Landscape
2625 Hammond Road (Ward 8)



Hammond Property, Cultural Heritage Landscape, 2625 Hammond Road

Cultural Heritage Assessment

Culture Division

August 2014

Hammond Property, Cultural Heritage Landscape, 2625 Hammond Road

Introduction

In 1984 the City of Mississauga designated the Hammond House, 2625 Hammond Road, under the *Ontario Heritage Act*.¹ Out of the 2.15 acre parcel, the City designated the south half only. This is the half which contains the actual house. It was designated "as being of architectural value and historical interest." The accompanying designation statement reads:

"The Hammond House is listed on the Heritage Inventory and is recommended for designation for its architectural and contextual importance. Built by Thomas Hammond, c. 1866, the house is a fine example of the type of farmhouse recommended by the Canadian Journal, *The Canada Farmer* in the mid 1860s. The building achieves distinction through the use of a variety of stylistic details. Architectural features of importance include the central projecting bay terminating at roof level in a gable, Italianate brackets, stone quoining and paired round headed windows in the gable ends of the rear addition. Contextually, the house is a recognizable reminder of 19th century settlement in Erindale and Mississauga." (By-law 224-84)

Since that time, the Province has shifted to a values-based approach to heritage designation and an emphasis on context. Moreover, the *Ontario Heritage Act* now stipulates criteria for designation. They are as follows:

A property may be designated under section 29 of the Act if it meets one or more of the following criteria for determining whether it is of cultural heritage value or interest:

1. The property has design value or physical value because it,
 - i. is a rare, unique, representative or early example of a style, type, expression, material or construction method,
 - ii. displays a high degree of craftsmanship or artistic merit, or
 - iii. demonstrates a high degree of technical or scientific achievement.
2. The property has historical value or associative value because it,
 - i. has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community,
 - ii. yields, or has the potential to yield, information that contributes to an understanding of a community or culture, or
 - iii. demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community.
3. The property has contextual value because it,
 - i. is important in defining, maintaining or supporting the character of an area,
 - ii. is physically, functionally, visually or historically linked to its surroundings, or
 - iii. is a landmark. O. Reg. 9/06, s. 1 (2).

¹ The property had previously been designated in 1977, one of the first properties in the province to receive such designation. However, because the *Ontario Heritage Act* allowed for only temporary demolition control, the designation was repealed in 1978.

R-11(cg)

Hammond Property, Cultural Heritage Landscape, 2625 Hammond Road

On June 11, 2014, Council passed a resolution requesting that the entire property be designated under the *Ontario Heritage Act*.

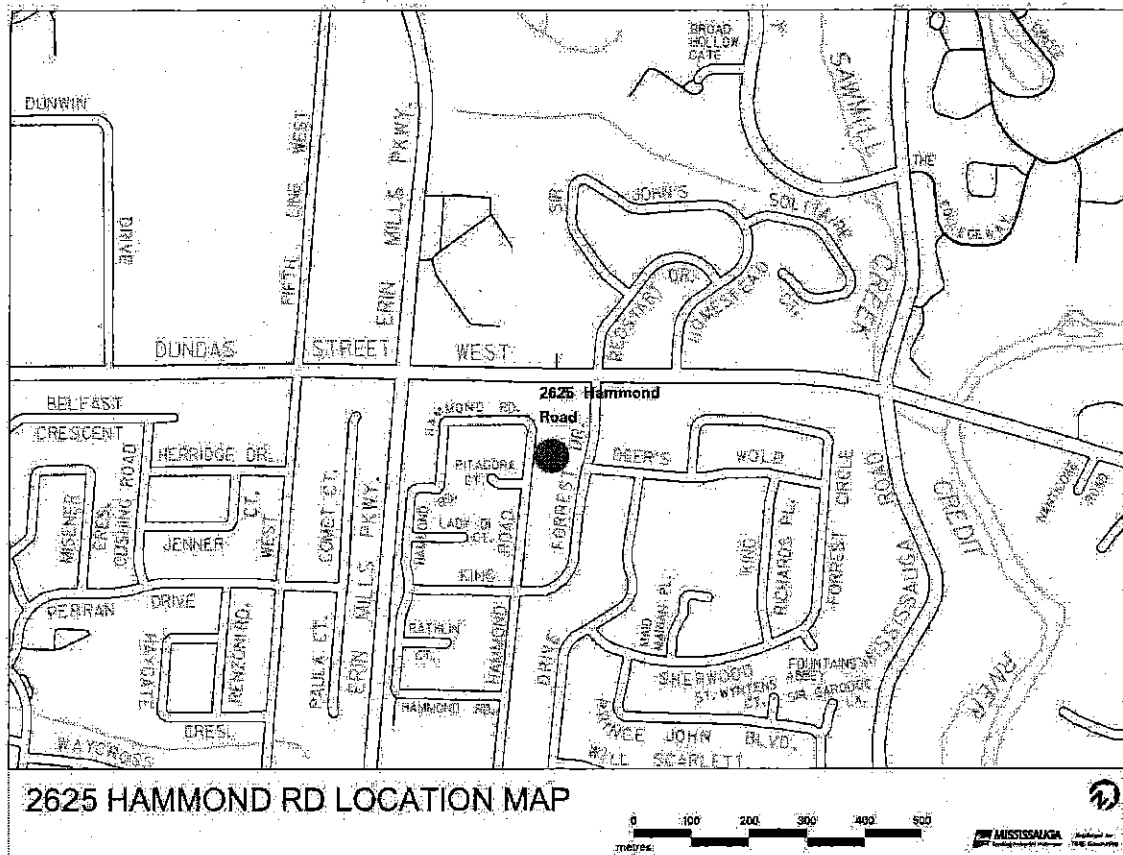
The entire Hammond property merits designation under the *Ontario Heritage Act* as a significant cultural heritage landscape. The 1984 designation acknowledges the property's physical/design value, as the house is a representative example of *The Canada Farmer* farmhouse. It is also a remnant of a representative nineteenth century farm, as recognized in the contextual significance stated in the 1984 heritage designation by-law. The thirty year old by-law references the property's historical/associative value, as the parcel yields information that contributes to an understanding of settlement culture in Toronto Township. Moreover, in terms of design, the built form is representative of the Italianate style of architecture and it displays a high degree of craftsmanship and artistic merit. In terms of history, the association with the Hammond family is notable as the Hammonds were significant to the local community of Springfield-on-the-Credit, later named Erindale.² The property has contextual value because it is physically, functionally and historically linked to its surroundings. It is also a local landmark. This report will briefly examine all of these values but will focus on how the entire property, not just the house, contributes value on most if not all of these fronts.

The Ontario Heritage Trust defines a cultural heritage landscape as "a property or defined area of cultural heritage significance that has been modified by human activities and is valued by the community."³

² For the sake of simplicity, the community will be referred to as Erindale in this report. Erindale was the name of the house built by Reverend James McGrath, the first rector of St. Peter's Anglican Church.

³ Ontario Heritage Trust, *Cultural Heritage Landscapes – An Introduction*, November 2012, <http://www.heritagetrust.on.ca/CorporateSite/media/oht/PDFs/HIS-020-Cultural-heritage-landscapes—An-introduction-ENG.pdf>, accessed August 2014.

Hammond Property, Cultural Heritage Landscape, 2625 Hammond Road

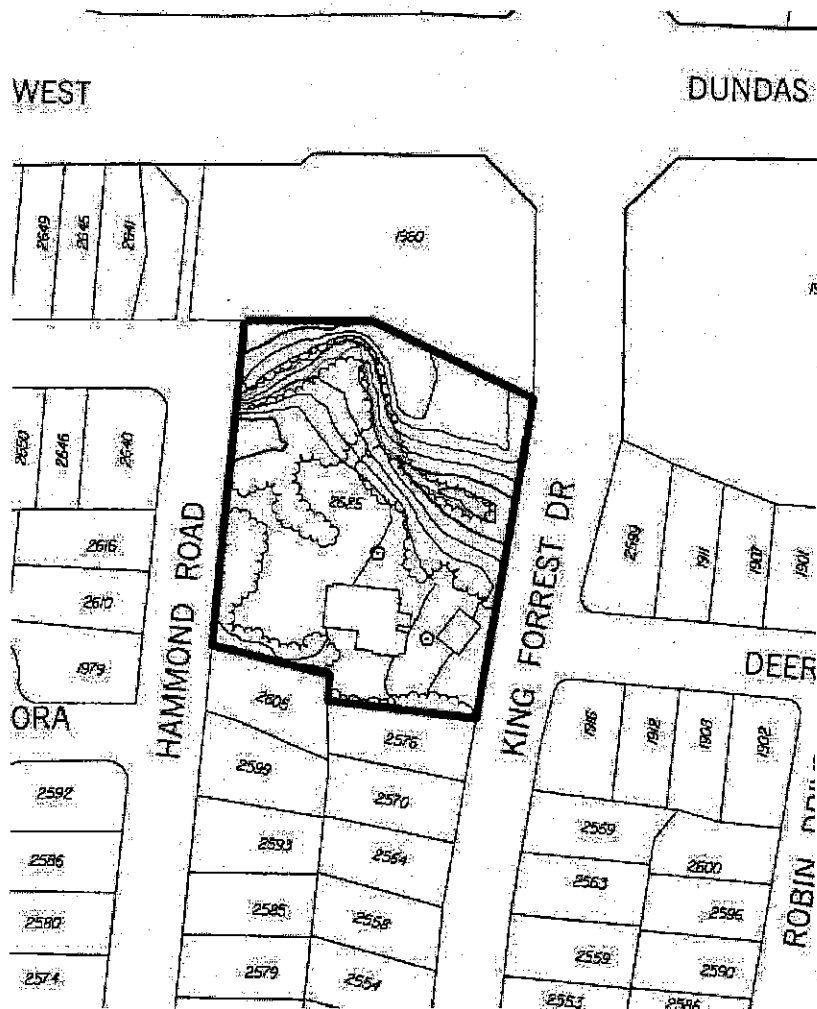


R-11(c)

Hammond Property, Cultural Heritage Landscape, 2625 Hammond Road

Site Description

The Hammond property is located south of Dundas Street West, between Erin Mills Parkway and Mississauga Road. More specifically, it fronts Hammond Road and backs onto King Forrest Drive. Modern development surrounds the house. The dwelling and outbuildings sit on the south half of the parcel at 2625 Hammond Road. A tributary, as noted in the 1877 Peel Historical Atlas, runs through the north half of the property, creating an undulating topography that is also accompanied by significant vegetation, including many mature trees.⁴



Hammond Property, Cultural Heritage Landscape, 2625 Hammond Road

Historical/Associative Value

The Hammond property has historical/associative value because it has direct associations with the Hammond family who were significant to Erindale within which the house is situated. More importantly, the property yields information that contributes to an understanding of nineteenth century culture. (See figures 1 thru 26 for images of the property.)

It is presumed that Oliver Hammond (1812-1874) built the subject house with the help of his son Thomas Mercer Hammond (1841-1892) in the 1860s. The value of the property was assessed at \$3400 in 1865.⁵ (See figure 27 for an image of Oliver.) Oliver was a successful farmer and merchant, and was active in St. Peter's Church. According to Perkins Bull, Oliver was a Warden and Synod Delegate. More broadly, he was an Auditor and Justice of the Peace. Additionally, he served as Director of the Toronto Township Agricultural Society in 1859. The subject property actually belonged to his father-in-law until the Hammonds inherited it upon his mother-in-law's death in 1858. Thomas specifically inherited it from his mother Sarah Ann Carpenter (1808-1880). Sarah was also active in the church, according to Perkins Bull, "at one time advancing \$300 without interest to help pay off the mortgage."⁶

Thomas too was very involved in the church, serving as Synod Delegate, Auditor and Warden. According to an undated Mississauga Heritage Foundation (MHF) report, he "was particularly active in raising funds for building the new St. Peter's Church in 1886."⁷ An interviewee in Perkins Bull stated that: "The Hammonds were a fine family. Old Mr. Hammond was religious and very strict. He would stop you if you so much as nailed a board over a hole in a fence on Sunday. No one was allowed to cook anything in his household on the Sabbath."⁸

Thomas and his wife Isabella (Sproule) Hammond (1838-1917) adopted a son, John Edward Clancy "Jack" Hammond (1884-1965). He served in the First World War in the Royal Flying Corps, rising to the rank of Lieutenant. Research conducted by ATA Architects deduces that he is "known to have run a fairly successful threshing operation in the area and transported bricks via truck to small communities around Peel County and Toronto."⁹ He inherited the property from his mother and continued farming it "for many years," according to the MHF report.¹⁰ This is likely based on oral history. He sold the property in 1932.¹¹ Isabella's will reveals that the property was called "Woodlands."¹²

⁵ Assessment Roles, Toronto Township, Ontario Archives, as cited in J.M. Halloran, "The Hammond House," report in City of Mississauga Heritage Planning files. The Oliver Hammond papers, held at the Region of Peel Archives, include 1892 and 1898 insurance policies for the house, valued at \$4725.

⁶ William Perkins Bull family files, Mississauga Library.

⁷ Mississauga Heritage Foundation report, City of Mississauga Heritage Planning files.

⁸ William Perkins Bull family files, Mississauga Library.

⁹ ATA Architects Inc., *2625 Hammond Road: Heritage Impact Study and Urban Design Guideline*, received by the City in 2012.

¹⁰ Mississauga Heritage Foundation report.

¹¹ Another longtime owner was Major Harry Gilmore Pepall (1896-1959). His family owned the property from 1934 to 1967. This connection requires further research.

¹² Region of Peel Land Registry records.

Hammond Property, Cultural Heritage Landscape, 2625 Hammond Road

The road on which the subject property sits in the current subdivision is named for the family, "Hammond Road." According to Heritage Mississauga's "Lost Villages" research, the "four corners," i.e. the intersection, at South Sheridan Way and Sherwood Heights Drive was originally known as "Hammondsville," named after a store that Oliver Hammond's father William Ransom Hammond (1804 - 1855) built there.¹³ This intersection is southwest of the subject property. According to Perkins Bull, "it was a considerable hamlet in the early days."¹⁴

The size and splendour of the Hammond House attests to the success of Oliver and Thomas Hammond. The family was obviously prominent in the community. The history reveals that they were active in the local Anglican Church and in the community beyond. Oliver also had business interests in Streetsville, specifically the Hammond and Goble general store, in which he was a partner.¹⁵ The Hammonds were certainly significant, giving the property historical/associative value.

The house provides an understanding of 19th century settlement culture. This broader narrative is paramount. The 1984 by-law acknowledges this value. This second subset of the second criteria of Regulation 9/06 is perhaps the most significant reason to preserve Mississauga's nineteenth century heritage, for the information it yields about that moment in time.

While it is currently left with little more than two acres of land, when the house was built, it proudly sat upon one hundred acres. This was typical of farms of that time. Surveyors divided Toronto Township into one hundred and two hundred acre parcels. (See figure 28 for an excerpt from the atlas showing the Hammond property.) The maps provided by the 1877 Historical Atlas of Peel make this evident. This publication includes an image of the "Residence of the late Oliver Hammond, Esq., Credit, Ont." (See figure 29.) The lithograph shows the large house at the centre of the property, set well back from the road and connected to the artery by a laneway. The lane extends deep into the lot, providing access to the barn and outbuildings. To the rear and sides are orchards and fenced fields, with the watercourse to the north of the house.

In *Looking for Old Ontario*, local scholar Thomas F. McIlwraith writes that "Ontario's farms are the creations of immigrants of varied backgrounds who often showed disdain, if not outright hostility, for their neighbours."¹⁶ His observation of "public roads that bypass farm buildings, and private lanes leading up to them" supports this.¹⁷ He summarizes: "Building sites varied with local conditions but tended to be set well back on lots. Here was privacy, freedom from the 'disagreeable necessity' of

¹³ Nicole Mair, "Sheridan (Hammondsville)," *Heritage Mississauga*
<http://www.heritagemississauga.com/page/sheridan>, accessed August 2014.

¹⁴ "Sheridan" file, William Perkins Bull, Peel Art Gallery, Museum + Archives.

¹⁵ Finding aid for Oliver Hammond fonds, Ontario Archives.

¹⁶ Thomas F. McIlwraith, *Looking for Old Ontario: Two Centuries of Landscape Change* (Toronto: University of Toronto Press, 1997), 241.

¹⁷ *Ibid.*

Hammond Property, Cultural Heritage Landscape, 2625 Hammond Road

gazing at one's neighbour, and security from passers-by helping themselves to the orchard or kitchen garden.¹⁸ We are told that the spread of idle gossip and rumour would be suppressed."¹⁹

In perhaps a more practical vein, McIlwraith goes on to state that the "location in the middle of the farm gave best access to the fields, was within earshot of the dinner bell, and made driving the cows home for milking easy regardless of which field was in pasture."²⁰ Also, "a good setback has proven a useful buffer against road dust too."²¹

In her article entitled "The evolution of the agricultural cultural landscape," published in the October 2012 edition of the Ontario Heritage Trust's *Heritage Matters*, an issue dedicated to "protecting Ontario's agricultural landscapes," landscape architect Wendy Shearer employs the 1877 image of the Hammond House to illustrate "the ideal mixed farm layout."²² The caption states that "The farmhouse, barn and outbuildings are efficiently arranged along the laneway that links the fields and the farm core with the public road."²³

In the essay, Shearer writes that the mixed farm was "the most prominent form of farming well into the mid-20th century."²⁴ It organized "farm family labour, animal husbandry and crop production. It created a distinctive layout and division of the farm into eight to 10 fenced fields, a small managed woodlot for fuel and timber, a farmstead core dominated by a large timber barn for the farm animals and hay and grain storage, numerous outbuildings, and a spacious farmhouse surrounded by gardens and an orchard."²⁵

Though most of these features no longer exist on the subject parcel, the property's generous lot size speaks to this history, i.e. that farmhouses were built on large farms; and that the farmhouse served not only as a home but also as an office to oversee the workings of the surrounding agricultural business. The farmhouse was not at the street edge but was deep within the lot, at the farm's centre. The house's generous setback from the property edges still alludes to this setting in a way that few other farmhouses in the more densely populated areas of Mississauga still do today.

Though the practicality of the layout will be returned to, it should be mentioned that the placement of the home, central to the property, was also an emotional one. As McIlwraith states: "Landownership has been a heady experience for Ontario's residents and to gaze on one's domain from the house has been

¹⁸ John Harland, "Report on the State of Agriculture in the County of Wellington, 1852," *Journals and Transactions of the Board of Agriculture of Upper Canada*, 1 (1856), 218, as cited in McIlwraith, 241.

¹⁹ "Farm Buildings," *Genesee Farmer*, 9 (12 Jan. 1839), 12, cited in Sally McMurry, "Progressive Farm Families and Their Houses, 1830-1855: A Study in Independent Design," *Agricultural History*, 58 (1984), 337, as cited in McIlwraith, 241.

²⁰ Ibid.

²¹ Ibid.

²² Wendy Shearer, "The evolution of the agricultural cultural landscape," *Heritage Matters* (Ontario Heritage Trust), 15.

²³ Ibid.

²⁴ Shearer, 15.

²⁵ Ibid.

immensely satisfying.”²⁶ He notes that: “One writer rated view as important as water supply and more so than drainage or wind protection.”²⁷

The house still sits atop the highest point of the local neighbourhood. In photographs, the retaining walls attest to this elevation both within the site and compared to the community at large. This spot would have provided a vantage point for Oliver Hammond and his descendants to gaze across their domain and beyond like, in the words of Matthew Wilkinson, Historian, Heritage Mississauga, “a lord of the manor.”²⁸

The generous space around the house, including its undulating topography, especially in stark opposition to the postage stamp yards in the encroaching subdivision, speaks to this history of the farm, to its uses, to its consideration of comfort, society and ego, all the more relevant after the long struggle of the pioneer. It is a snapshot of this history from the 1860s, one hundred and fifty years ago. The Hammond house, with its many square metres, its grandeur, and its surrounding land, says: we have made it; we have arrived. Landscaped space has always been a luxury that sets apart estate homes from others.

The undulating topography not only helps to explain the specific siting of the house – away from the low areas of the site for both reasons of drainage and “emotion” in McIlwraith’s words – it also provides a reason, likely one of many, for the house to face the initially private north-south road rather than Dundas Street. If the laneway came off Dundas Street, a bridge would have been required to provide access to the house over the watercourse, a tributary of Loyalist Creek, which enters the Credit River to the east. According to Wilkinson, the tributary is locally known as “Governor’s Creek.”

Moreover, situating the house near the creek would have provided the family with fresh flowing water. As McIlwraith states: “Water has been crucial in the location of farm buildings. The earliest settlers relied on surface streams – ‘living water.’”²⁹ What is now a scenic land form today, with important watershed uses, was a critical part of the lives of the pioneering Carpenter and Hammond families. In Wilkinson’s words, it is one of the “vital building blocks of [t]his property.”³⁰

The creek offered a strong invaluable advantage. It would have provided water for livestock, washing clothes and basic irrigation. This remnant of Loyalist Creek is the last remaining unchannelized portion of this historic creek through Erindale Village. The remaining portions have been either buried or channelized.

As mentioned previously, the Peel Atlas includes an artist rendering of the Hammond farm. It shows an orchard in this northwest remnant of the property. Orchards were often close to the home as their harvest was among the more domestic responsibilities.³¹ Of the differing farm functions, this was the

²⁶ McIlwraith, 242.

²⁷ Frank Waugh, *Rural Improvement* (New York: Orange Judd, 1914), 143, as cited in McIlwraith, 242.

²⁸ Matthew Wilkinson, phone interview, August 20, 2014.

²⁹ McIlwraith, 242.

³⁰ Wilkinson.

³¹ Ibid.

Hammond Property, Cultural Heritage Landscape, 2625 Hammond Road

most logical one to locate atop a water course. Crops and livestock grazing are not practical uses of this area for fear of floods and contamination. The orchard no longer exists, though there may be remnants of it. (Further archaeological investigation may be warranted to determine the location and species within the former orchard.) However, the significant tree canopy that this property provides points to this history.

More importantly, the number, height, diameter and native species speak to the age of this property. Kuntz Forestry's Consulting Inc. noted several sugar maples, ash trees and other species with a diameter over fifty centimetres.³² One sugar maple has a diameter of seventy centimetres and a white oak a diameter of sixty-five centimetres.³³ It is likely that some of the property's vegetation at least hails back to Jack's time, if not the time of Isabella (Thomas Hammond's widow). In the 1930s, Perkins Bull noted "bass, maple, beech and some oak" on the property.³⁴ The point is not so much that the trees and other vegetation coincide with a significant family but, rather that it speaks to the age of the property. Just as the patina – e.g. the discolouration and wear of the bricks – of the house speak to its obvious age, so to do the height, variety and haphazard nature of the trees and other vegetation.

The property truly is a cultural landscape, as per the United Nations Educational, Scientific and Cultural Organization World Heritage Committee, which states that: "Cultural landscapes represent the combined works of nature and man. [...] They are illustrative of the evolution of human society and settlement over time, under the influence of the physical constraints and/or opportunities presented by their natural environment and of successive social, economic and cultural forces, both external and internal."³⁵ The large trees, a product of natural evolution over time, enhance the character of the cultural heritage resource.

The notion of designating natural features under the *Ontario Heritage Act*, while not technically impossible, was not the practice in 1984. Moreover, the fact that heritage designations *had* to be done with the full cooperation of property owners – simply because, without demolition control, the heritage designation was somewhat meaningless at the time – meant that the actual amount of property that received designation was limited. This does not mean that the entire property did not merit designation under the *Ontario Heritage Act*. Thirty years ago, it was simply a different time, in many ways.

Now we see the way in which context, in terms of immediate surroundings and siting, helps to illustrate historical value. The house and the setting from which it gave rise – what little there is left – are intrinsically linked and together, in the language of Regulation 9/06 "yield information that contributes to an understanding of a culture."

³² Kuntz Forestry Consulting Inc., *Tree Inventory & Preservation Plan Report: 2625 Hammond Road, Mississauga, Ontario*, February 2012.

³³ *Ibid.*

³⁴ William Perkins Bull files, Peel Art Gallery Museum + Archives, gathered by Meaghan FitzGibbon.

³⁵ UNESCO, "Cultural Landscape," <http://whc.unesco.org/en/culturallandscape/>, as accessed August 2014.

Physical/Design Value

As is acknowledged by the 1984 by-law, the Hammond House has physical/design value because it is representative of *The Canada Farmer* farmhouse and the vernacular Italianate style of architecture. It also displays a high degree of craftsmanship and artistic merit. Moreover, the property is a remnant of a representative example of a nineteenth century farm.

The stylistic description from the 1983 report that supports the 1984 designation is as follows:

"The Hammond House with its two storeys, three-bay façade, and central projecting bay terminating at roof level in a gable, is typical in form to farm houses recommended by the *Canada Farmer* in the mid 1860s. This building achieves distinction through the use of a variety of stylistic details. Italianate influences include the brackets in the eaves, stone quoining and the paired round-headed windows in the gable ends of the rear addition. Georgian elements are evident in the well proportioned structure and symmetrical placing of elements."

This description perfectly summarizes what John Blumenson, calls "a vernacular version of the Italianate style" that was "unique to Ontario."³⁶ In his *Ontario Architecture: A Guide to Styles and Building Terms 1784 to the present*, Blumenson describes this vernacular as one that includes "the traditional Georgian balance and square shape" but "richer in ornamentation and texture, including [...] heavy roof-cornice brackets and contrasting coloured materials."³⁷ He continues: "To this model was often added an eclectic combination of some rural Gothic feature, such as vergeboards or lancet windows, a variety of Classical details and wall finishes, executed in the typically stylized or exaggerated mode of the American Italianate style."³⁸

With its hip roof, pedimented projecting frontispiece, accentuated corners and tall chimneys, the Hammond House matches the pattern published by *The Canada Farmer*. True to the Ontario vernacular described above, with its horizontal emphasis, the overall structure has Georgian proportions. However, the proportion of the pediment retains Gothic proportions and, originally and now re-introduced, Gothic vergeboard. The varying materials and therefore colours are Italianate, as are the heavy roof cornice brackets.

This aesthetically pleasing local adaptation of *The Canada Farmer* pattern has a high degree of artistic merit. With its agreeable proportions, refined and attractive appearance, the Hammond House is certainly a "handsome" and "distinctive" composition.³⁹ Moreover, this brick structure, with Credit Valley stone foundation, also displays a high degree of craftsmanship. According to a Streetsville historian, it was built by local master builder Robert Leslie.⁴⁰

³⁶ John Blumenson, *Ontario Architecture: A Guide to Styles and Building Terms 1784 to the present* (Fitzhenry & Whiteside, 1990), 58.

³⁷ Blumenson, 59.

³⁸ Blumenson, 59.

³⁹ These words have been used to describe the house in various City reports.

⁴⁰ Sandra Emerson noted Robert Leslie's connection to the Oliver Hammond House on the draft plaque text for the Leslie Log House, as per City of Mississauga Heritage Planning files. Unfortunately, staff was unable to reach

Hammond Property, Cultural Heritage Landscape, 2625 Hammond Road

The property is also a remnant of a representative example of a nineteenth century farm. As mentioned previously, Shearer employed a historical image of the property to illustrate "the ideal mixed farm layout." The visual evidence substantiates that this was a typical nineteenth century farm. As such, the remaining undeveloped space surrounding the house contributes to the property's physical/design value.

Contextual Value

The Hammond property has contextual value because it is physically, functionally and historically linked to its surroundings and it is a local landmark. Again, the report undergirding the 1984 designation supports this. It includes a 1977 description of the site by McIlwraith that is instructive:

"The Hammond House is representative of the dwellings of well-to-do families in rural Ontario a century ago; the new Sherwood Forrest housing development, adjacent to it, displays the housing preference of well-to-do suburban families today. The parallel is striking, and enhances the interest of the entire district. The interest in full two-storey houses in Sherwood Forest is clearly a revival of a traditional form, as suggested by the Hammond house; both old and new stand in constructive contrast with the ranch-style, energy extravagant bungalows of the 1950s and 1960s, situated nearby along the western side of Hammond Road. The somewhat elevated site and matching street name confirms the Hammond House as the patriarchal structure for the district, a distinguished element in an attractive area."

This almost forty year old description is interesting, as it suggests a visual link between the Hammond House and its surroundings, something that is difficult for the local modern day viewer, accustomed to traditional two storey houses, to appreciate today.

The last lines also intimate that the house is a landmark. It is regrettable that the house is no longer visible from Dundas Street West as it would have been when McIlwraith made this remark. As such, today it is only a local landmark. It is well known to the local community but, not beyond.

In addition to its raised elevation, it is a landmark due to the fact that it is quite distinctive from its surroundings. While lot patterning typical of the late 20th century makes up most of Sherwood village, the Hammond property's patina and atypical (to the modern viewer) lot layout sets it apart. The house "sits on a large lot, well back from the street, surrounded by mature pine trees and deciduous bushes"⁴¹ as described in a 1979 City report. Its author, Anne Fort-Menares, goes on to state that "the quiet, slightly secluded setting is appropriate to the gracious, tranquil quality of the house."⁴² This is still the case today and the tranquility, provided by the generous natural setting, contributes exponentially to the Hammond House's role as a local landmark.

Emerson by the report deadline to ascertain her resources. The connection with Leslie should be explored further, as it would lend additional historical/associative value to the property.

⁴¹ Anne Fort-Menares, "Hammond Residence," report in City of Mississauga Heritage Planning files, 1979.

⁴² Ibid.

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Hammond Property, Cultural Heritage Landscape, 2625 Hammond Road

The Hammond property is located west of Mississauga Road and Dundas Street. This intersection is home to St. Peter's Anglican Church, situated upon a hill at the northeast corner. The village of Erindale is situated east of the church, east of the Credit River Valley, mainly on the south side of Dundas. Because the Hammonds were active in St. Peter's Anglican Church and would have conducted business in the village, the Hammond House is physically, functionally and historically linked to its surroundings.

Conclusion

The City of Mississauga recognized the cultural heritage value of the Hammond House in 1984. Thirty years later, this value still holds. However, the entire property merits designation under the *Ontario Heritage Act*. The natural features of the site, its elevation, the watercourse, the undulating topography, the lush vegetation and tall trees...these are all intrinsically linked to the site and are significant elements of its cultural heritage value.

Governor's Creek was an important part of the farm property, as are the open/natural spaces to the front, rear and sides of the house. This area speaks to the farmhouse history; i.e. the farmhouse sat on a farm that provided resources to the Hammonds and others in the local community. The Hammonds were significant to the area. A street and village was named for them. The house and adjacent open space are significant remnants of its past, which form this cultural heritage landscape.

The actual house has obvious physical/design value. It is representative of the local *Canada Farmer* vernacular of the Italianate style and it has a high degree of craftsmanship and artistic merit. The property is also a remnant of a representative nineteenth century farm. Its proximity to the local Anglican church, to Erindale and to Hammondsville, the latter two being places where the Hammonds would have conducted business, makes the property physically, functionally and historically linked to its surroundings. With its distinctive character, it is also a local landmark.

Most important though is that the Hammond House yields information that contributes to an understanding of nineteenth century culture. The natural features of the site are intrinsically linked to this history. They help explain the siting of the house, they are a reminder of the vast acreages our ancestors owned and farmed, and they give a sense of the significant age of the property. This area is an invaluable natural resource but, it is also a cultural heritage resource, as it helps explain the history of the Hammond property and its role as a cultural heritage landscape.

Hammond Property, Cultural Heritage Landscape, 2625 Hammond Road



Figure 1: Hammond Property, west face of house, May 2014



Figure 2: Hammond Property, north face of house, May 2011

R-11(S)

Hammond Property, Cultural Heritage Landscape, 2625 Hammond Road

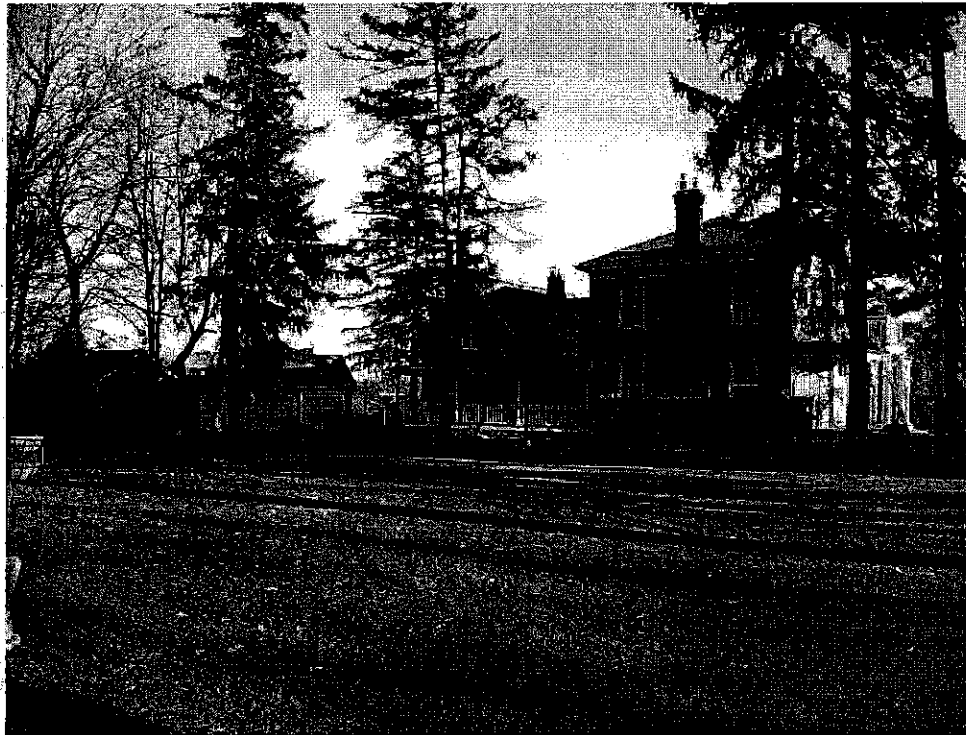


Figure 3: Hammond Property, north side of house and outbuildings to rear, 2009



Figure 4: Hammond Property, north side of house and outbuildings to rear, April 2013

Hammond Property, Cultural Heritage Landscape, 2625 Hammond Road

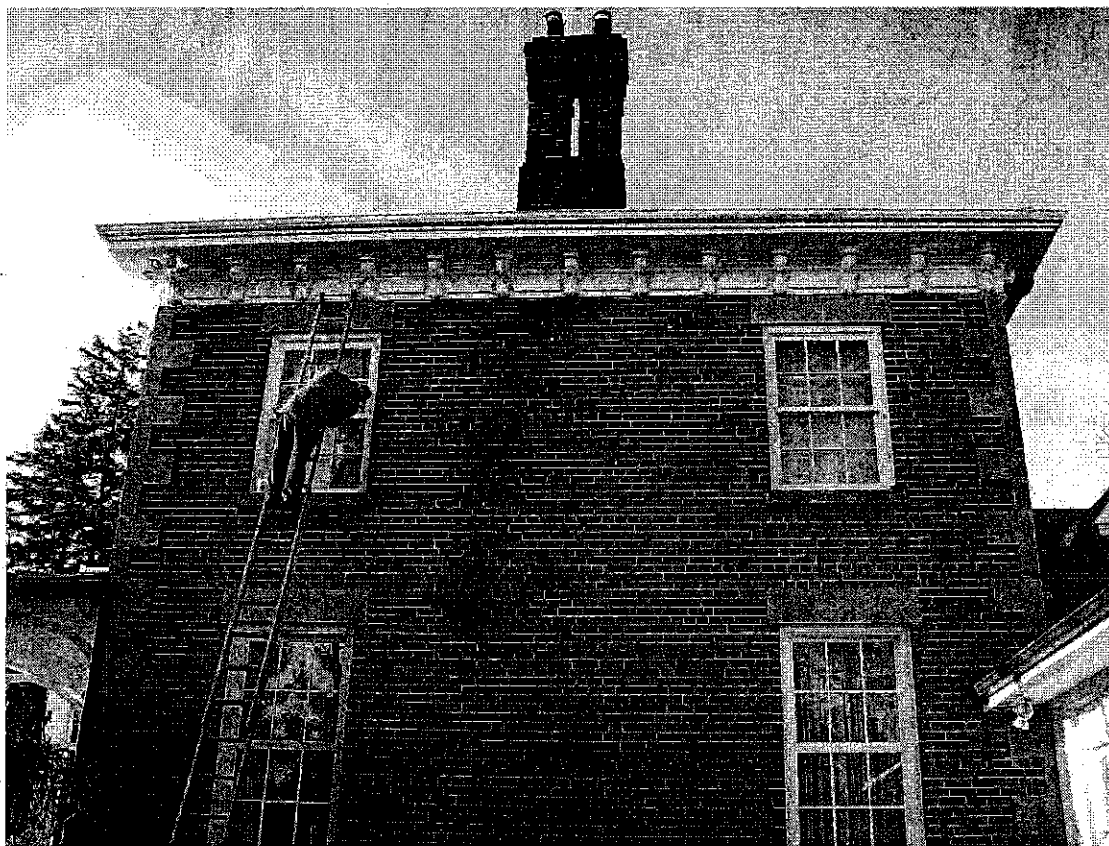


Figure 5: Detail of south face of Hammond house, 2009.



Figure 6: Hammond Property, detail of outbuildings, April 2013

R-11(u)

Hammond Property, Cultural Heritage Landscape, 2625 Hammond Road



Figure 7: Hammond Property, east side of house, May 2011

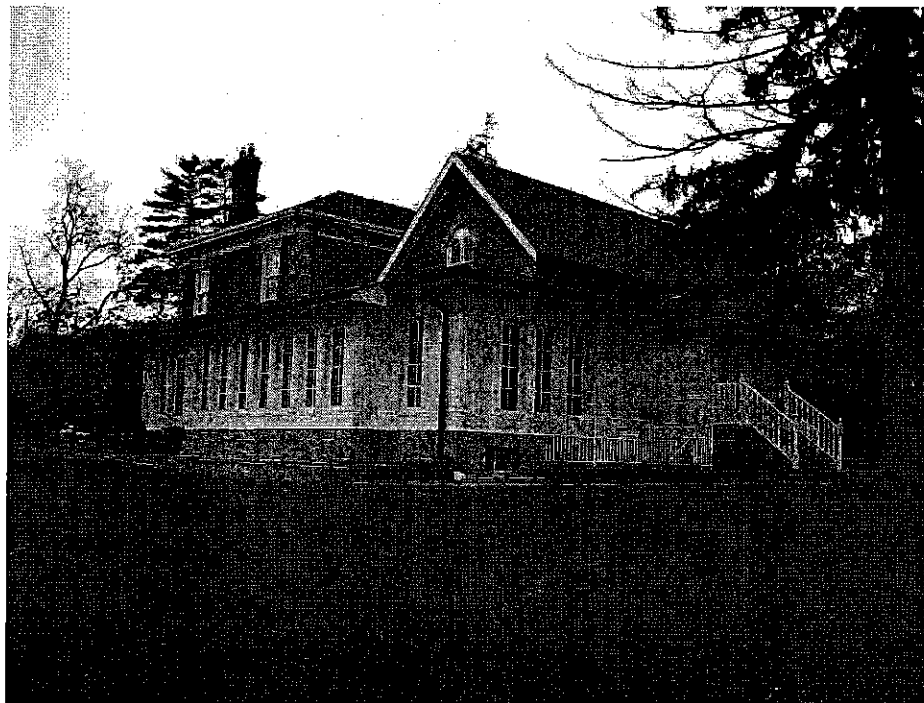


Figure 8: Hammond Property, southeast side of house, May 2011

Hammond Property, Cultural Heritage Landscape, 2625 Hammond Road



Fig. 9: Ravine and water course within the cultural heritage landscape of the Hammond Property, 2009



Figure 10: Ravine and water course within the cultural heritage landscape of the Hammond Property,
April 2013

R-11(w)

Hammond Property, Cultural Heritage Landscape, 2625 Hammond Road



Figure 11: Governor's Creek within the cultural heritage landscape of the Hammond Property, April 2013



Figure 12: View of Hammond Property cultural heritage landscape, from King Forrest Drive, April 2013

Hammond Property, Cultural Heritage Landscape, 2625 Hammond Road

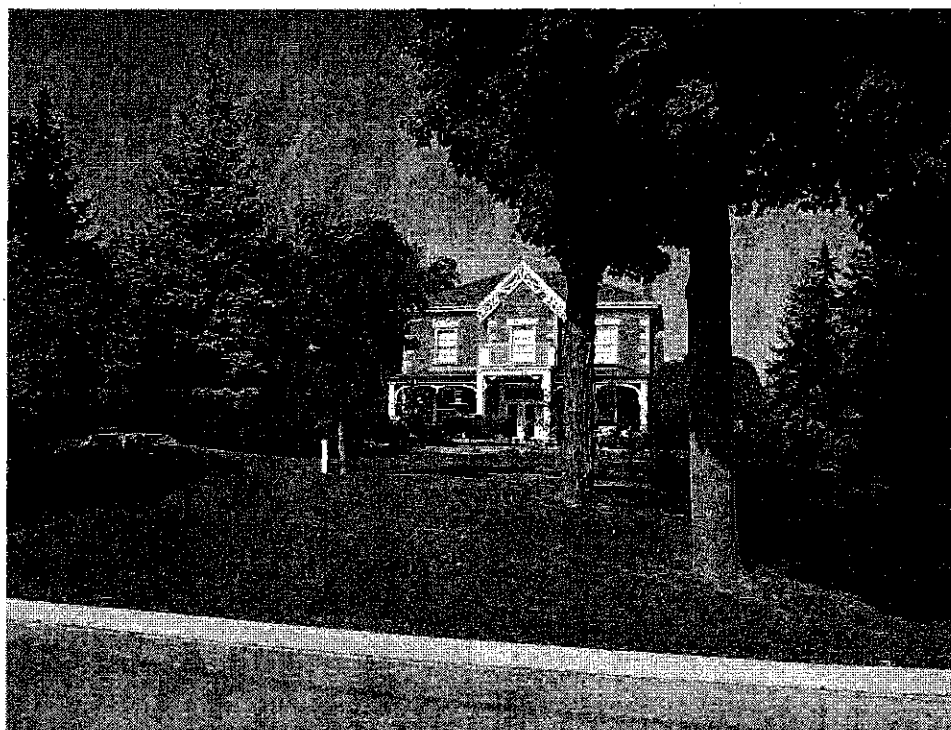


Figure 13: Hammond Property cultural heritage landscape, west face of house, August 2014

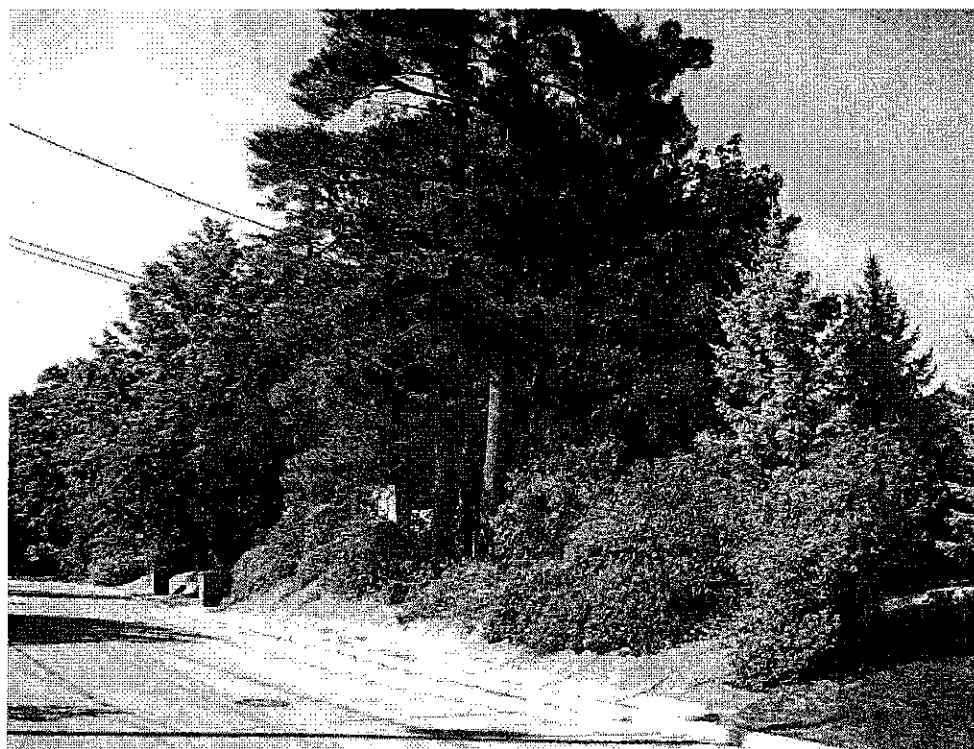


Figure 14: Hammond Property cultural heritage landscape, at Hammond Road, August 2014

R-11(47)

Hammond Property, Cultural Heritage Landscape, 2625 Hammond Road



Figure 15: Mature tree growth at Hammond Property cultural heritage landscape at 2625 Hammond Road, August 2014

Hammond Property, Cultural Heritage Landscape, 2625 Hammond Road

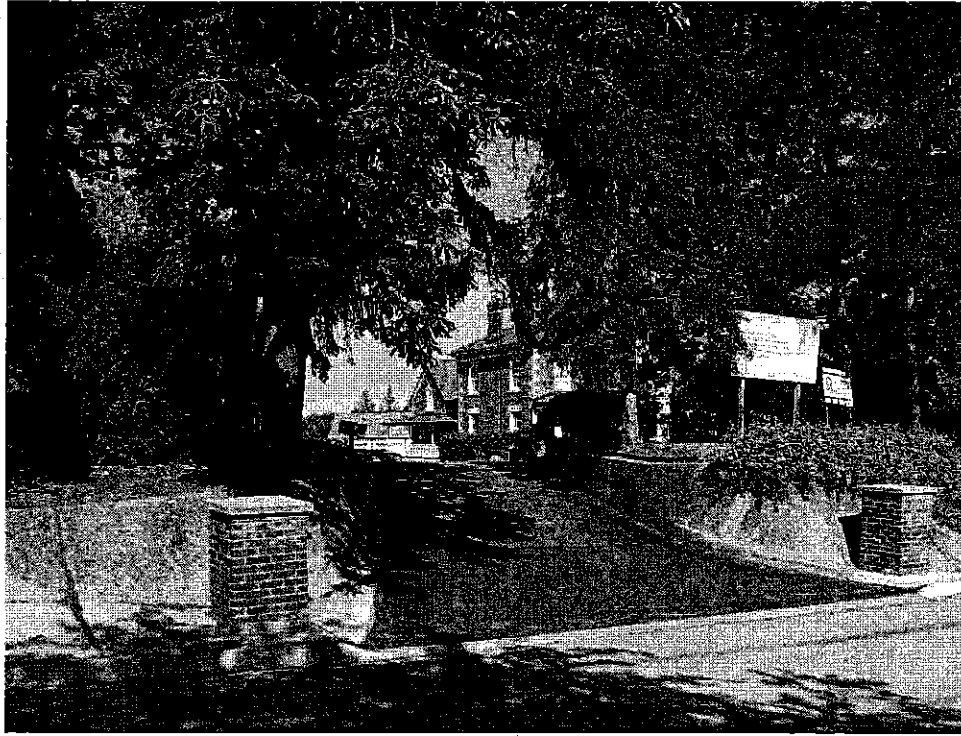


Figure 16: Entrance to Hammond Property at 2625 Hammond Road, August 2014



Figure 17: Hammond Road at 2625 Hammond Road, August 2014

R-11(a)(a)

Hammond Property, Cultural Heritage Landscape, 2625 Hammond Road

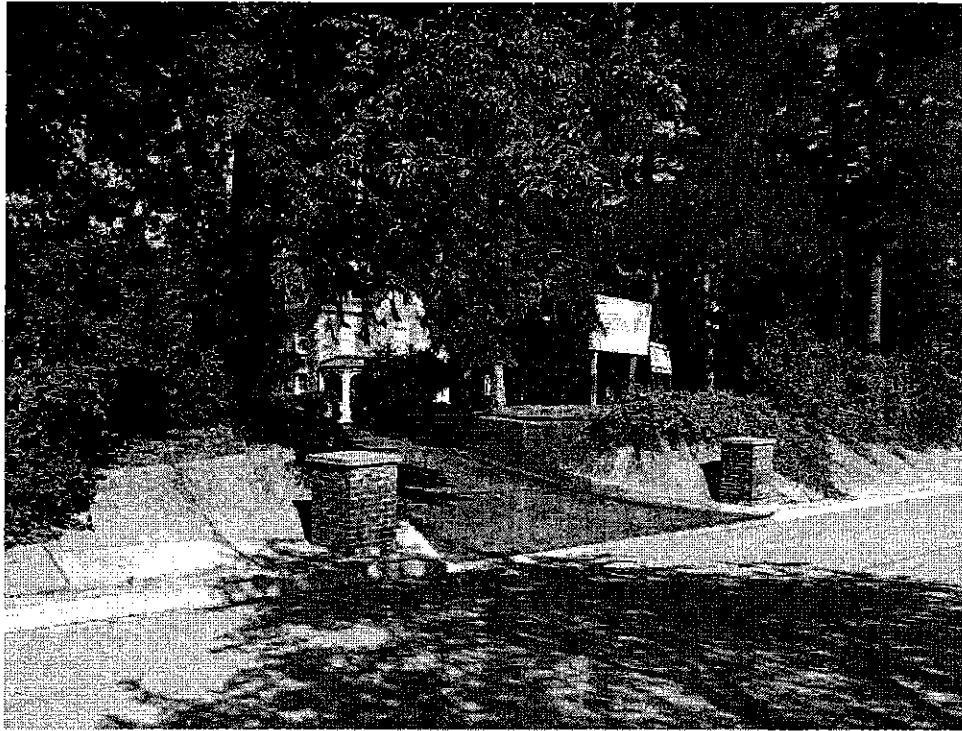


Figure 18: Entrance to Hammond Property, August 2014

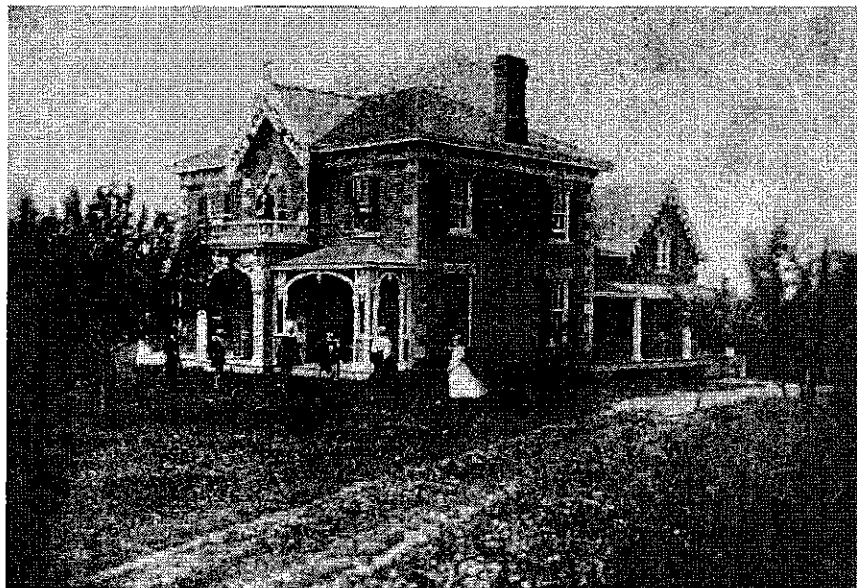


Figure 19: Hammond Property, PAMA, Region of Peel Archives photograph collection, 1998.045, c. 1870⁴³

⁴³ Tintypes are often reversed due to the use of prisms in cameras. Mid twentieth century aerial photography shows the driveway to the north, rather than south, of the house, consistent with the 1877 lithograph.

Hammond Property, Cultural Heritage Landscape, 2625 Hammond Road



Figure 20: Hammond Property, west face of house, 1976, scan courtesy of Mississauga Library

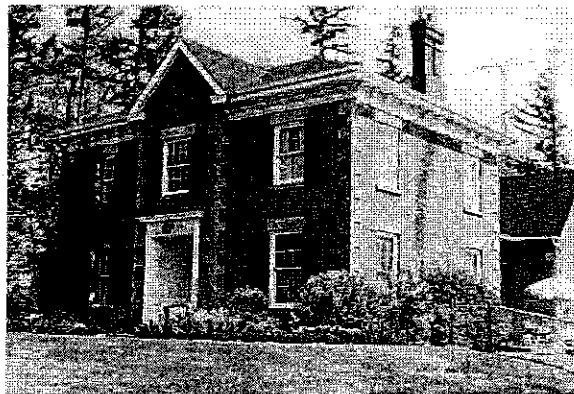


Figure 21: Hammond Property, southwest side of house, 1976, scan courtesy of Mississauga Library

R-11(c)(c)

Hammond Property, Cultural Heritage Landscape, 2625 Hammond Road

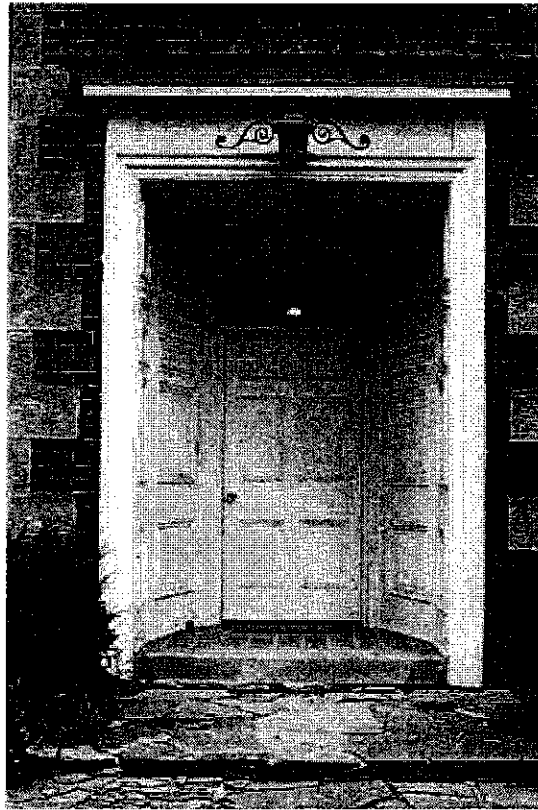


Figure 22: Hammond Property, detail of door, 1976, scan courtesy of Mississauga Library



Figure 23: Hammond Property, northwest side of house, 1978, courtesy of Mississauga Library

Hammond Property, Cultural Heritage Landscape, 2625 Hammond Road



Fig. 24: Hammond Property, west face of house, 1999, Photo: A. Skeoch, courtesy of Mississauga Library

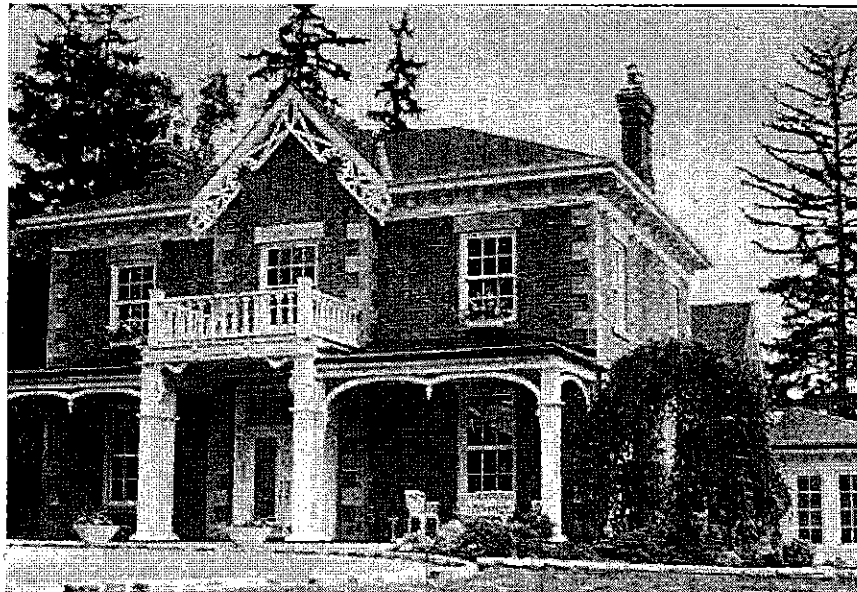


Figure 25: Hammond Property, west face of house, 1994, courtesy of Heritage Mississauga

R-11(e)(e)

Hammond Property, Cultural Heritage Landscape, 2625 Hammond Road



Figure 26: Hammond Property, west face of house, 2005, courtesy of Heritage Mississauga



Figure 27: Oliver Hammond, 1877 Peel Historical Atlas, scan courtesy of Heritage Mississauga

Hammond Property, Cultural Heritage Landscape, 2625 Hammond Road



Figure 28: Excerpt from 1877 Peel Historical Atlas, scan courtesy of Heritage Mississauga

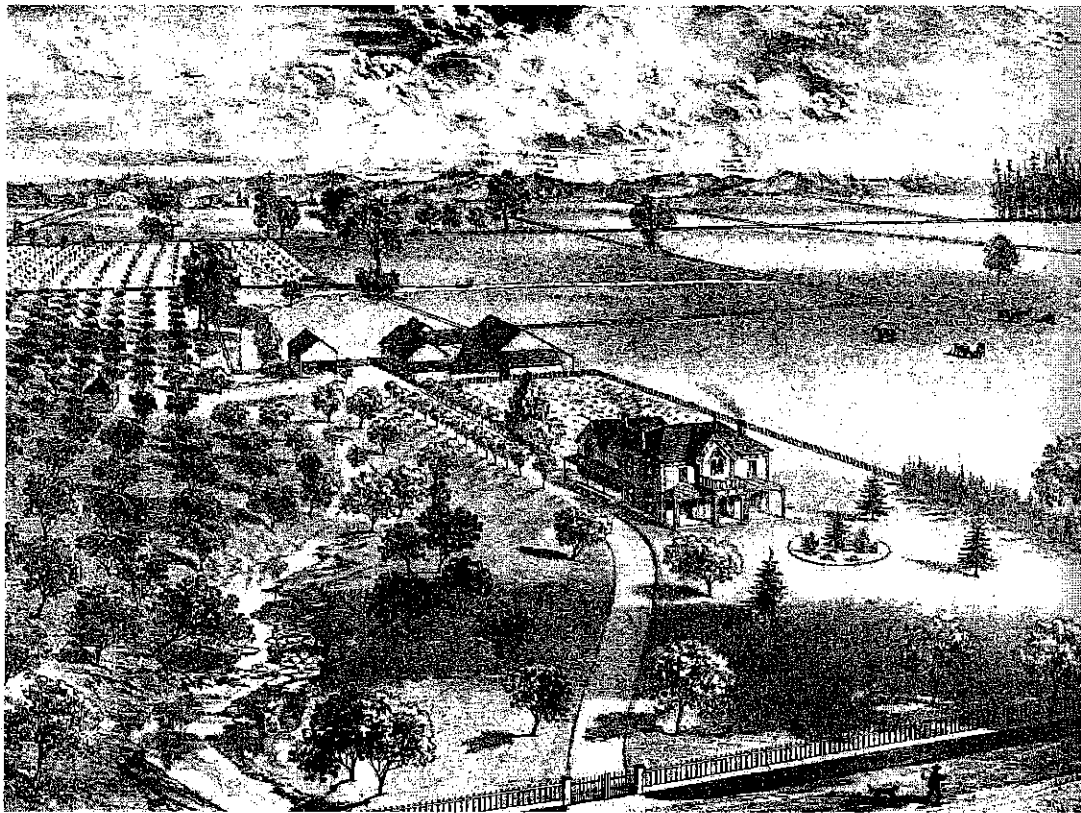


Figure 29: Image of the Hammond cultural heritage landscape, as illustrated in the 1877 Peel Historical Atlas, scan courtesy of Heritage Mississauga

R-11(g)(g)

Hammond Property, Cultural Heritage Landscape, 2625 Hammond Road

Sources

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<http://www.heritagemississauga.com/page/sheridan>, accessed August 2014.

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Perkins Bull, William. Family files, Mississauga Library.

Perkins Bull, William. Files from Peel Art Gallery Museums + Archives, courtesy of Meaghan FitzGibbon.

Shearer, Wendy. "The evolution of the agricultural cultural landscape," *Heritage Matters* (Ontario Heritage Trust), October 2012, pages 14 to 15.

UNESCO, "Cultural Landscapes," <http://whc.unesco.org/en/culturallandscape/>, as accessed August 2014.

Wilkinson, Matthew, Historian, Heritage Mississauga, phone Interview, 20 August 2014

Designation Statement

The Hammond Property is a 2.15 acre cultural heritage landscape that includes a large two storey brick dwelling, outbuildings, a tributary of Loyalist Creek, open space and vegetation, including many trees of a variety of age and species. It is located on Hammond Road, backing onto King Forrest Drive, south of Dundas Street West.

Statement of Cultural Heritage Value or Interest

The Hammond Property has physical/design value as it is representative of the vernacular Italianate style of architecture. The house also displays a high degree of craftsmanship and artistic merit.

The Hammond Property has historical/associative value because it is associated with the Hammond family, a family that was significant to the local community and beyond. As an early Erindale farmer and merchant and in his many roles, including auditor and justice of the peace, Oliver Hammond contributed substantially to nineteenth century Toronto Township society. Son Thomas was also a successful businessman. Additionally, the family helped finance St. Peter's Anglican Church, a principal component of Erindale's history. Moreover, the property yields information that contributes to an understanding of 19th century settlement culture in Toronto Township.

The Hammond Property has contextual value as it is a cultural heritage landscape and local landmark that is physically, functionally and historically linked to its surroundings.

Description of Heritage Attributes

Key attributes that reflect the property's physical/design value:

- The shape, form and materials of the house, its Georgian proportions and Gothic roof lines
- The Georgian roof of the main portion of the house, its shape and form
- The symmetrical projecting frontispiece
- The tall symmetrical brick chimneys and their shape, form and materials
- The stone quoining at the corners and their shape, form and materials
- The six over six double hung windows and storms
- The regularized, symmetrical and rectangular window openings
- The stone window lintels and sills and their placement, shape, form and materials
- The paired lancet windows with round louvres, their placement, form and material
- The bracketed eaves, their material, shape form and location
- The richly molded brackets, their shape, form and materials and location
- The paneled frieze and its shape form, materials and location
- The Credit Valley stone foundation

R-11(c)(i)

Hammond Property, Cultural Heritage Landscape, 2625 Hammond Road

- The small outbuilding at the rear of the property, its shape and form and original materials, including the six over six double hung window and stone foundation
- While 1978 photographs reveal that the veranda and vergeboard are not original, they are in keeping with the style of the house and should be maintained or returned more to original form, based on documentary evidence, if possible
- Additionally, the top window in the centre projecting frontispiece could be returned to its original design, as per the c. 1870 tintype

Key attributes that reflect the property's historical/associative value:

- Its location near Erindale village, St. Peter's Anglican Church and the area once known as Hammondsville
- The open natural space around the house
- The elevated topography of the site
- The undulating topography of the parcel that allows the house to be elevated within the site
- Views of the house from Hammond Street, King Forrest Drive and the properties from the north and south
- The visibility of the house facades from Hammond Road
- The tributary of water and its visibility from King Forrest Drive
- The vegetation and trees on the property and their visibility from the roads and flanking properties
- The Credit Valley stone walkways and any other original landscaping within the property
- Views of the creek from the house
- The small outbuilding at the rear of the property

Key attributes that reflect the property's contextual value:

- Its location near Erindale village, St. Peter's Anglican Church and the area once known as Hammondsville
- The elevated topography of this cultural heritage landscape
- The undulating topography of the parcel that allows the house to be elevated within the site
- Views of the house from Hammond Street, King Forrest Drive and the properties from the north and south
- The large parcel of land, as compared to the smaller lots surrounding the property
- The tributary of water and its visibility from King Forrest Drive
- The vegetation and trees on the property and their visibility from the roads and flanking properties

R-11(j)(j)

Turkstra Mazza

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Scott Snider

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Facsimile 905 529 3663

ssnider@tmalaw.ca

October 16, 2014


The Corporation of the City of Mississauga
Attention: Crystal Greer,
Director of Legislative Services and City Clerk
300 City Centre Drive, 2nd floor
Mississauga, Ontario L5B 3C1

Dear Ms. Greer:

Re: Notice of Intention to Designate
2625 Hammond Road, City of Mississauga
Reference: HAC-0050-2014, Council Resolution 0167-2014
Office of the City Clerk File: CS.08.HAM
Our File No. 13458

Please find enclosed a Notice of Objection further to the City's September 15, 2014
Notice of Intent to Designate the above noted property.

Yours truly,


For: Scott Snider

Nd
Encl.
13458/13

R-11(k)(k)

RE: NOTICE OF OBJECTION TO THE CORPORATION OF THE CITY OF MISSISSAUGA NOTICE OF INTENTION TO DESIGNATE THE LANDS AND PREMISES LOCATED AT 2625 HAMMOND ROAD, MISSISSAUGA UNDER PART IV OF THE *ONTARIO HERITAGE ACT*, R.S.O. 1990 c. O.18; AS AMENDED

Reference: HAC-0050-2014, Council Resolution 0167-2014

Office of the City Clerk File: CS.08.HAM

NOTICE OF OBJECTION OF LATIQ QURESHI

Latiq Qureshi, through his solicitors Turkstra Mazza Associates, hereby makes a written Notice of Objection to the Corporation of the City of Mississauga (the "City") Notice of Intention to Designate the Lands and Premises Located at 2625 Hammond Road, Mississauga (the "Hammond Road Property") under Part IV of the *Ontario Heritage Act*, R.S.O. 1990, c. O.18, as amended (the "OHA").

RELIEF REQUESTED

1. A Report to Council by the Conservation Review Board (the "Review Board") following a hearing under ss. 29(8) of the OHA recommending that the Hammond Road Property not be designated under Part IV and that Council issue a notice of withdrawal of the notice of intention to designate;
2. The costs of this Objection; and
3. Such further and other relief as counsel may request and the Review Board permit.

REASONS TO BE RELIED UPON

4. The proposed designation is not an authentic exercise of the powers to designate properties available to municipalities under Part IV of the OHA. Its true purpose is not to designate property which is of cultural heritage value or interest. Rather, its true purpose is to defeat an unpopular development application.

5. The proposed designation is an abuse of the OHA and does a disservice to the true goals and objectives of heritage conservation in Ontario.
6. The proposed designation was directed by Mississauga Council months before it received the Cultural Heritage Assessment that allegedly supports the designation. The Assessment is a self-serving exercise designed to support a foregone conclusion.
7. Regardless, the City has failed to meet the onus to prove the property meets the criteria in OHA Ontario Regulation 9/06, "Criteria for Determining Cultural Heritage Value or Interest" where:
 - a. The Design or Physical Value criteria re-iterate the reasons for the 1984 Designation regarding architectural style, craftsmanship and artistic merit. The contextual significance is already protected and is not relevant to the Design or Physical Value;
 - b. The Historical or Associative Value has already been protected by recognizing the Hammond House with its immediate surroundings. The cultural heritage value of the site has also already been recognized. The additional "natural features" proposed to be protected are not intrinsically linked to the cultural heritage value of the site or a further understanding of a community or culture;
 - c. The Contextual Value beyond what has already been protected as a local landmark has been lost in the surrounding urbanization or does not accurately reflect the original cultural heritage landscape in a manner worthy of additional protection. It is no longer physically, functionally and historically linked to its broader surroundings.
8. The City has failed to provide compelling evidence of the heritage value in designating the Hammond Road Property.
9. The Notice of Intention to Designate is defective under s. 29(4) of the OHA where:
 - a. it failed entirely to include a description of the heritage attributes of the property;

- b. it failed to properly include a statement explaining the cultural heritage value or interest of the property;
- c. it failed to properly include a statement that the notice of objection to the designation may be served on the clerk of the municipality within 30 days after the date of publication of the notice of intention in a newspaper of general circulation in the municipality; and
- d. The deadline referred to for serving a Notice of Objection of Monday, October 19, 2014 does not exist in the current calendar year.

RELEVANT FACTS TO BE RELIED UPONExisting Hammond Road Designation

- 10. 2625 Hammond Road has an existing designation under the OHA dating back to 1984 through By-law 224-84 (the "1984 Designation").

Qureshi Ownership of the Hammond Road Property

- 11. Mr. Qureshi purchased the property in 1990 and has been living there with his family as their principal residence ever since.
- 12. With the approval of the City, updates to the property have been undertaken.
- 13. Mr. Qureshi has taken painstaking efforts to not only improve the Hammond Road Property and restore its heritage value but to also eliminate vandalism and partying that takes place in the remnant "natural features."

The Qureshi Applications and City Recommendation to Designate

- 14. Latiq and Fatima Qureshi made applications for an Official Plan Amendment, Zoning By-law Amendment and Draft Plan of Subdivision for the Hammond Road Property on December 5, 2012 (the "Applications"). The Applications propose to permit 7 detached dwellings, 1 greenbelt block and the retention of the existing designated heritage dwelling.

T2-11 (n)(n)

15. A heritage report was submitted with the Applications in recognition of the 1984 Designation.
 16. The Applications have been appealed to the Ontario Municipal Board ("OMB") on the basis of a non-decision.
 17. A May 13, 2014 Report to the Planning and Development Committee from the Commissioner of Planning and Building respecting the Applications (the "City Information and Recommendation Report") recommended:
 - a. Council to direct Legal Services to attend the OMB hearing in support of the recommendations that the proposed applications do not represent good planning and should not be approved;
 - b. That Council provide direction to the City solicitor regarding modifications as necessary before the OMB process; and
 - c. That City Council provide staff with direction to proceed with the designation of the entirety of the property at 2625 Hammond Road under the *Ontario Heritage Act*.
- No cultural heritage assessment had been completed by the City at that time.
18. The public meeting for the Applications was held on Monday, June 2, 2014 and the City Information Recommendation Report was tabled before the Planning and Development Committee at that same meeting.
 19. The Information and Recommendation Report was tabled at the June 11, 2014 Council Meeting for approval and the recommendations referred to above were adopted by Council on June 11, 2014.
 20. A Cultural Heritage Assessment (with no assignment of professional authorship) was completed by the Culture Division of the City in August 2014 following the Recommendation to proceed with designation of the entire Hammond Road Property and was appended to an August 20, 2014 Corporate Report of the Commissioner of Community Services to the Heritage Advisory Committee for its September 9, 2014 meeting.

21. The Qureshis were not consulted in the preparation of this Cultural Heritage Assessment.
22. The Heritage Advisory Committee met on September 9, 2014 and approved the following recommendation to Council regarding the Proposed Part IV Heritage Designation, Hammond Property, Cultural Heritage Landscape, 2625 Hammond Road (Ward 8) as follows:

“That a by-law be enacted to designate the property located at 2625 Hammond Road, in its entirety under subsection 29(1) of the *Ontario Heritage Act* for its historical/associative, physical/design and contextual value and that the appropriate City officials be authorized and directed to take the necessary actions to give effect thereto.”
23. The Heritage Advisory Committee Report was attached as Report 6-2014 to the additional Council Agenda for the September 10, 2014 meeting with the above recommendation. The Recommendation was adopted by Council.

Relevant Regulatory Regime

24. *Ontario Heritage Act*, R.S.O. 1990, c. O.18
25. “Criteria for Determining Cultural Heritage Value or Interest,” Ontario Regulation 9/06
26. Conservation Review Board Rules of Practice and Procedure (effective September 5, 2014)
27. Ontario Heritage Tool Kit
28. Such further and other material as counsel may advise and the Board may permit.

DATED this 16th day of October, 2014

TURKSTRA MAZZA ASSOCIATES

Barristers & Solicitors
15 Bold Street
Hamilton, ON L8P 1T3

Scott Snider

Shelley Kaufman

Tel: 905.529.3476

Fax: 905.529.3663

ssnider@tmalaw.ca & skaufman@tmalaw.ca

Solicitors for Latiq Qureshi



Corporate Report

Clerk's Files

Originator's
Files

MG.23.REP
RT.10.Z-57/58

R-12

DATE: November 4, 2014

TO: Mayor and Members of Council
Meeting Date: November 24, 2014

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

SUBJECT: **Lower Driveway Boulevard Parking
Churchill Meadows Boulevard (Ward 10)**



RECOMMENDATION: That a by-law be enacted to amend By-law 555-2000, as amended, to implement lower driveway boulevard parking between the curb and sidewalk, at anytime, on both sides of Churchill Meadows Boulevard.

BACKGROUND: The Transportation and Works Department is in receipt of a request from the Ward Councillor to implement lower driveway boulevard parking on Churchill Meadows Boulevard. A sidewalk is present on both sides of the road. Lower driveway boulevard parking between the curb and sidewalk is currently prohibited. Three-hour parking is permitted on Churchill Meadows Boulevard.

COMMENTS: To determine the level of support for lower driveway boulevard parking between the curb and sidewalk, a parking questionnaire was distributed to the residents of Churchill Meadows Boulevard.

One hundred and sixty (160) questionnaires were delivered and 36 (23%) were returned; 29 (81%) supported the implementation of lower driveway boulevard parking and 7 (19%) were opposed. Since greater

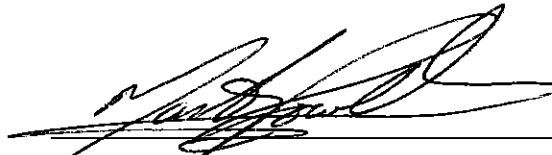
than 66% of the total respondents support lower driveway boulevard parking, the Transportation and Works Department recommends implementing lower driveway boulevard parking between the curb and sidewalk, at anytime, on both sides of Churchill Meadows Boulevard.

The Ward Councillor supports the proposal for lower driveway boulevard parking. The existing three-hour on-street parking will be maintained.

FINANCIAL IMPACT: Costs for the sign installations can be accommodated in the current 2014 Budget.

CONCLUSION: Based on the results of the questionnaire, the Transportation and Works Department supports lower driveway boulevard parking between the curb and sidewalk, at anytime, on both sides of Churchill Meadows Boulevard.

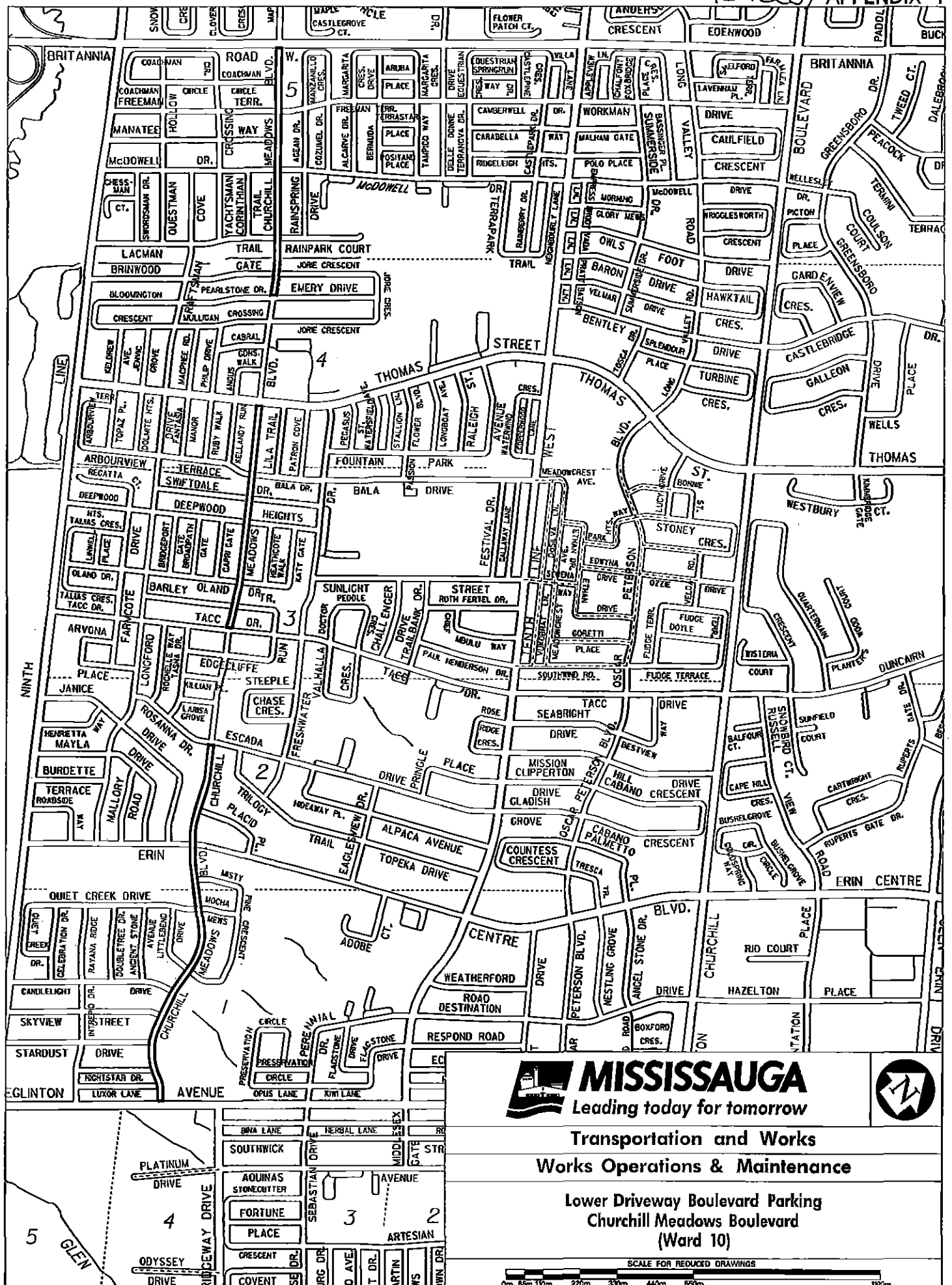
ATTACHMENTS: Appendix 1: Location Map: Lower Driveway Boulevard Parking Churchill Meadows Boulevard (Ward 10)



Martin Powell, P. Eng.

Commissioner of Transportation and Works

Prepared By: Vivian Mansour, Traffic Operations Technician





Corporate Report

Clerk's Files

Originator's
Files

MG.23.REP
RT.10.Z-56

R-13

DATE: November 4, 2014

TO: Mayor and Members of Council
Meeting Date: November 24, 2014

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

SUBJECT: **Lower Driveway Boulevard Parking
Bloomfield Drive (Ward 10)**



RECOMMENDATION: That a by-law be enacted to amend By-law 555-2000, as amended, to implement lower driveway boulevard parking between the curb and sidewalk, at anytime, on both sides of Bloomfield Drive.

BACKGROUND: The Transportation and Works Department has received a request from the Ward Councillor's office with respect the feasibility of implementing lower driveway boulevard parking on Bloomfield Drive. A sidewalk is present on both sides of Bloomfield Drive and lower driveway boulevard parking between the curb and sidewalk is currently prohibited. Three-hour parking is permitted on Bloomfield Drive.

COMMENTS: To determine the level of support for lower driveway boulevard parking between the curb and sidewalk, a parking questionnaire was distributed to the residents of Bloomfield Drive.

Forty-three (43) questionnaires were delivered and 16 (37%) were returned; 11 (69%) supported the implementation of lower driveway boulevard parking and 5 (31%) were opposed. Since greater than 66%

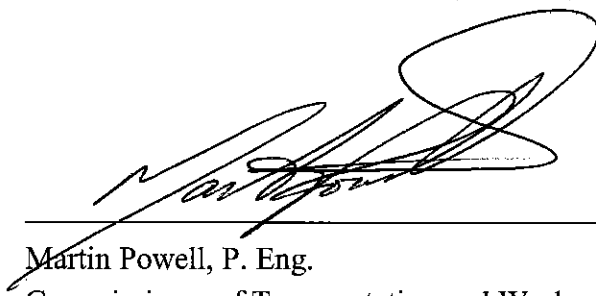
of the total respondents support lower driveway boulevard parking, the Transportation and Works Department recommends implementing lower driveway boulevard parking between the curb and sidewalk, at anytime, on both sides of Bloomfield Drive.

The Ward Councillor supports the proposal for lower driveway boulevard parking. The existing three-hour on-street parking will be maintained.

FINANCIAL IMPACT: Costs for the sign installations can be accommodated in the 2014 Current Budget.

CONCLUSION: Based on the results of the questionnaire, the Transportation and Works Department supports lower driveway boulevard parking between the curb and sidewalk, at anytime, on the both sides of Bloomfield Drive.

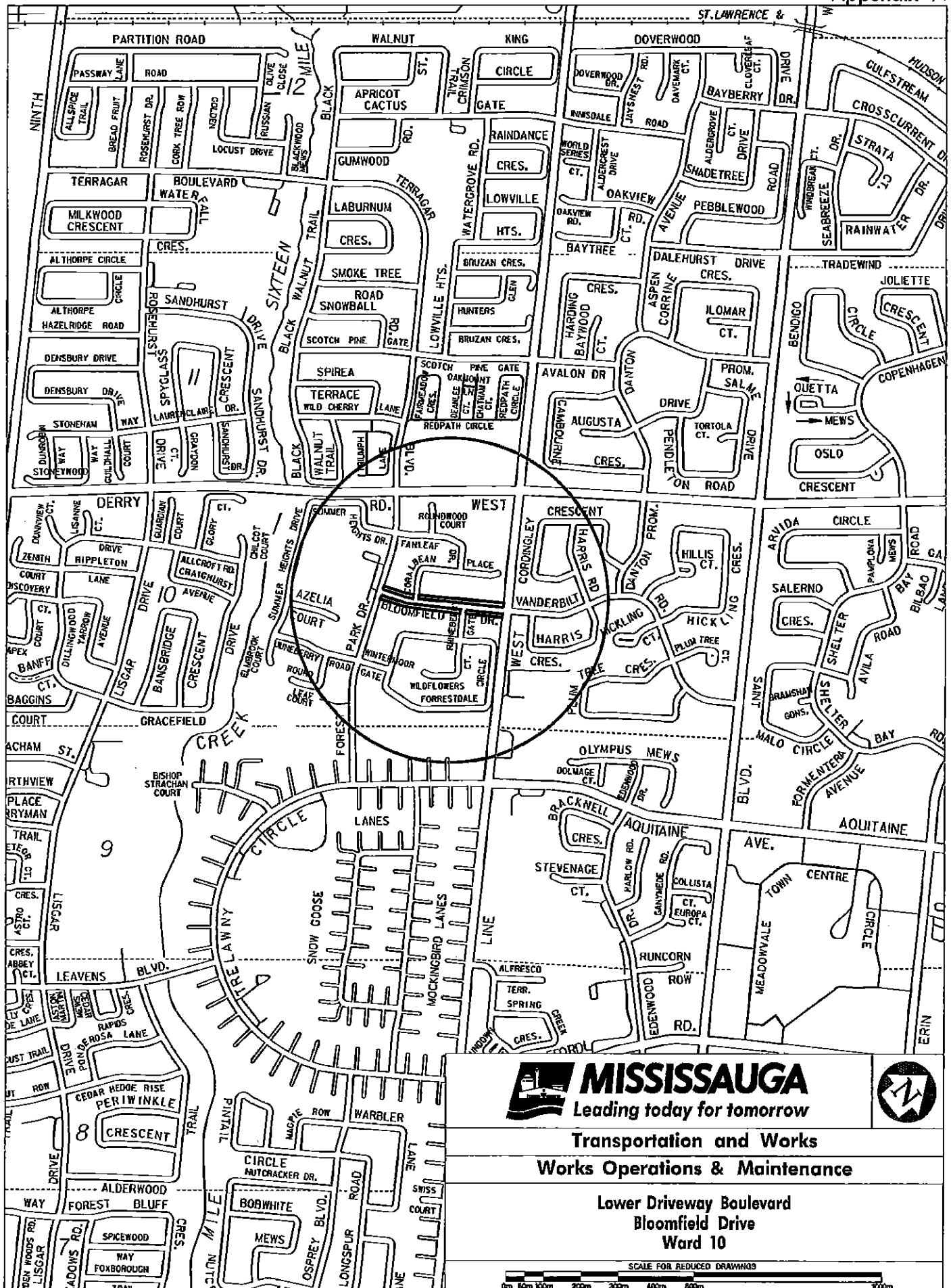
ATTACHMENTS: Appendix 1: Location Map: Lower Driveway Boulevard Parking Bloomfield Drive (Ward 10)



Martin Powell, P. Eng.

Commissioner of Transportation and Works

Prepared By: Magda Kolat, Traffic Operations Technician





Corporate Report

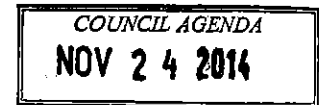
Clerk's Files

Originator's
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R-14

DATE: November 5, 2014



TO: Mayor and Members of Council
Meeting Date: November 24, 2014

FROM: Edward R. Sajecki
Commissioner of Planning and Building

SUBJECT: **Memorandum of Understanding between the City of Mississauga and the Canada Lands Company Limited regarding the future of a Marina at 1 Port Street East (Ward 1)**

- RECOMMENDATION:**
1. That the report entitled "Memorandum of Understanding between the City of Mississauga and the Canada Lands Company Limited regarding the future of a Marina at 1 Port Street East", dated November 5, 2014 from Edward R. Sajecki, Commissioner of Planning and Building, be received for information.
 2. To enact a by-law that Council authorize the Commissioner of Community Services and the City Clerk to execute a Memorandum of Understanding between Canada Lands Company Limited (CLC) and the Corporation of the City of Mississauga (The City) to undertake a business case exploring the future of a marina at 1 Port Street East.

BACKGROUND: As part of Inspiration Port Credit (IPC), staff is completing a master plan to guide the redevelopment of the Canada Lands Company's (CLC) Port Credit Harbour Marina site located at 1 Port Street East. (Appendix 1)

This site is the only deep water harbour in Mississauga and has been in operation since its mid-1950s construction by the Federal

Government. It then became home to the Canada Steamship Lines. Subsequently, it was converted to a recreational marina in 1974 and has remained as one of the largest marinas on Lake Ontario.

Community consultation through the IPC process has identified the sustainability of the marina at 1 Port Street East is of great concern. Some of the key messages heard include:

- Keep the “port” in Port Credit;
- The marina’s economic value to Port Credit is significant and could be enhanced/expanded; and
- Concerns about potential conflicts between residential development and a working marina.

COMMENTS:

A business case exploring the future of a sustainable marina at 1 Port Street East will address scope, nature, location, operation and ownership options. This in turn will inform the master plan, future policy framework and implementation plan for a marina.

A memorandum of understanding (MOU) between the City and CLC is an appropriate mechanism to undertake the business case. It allows for each party to jointly contribute their expertise and resources. Key priorities in the MOU are:

- Confirm a future sustainable marina is critical for this site;
- Define the scope of the business case for a future revitalized and sustainable marina;
- Assign the responsibility of paying for a third party expert to undertake the business case to CLC; and
- Assign the responsibility of leading the business case process to the City.

Upon conclusion of the business case, CLC and the City will jointly consider a strategy to move forward with this important asset.

It will be important to complete this work in a timely manner as the resulting recommendations are key to the development of the IPC master plan. CLC is asking the City for a commitment that appropriate dedicated City staff will be available for this project.

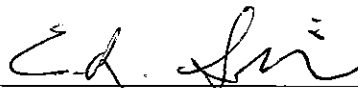
STRATEGIC PLAN: Retention of a marina use at 1 Port Street East is important to the following Strategic Pillars for Change of the Strategic Plan:
Connect – will enhance the vibrancy of the Port Credit's urban waterfront village, continues the marine history, contributes to the city's unique waterfront, quality of life and promotes healthy living
Prosper – retains and attracts important marina related jobs.

FINANCIAL IMPACT: There is no financial impact at this time. CLC has agreed to pay for the work contemplated by the MOU. Through the Business Planning process the existing dedicated staff to Inspiration Port Credit are identified as a part of a future "Waterfront Office" team to support ongoing initiatives on the waterfront.

CONCLUSION: Based on community and stakeholder consultation, the future of a sustainable marina at 1 Port Street East is of great concern. The IPC team has consistently identified a sustainable marina as one of the key priorities for this site. The nature, scope and extent of a future sustainable marina on the site needs to be understood through the preparation of a business case to inform IPC's outcomes.

CLC is in agreement to work with the City to prepare a business case for a future marina. A memorandum of understanding between the City and CLC is an appropriate mechanism to undertake this work.

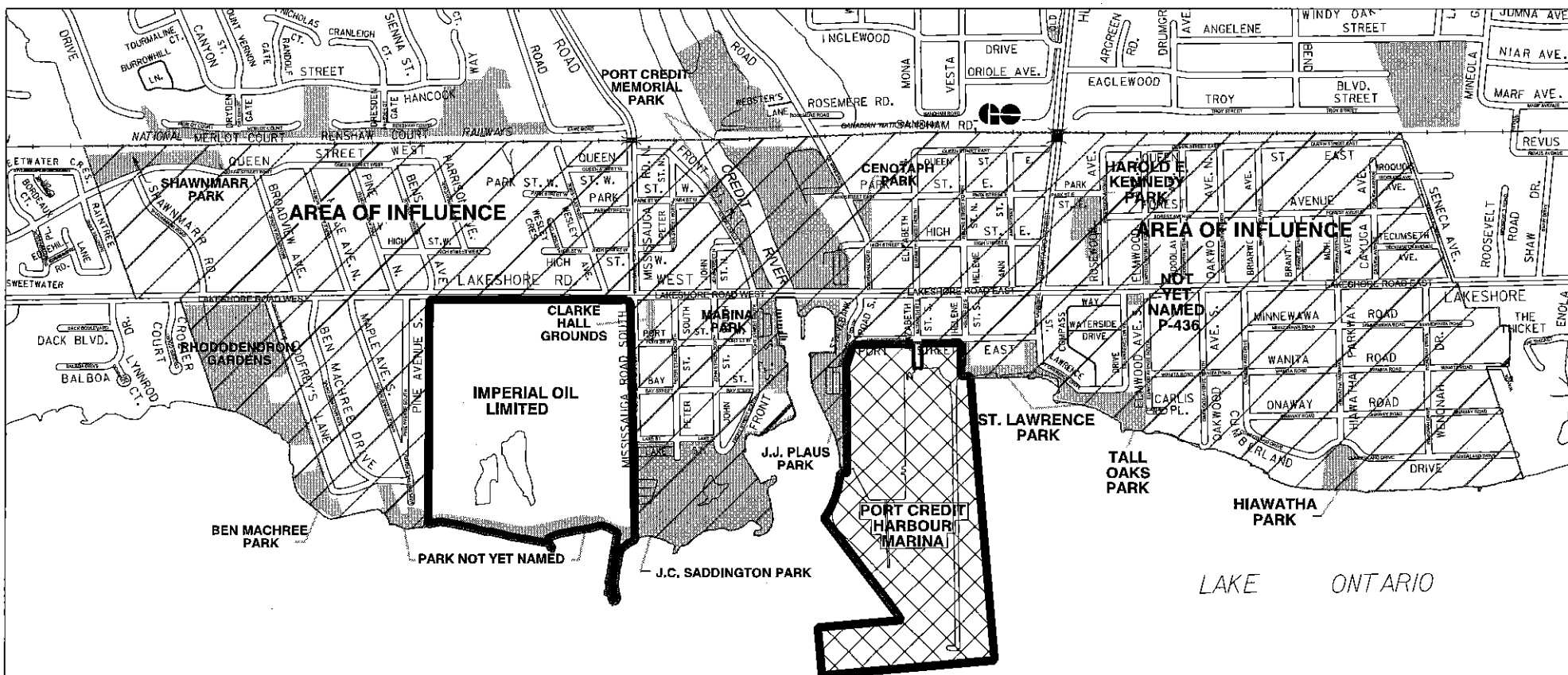
ATTACHMENTS: Appendix 1: Location Map of 1 Port Street East






Edward R. Sajecki
Commissioner of Planning and Building

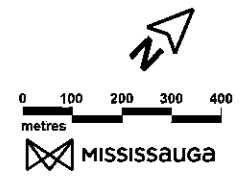
Prepared By: Ruth M. Marland, MCIP, RPP, Strategic Leader

R-1460



-  Location of 1 Port St. E.
-  Study Area
-  Area of Influence Port Credit Planning District

APPENDIX 1 INSPIRATION PORT CREDIT STUDY AREA





Corporate Report

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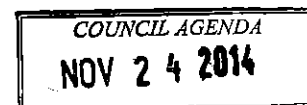
12-15

DATE: November 5, 2014

TO: Mayor and Members of Council
Meeting Date: November 24, 2014

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

SUBJECT: **Lower Driveway Boulevard Parking
Sombrero Way (Ward 11)**



RECOMMENDATION: 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 both sides of Sombrero Way.

BACKGROUND: The Transportation and Works Department received a completed petition from an area resident to implement lower driveway boulevard parking on Sombrero Way. A sidewalk is present on both sides of the road. Lower driveway boulevard parking between the curb and sidewalk is currently prohibited. Three-hour parking is permitted on Sombrero Way.

COMMENTS: To determine the level of support for lower driveway boulevard parking between the curb and sidewalk, a parking questionnaire was distributed to the residents of Sombrero Way.

Fifty-nine (59) questionnaires were delivered and 40 (68%) were returned; 34 (85%) supported the implementation of lower driveway boulevard parking and 6 (15%) were opposed.

Since greater than 66% of the total respondents support lower driveway boulevard parking, the Transportation and Works Department recommends implementing lower driveway boulevard parking between the curb and sidewalk, at anytime, on both sides of Sombrero Way.

The Ward Councillor supports the proposal for lower driveway boulevard parking. The existing three-hour on-street parking will be maintained.

FINANCIAL IMPACT: Costs for the sign installations can be accommodated in the current 2014 Budget.

CONCLUSION: Based on the results of the questionnaire, the Transportation and Works Department supports lower driveway boulevard parking between the curb and sidewalk, at anytime, on both sides of Sombrero Way.

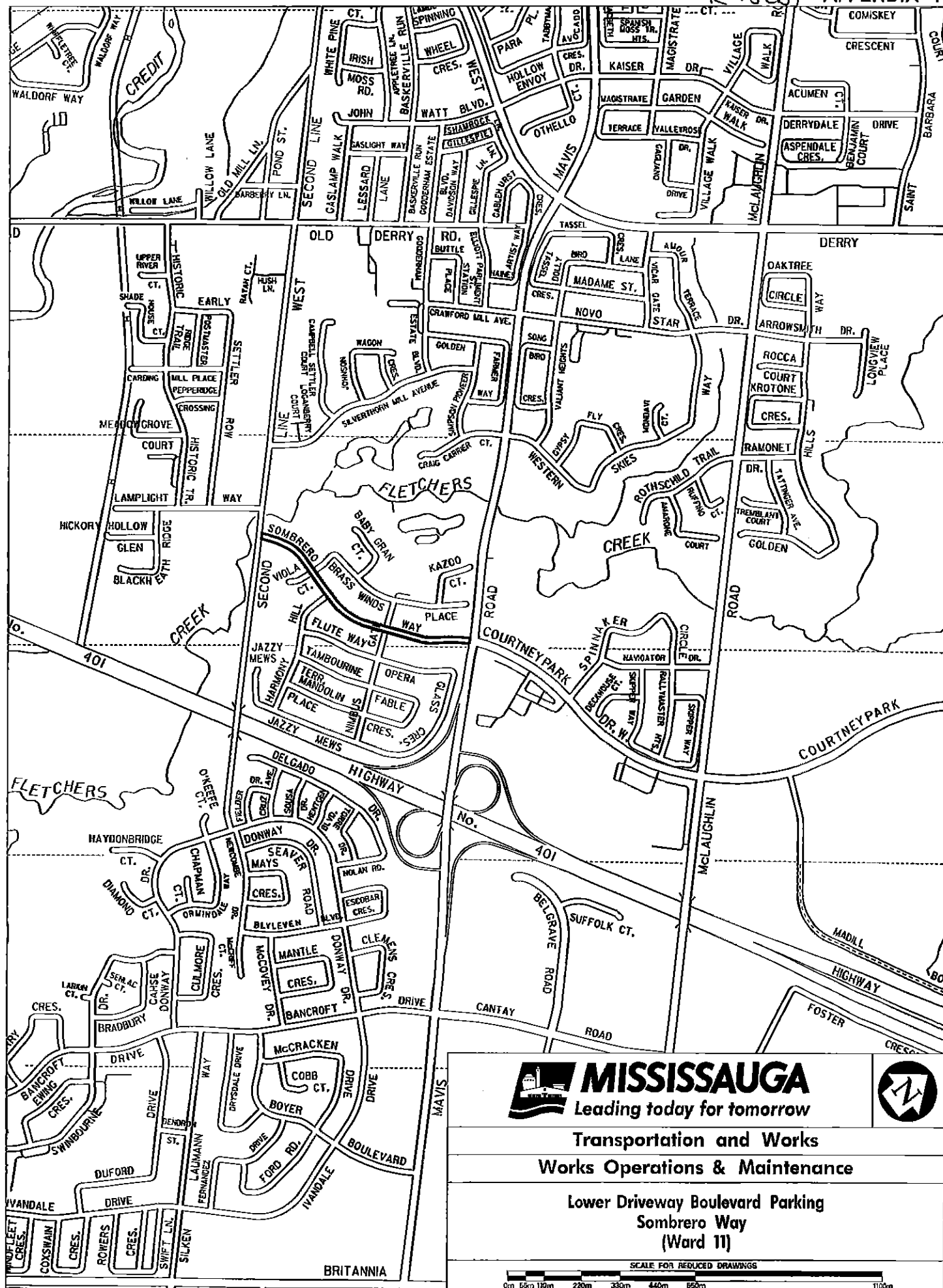
ATTACHMENTS: Appendix 1: Location Map: Lower Driveway Boulevard Parking Sombrero Way (Ward 11)



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

Prepared By: Vivian Mansour, Traffic Operations Technician

R-156



MISSISSAUGA

Leading today for tomorrow



**Transportation and Works
Works Operations & Maintenance**

**Lower Driveway Boulevard Parking
Sombrero Way
(Ward 11)**

SCALE FOR REDUCED DRAWINGS

0m 55m 110m 220m 330m 440m 550m 1100m



Corporate Report

Clerk's Files MG.23.REP
Originator's Files P.N. 14-150

R-16

DATE: November 7, 2014

COUNCIL AGENDA

NOV 24 2014

TO: Mayor and Members of Council
Meeting Date: November 24, 2014

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

SUBJECT: **Contract Upset Limit Increase for the Emergency Repairs to the Dundas Street East Bridge over the Little Etobicoke Creek (Undermined West Footing) - Procurement FA.49.357-14**

- RECOMMENDATION:**
1. That a new project PN 14-150 – Bridge- Dundas Street East over Little Etobicoke Creek (#012001) be created with a gross and net budget of \$850,000.
 2. That the increase of \$850,000 for PN 14-150 (TWBR00021) – Bridge- Dundas Street East over Little Etobicoke Creek (#012001) be funded from the Federal Gas Tax Reserve Fund (Account #35182) for \$765,000 and Capital Reserve Fund (Account #33121) for \$85,000.
 3. That the Purchasing Agent be authorized to increase the existing Purchase Order 4600015171 issued to Jarlian Construction Inc. from \$272,865 to \$1,022,865 (excluding tax) and that the existing validity period is extended from December 31, 2014 to May 31, 2015.
 4. That the Purchasing Agent be authorized to increase the existing Purchase Order 4500415488 issued to Planmac Engineering Inc. from \$104,270 to \$200,000 (excluding tax).

REPORT**HIGHLIGHTS:**

- Jarlian Construction Inc. is currently contracted with the City of Mississauga to perform minor repairs to bridges and culverts throughout the City of Mississauga during the 2014 season.
- The Dundas Street bridge over the Little Etobicoke Creek is scheduled for rehabilitation in 2015. Planmac Engineering Inc. was successful through the tendering process to provide the preliminary investigation, detail design and contract administration services for the scheduled rehabilitation project.
- On September 25, 2014, staff received a report from Planmac indicating that the Dundas Street bridge over the Little Etobicoke Creek was in imminent danger of failure due to the severe undermining of the bridge's west footing.
- A letter from Planmac Engineering Inc. was received by staff on October 20, 2014, detailing the results of their findings through two separate site inspections. Planmac Engineering Inc. recommended that the necessary footing repairs be completed as soon as possible, and prior to the winter months.
- Planmac Engineering Inc. prepared and provided City staff with a design package to address and re-stabilize the west footing.
- Emergency permits from Toronto Region Conservation Area (TRCA) have been received for in-water works.
- Jarlian Construction Inc. is qualified to perform the necessary repairs and scheduled to start repairs on the Dundas Street bridge on November 17, 2014.

BACKGROUND:

Jarlian Construction Inc. was the successful contractor for the Minor Rehabilitation of Bridges and Culverts contract (FA.49.357-14) during the 2014 season. The scope of the repairs includes and addresses concrete repairs (delaminations and cracks), guiderail and post replacement and routine power washing of approximately 105 bridges and culverts. Existing Purchase Order No. 4600015171 was issued with a current upset value of \$272,865.

The Dundas Street East bridge over the Little Etobicoke Creek is scheduled for rehabilitation in 2015. Through the tendering process, Planmac Engineering Inc. was the successful firm to provide the preliminary investigation, detail design and contract administration services.

As part of the precursory review of the Dundas Street East bridge over the Little Etobicoke Creek structure rehabilitation, Planmac Engineering Inc. inspected the site on several occasions. During one of the latter site inspections, Planmac Engineering Inc. discovered that a considerable amount of undermining of the bridge's west footing had occurred below the water level compromising the integrity of the foundation of the structure.

An assessment of the bridge footing was further performed in early October, at which time it was determined that severe scouring has removed 50% or more area of material from under the west abutment footing. Considerable material loss was evident along 60% of the footing length. Planmac Engineering Inc. provided their findings in a letter to the City of Mississauga, titled Emergency Work Memo, dated October 20, 2014.

Inspections performed by geomorphic experts as part of the consultant's team attribute the significant undermining of the west footing to the instabilities and degradation of the Little Etobicoke Creek.

Emergency repair work to the Dundas Street East bridge was immediately initiated to stabilize and repair the scoured area beneath the west footing of the structure.

COMMENTS:

The seriousness of Planmac's findings from their inspections of the Dundas Street East bridge over the Little Etobicoke Creek reveals an unstable west footing. According to Planmac Engineering Inc. the severe scouring of material under the west footing will essentially reduce the safe bearing capacity of the bridge by at least 50% of the original design capacity, and has the potential to cause unacceptable settlement leading to failure of the structure.

Planmac Engineering Inc. has recommended that the west footing be underpinned immediately. Although there is currently no indication on the surface of any settlements, Planmac Engineering Inc. indicated that undermining failures of this nature generally do not occur gradually, and therefore, would not give any advance indication of possible structure failures, i.e. collapse.

Planmac Engineering Inc. set forth and prepared a design package for the necessary emergency repair. The scope of repair includes:

- setup of site access, erosion and sediment control devices;
- soil removal, installation of bulkheads and formwork;
- complete underpinning works;
- underwater operations with marine divers assistance; and
- reconstruct creek bed.

The additional design services to be provided by Planmac Engineering Inc. exceed the scope of their current contract, however, they are qualified to undertake the emergency design work and have the benefit of the investigative work already performed by them. The quotation received for this work is consistent with prices originally bid.

A permit to proceed with the emergency repair of the undermining of the west bridge footing was obtained from the Toronto Region Conservation Authority.

An estimated ten-week timeline will be required to complete the proposed emergency repair to the west footing, and re-profiling of the scoured creek bed.

As a precautionary measure, and in an effort to control and reduce the loading/stresses applied to the west footing, Planmac Engineering Inc. has further recommended that the westbound curb lane along Dundas Street East over the Little Etobicoke Creek be delineated and closed for the duration of the emergency repairs.

Jarlian Construction Inc. is qualified to perform the underpinning of the bridge footing and in the interest to expedite repairs of the bridge foundation, Jarlian Construction Inc. was assigned to conduct this repair. The quotation received for this work is consistent with prices originally bid.

R-16(c)

FINANCIAL IMPACT: Emergency repairs are estimated at approximately \$850,000 which will be funded from the Federal Gas Tax Reserve Fund (Account #35182) for \$765,000 and Capital Reserve Fund (Account #33121) for \$85,000. This amount is comprised of design, construction cost and contingencies.

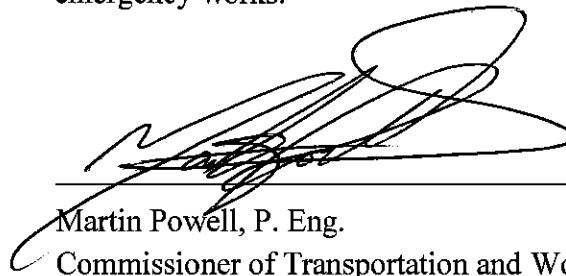
The estimated construction cost of the emergency repair is anticipated to be in the order of \$750,000 (excluding tax). This estimate includes work outlined in the quotation received from Jarlian Construction Ltd. and a contingency amount for any unforeseen conditions that may arise during the course of the repair. The estimated cost of design, inspection, contract administration, including contingencies by Planmac Engineering Inc., is \$95,730 (excluding tax).

CONCLUSION:

In order to proceed with the repair of the undermining of the west footing of the Dundas Street East bridge over Little Etobicoke Creek it was recommended to revise the upset limit and contract completion date of Purchase Order No. 4600015171 issued to Jarlian Construction Inc. for the Minor Rehabilitation of Bridges and Culverts Contract (Procurement No. FA.49.357.14), as follows:

- Upset limit increase: \$272,865 (current) to \$1,022,865 (revised) excluding tax.
- Completion date revision: December 31, 2014 (current), March 31, 2015 (revised)

Also, it is recommended that Planmac Engineering Inc. Purchase Order 45000415488 be increased from \$104,270 to \$200,000 (excluding tax) for the design and contract administration of these emergency works.



Martin Powell, P. Eng.

Commissioner of Transportation and Works

Prepared By: Silvio Cesario, P. Eng., Manager of Capital Works



Corporate Report

Clerk's Files

Originator's
Files

MG.23.REP
RT.10.Z-38W

R-17

DATE: November 7, 2014

COUNCIL AGENDA

NOV 24 2014

TO: Mayor and Members of Council
Meeting Date: November 24, 2014

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

SUBJECT: **30 km/h Speed Limit**
Main Street from Queen Street South to Church Street (Ward 11)

RECOMMENDATION: That a by-law be enacted to amend The Traffic By-Law 555-00, as amended, to implement a 30 km/h speed limit zone on Main Street between Queen Street South and Church Street.

BACKGROUND: The Streetsville Village Square was completed in September 2014 and provides a vibrant public space and urban destination. It also retains Main Street as a functioning two lane roadway on a daily basis.

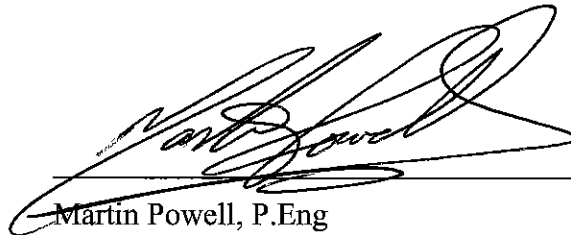
COMMENTS: Main Street between Queen Street South and Church Street was constructed through the Streetsville Village Square as a two-way "flush street" intended to provide a safe, walkable, and drivable environment for all roadway users. The roadway design is narrow and curving with an absence of barrier curbs that allows for the interaction of all road users.

The "flush street" encourages slow and safe speeds, while maintaining the same volumes as a conventional street. The roadway was designed for a lower posted speed limit.

FINANCIAL IMPACT: Cost for the sign installation can be accommodated in the 2014 Operating Budget.

CONCLUSION: The Transportation and Works Department recommends the implementation of a 30 km/h speed limit zone on Main Street between Queen Street South and Church Street.

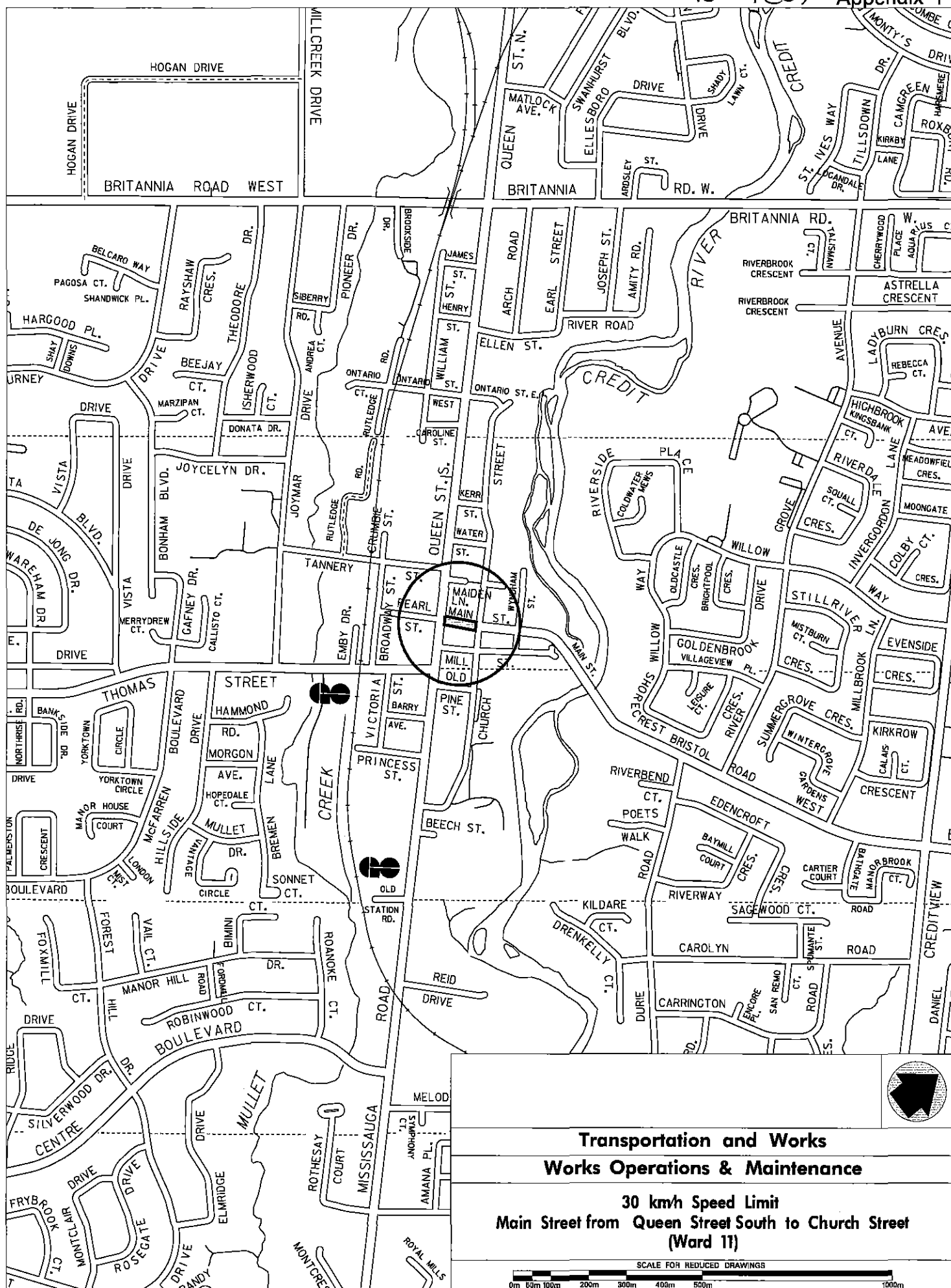
ATTACHMENTS: Appendix 1: Location Map: 30 km/h Speed Limit
Main Street between Queen Street South and Church
Street (Ward 11)



Martin Powell, P.Eng

Commissioner of Transportation and Works

Prepared By: Colin Patterson, Coordinator, Road Safety



Transportation and Works Works Operations & Maintenance

30 km/h Speed Limit
Main Street from Queen Street South to Church Street
(Ward 11)

SCALE FOR REDUCED DRAWINGS

0m 50m 100m 200m 300m 400m 500m 1000m



Corporate Report

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R-18

DATE: November 11, 2014

COUNCIL AGENDA
NOV 24 2014

TO: Mayor and Members of Council
Meeting Date: November 24, 2014

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

SUBJECT: **Corporate Policy and Procedure Revision – Allowable Business Expenses – Employees and Citizen Members of Committees and Boards 04-05-11**

RECOMMENDATION: That the revised Corporate Policy and Procedure, Allowable Business Expenses -Employees and Citizen Members of Committees and Boards 04-05-11, attached as Appendix 1 to the Corporate Report dated October 28, 2014 from the Commissioner of Corporate Services and Chief Financial Officer, be approved.

**REPORT
HIGHLIGHTS:**

- The current per diem allowance (\$60 per day), which includes meal expenses, is insufficient to cover out of pocket expenses in some international markets where travel may be as long as two weeks.
- Due to the significant variances by geographic market and lengths of stay, a more flexible policy related to international travel is necessary.
- Adoption of the Treasury Board Secretariat of Canada's Travel Directive per diem rates is recommended.

BACKGROUND: In order to appeal to potential investors and partners, the City of Mississauga, through the Economic Development Office ("EDO") must establish and manage a global presence and commit to

international connections. To fulfill this mandate, EDO staff travel to international destinations, where travel may be for as long as two weeks.

PRESENT STATUS:

Economic Development reports that while conducting business, meal expenses may exceed the maximum \$45 allowable under the present policy (\$10 for breakfast, \$15 for lunch, and \$20 for dinner, inclusive of taxes and tip). Further, the approved per diem allowance (\$60 per day), which includes meal expenses, is insufficient to cover out of pocket expenses in some markets. At present, EDO staff must request exceptions to the allowable expenses currently outlined in the Allowable Business Expenses policy 04-05-11 in order to be reimbursed for out-of-pocket expenses.

COMMENTS:

The Province of Ontario, federal departments, national boards and commissions that have staff who travel internationally have adopted the Treasury Board Secretariat of Canada's Travel Directive.

The Federal Government hosts a dynamic travel directive tool, created by The National Joint Council of the Public Service of Canada and approved by The Treasury Board of Canada ("TB"), that provides meal rate and incidental allowances by length of stay, country/region and factors such as exchange rates and inflation. The tool provides per diem rates based on accommodation type: commercial or non-commercial. For the City's purposes, the per diem rates based on commercial accommodation would be applied. (A section of the TB Travel Directive, Appendix D, is attached as Appendix 2.)

From the information available on the website, the TB Travel Directive was established in October, 2002. It also appears at looking at the archived exchange rates in Appendix D, they are updated quarterly: January 1, April 1, July 1 and October 1 of each year.

Below is a copy of the link.

<http://www.njc-cnm.gc.ca/directive/index.php?sid=193&svid=1&lang=eng>

OPTIONS:

The recommendation of this report is to revise the Allowable Business Expenses policy to incorporate the application of the TB Travel

Directive into the policy and no longer requiring submission of detailed receipts to Finance. This aligns with the prevailing provincial and federal government standards and reduces the time required by both EDO and Finance staff in reconciling travel expenses.

Finance is recommending that EDO staff be provided with the full daily per diem, based on the destination country. Providing the per diem in advance relieves EDO staff of keeping daily records of which meals were and were not included and of tabulating each incidental expense. There may also be circumstances, particularly on longer trips, where the incidental allowance does not cover the true cost of out-of-pocket expenses.

FINANCIAL IMPACT: There will be a small financial impact which can be accommodated within the Economic Development budget.

CONCLUSION: Revising Corporate Policy and Procedure 04-05-11 - Allowable Business Expenses -Employees and Citizen Members of Committees and Boards to advance EDO staff a per diem based on the TB Travel Directive will ensure that staffs are provided with a fair and reasonable expense allowance for meals and incidentals. The reporting and accounting of these expenses will be streamlined, with a reduction in staff time and labour.

ATTACHMENTS: Appendix 1: Revised Corporate Policy 04-05-11 - Allowable Business Expenses -Employees and Citizen Members of Committees and Boards
Appendix 2: Sample of the TB Travel Directive



Gary Kent,
Commissioner, Corporate Services and Chief Financial Officer

Prepared By: Mark Beauparlant, Manager, Corporate Financial Services

R-18(c)

Corporate Policy and Procedure



Policy No. Appendix I
Page 04-05-11
1 of 12
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2014 10 06
2013 08 21
Supersedes 2010 09 01

TAB: FINANCE AND ACCOUNTING
SECTION: BUSINESS EXPENSES
SUBJECT: ALLOWABLE BUSINESS EXPENSES - EMPLOYEES AND
CITIZEN MEMBERS OF COMMITTEES AND BOARDS

POLICY STATEMENT The City of Mississauga permits employees and citizen members of committees and boards to expense certain business costs in accordance with this policy.

PURPOSE The purpose of this policy is to provide information on allowable expenses and the forms, documentation and approvals required for each.

SCOPE This policy applies to all employees and citizen members of committees and boards. If a particular collective agreement conflicts with this policy, the collective agreement will apply.

Expenses incurred by elected officials are paid through Corporate Policy and Procedure - Elected Officials' Expenses.

Meals and incidental expenses for international travel incurred by staff in the Economic Development Office (EDO), City Manager's Department, are outlined in the EDO - International Travel – Meals and Incidental Expenses section of this policy.

This policy applies only to expenses that are not covered by a specific policy or procedure, including:

- expenses associated with the use of a personal vehicle for City business, (refer to Corporate Policy and Procedure - Car Allowance);
- uniform cleaning (refer to Corporate Policy and Procedure - Uniforms);

Corporate Policy and Procedure



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- meal allowance while working overtime (refer to Corporate Policy and Procedure - Meal Allowance);
- tuition and course fees (refer to Corporate Policy and Procedure – Tuition Reimbursement);
- safety eyewear (refer to Corporate Policy and Procedure - Safety Eyewear);
- safety footwear (refer to Corporate Policy and Procedure - Safety Footwear);
- gifts for retiring employees (refer to Corporate Policy and Procedure - Retirement Gifts);
- professional association or membership fees (refer to Corporate Policy and Procedure - Professional Association Fees);
- donations or floral tributes (refer to Corporate Policy and Procedure - Expressions of Sympathy); and
- employee recognition, appreciation or team building (refer to Corporate Policy and Procedure - Employee Recognition / Appreciation / Team Building Expenses).

Allowable business expenses may be paid via procurement card (PCard) or by following the reimbursement process. For information on reconciliation of expenses purchased with a PCard refer to Corporate Policy and Procedure – Finance and Accounting – Procurement Cards. For information on reimbursement for out of pocket expenses refer to Corporate Policy and Procedure – Finance and Accounting – Reimbursement of Business Expenses (Employees and Citizen Members of Committees and Boards) or Corporate Policy and Procedure – Reimbursement of Expenses Using Petty Cash Funds.

RECEIPTS REQUIRED

Original receipts from the vendor are required for all expenses unless otherwise noted, or unless a receipt is not normally provided for the expense (e.g. public transportation, tips). If a receipt is not normally provided by the vendor, reasonable expenses may be claimed, provided an explanation of the purpose of the expense is included.

12-18(e)

Corporate Policy and Procedure



Policy No. Appendix 1

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2014 10 06

2013 08 21

Supersedes 2010 09 01

Documentation in addition to the receipt may be required, as noted. To avoid duplicate payments, copies of receipts are not acceptable. Credit card slips or statements, or Interac payment slips are not acceptable as receipts.

ALLOWABLE EXPENSES

Business expenditures that are incurred as a direct result of employment with the City of Mississauga are eligible. Examples of the types of items that can be considered business expenses follow.

Attendance at Functions Expenses associated with attendance at functions are eligible if the primary purpose of attending the function is to represent the City, to derive a benefit for the City, or to advance the interests of the City; or if attendance at the function is required by the City. Examples of "City business" in relation to functions include, but are not limited to, attendance at conferences, conventions, workshops, or seminars; receiving or accepting an award or speaking at a function; representing the City on a good will basis; attending equipment or service demonstrations. If attendance at the function is mandatory, all allowable expenses should be fully compensated.

The level of compensation (full or partial) for non-mandatory functions is dependent on the availability of funds in the department's budget, and is at the discretion of the approver of the request. Expenses incurred by a spouse or companion are not allowed.

Registration Fees

Registration fees may be paid in accordance with the schedule established for the function. The original receipt from the organization hosting the function must be provided. The receipt must include details of the sessions and/or functions and the amounts paid. If the receipt does not show the sessions/functions, a copy of the registration form may be provided to confirm sessions attended. Copies of registration forms or invoices alone are not acceptable as receipts. Credit card slips or statements or Interac receipts alone are

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not acceptable as receipts.

Accommodation

If an overnight stay is required in conjunction with attending a function, accommodation may be allowed at a rate in accordance with the room rates charged for the function, or at the hotel's rate for a standard room, whichever is less. Accommodation expenses for additional days may be approved. The reason for the approval must be documented on the expense claim form. An original receipt from the hotel, showing the dates of the stay and detailing all expenses must be provided. Credit card receipts or statements are not acceptable.

Employee Incidental Expenses

Expenses for items that are work-related, but that are purchased for the exclusive use of a specific employee, such as DayTimers, reference books and other non-standard supplies may be allowed. Expenses for personal items will not be allowed.

Operational Expenses

Expenses for items which are required to conduct business, such as program, general facility, office or maintenance supplies may be allowed. However, staff should first determine if current vendor agreements exist and purchase items covered by existing contracts or through Central Stores.

Business or Personal Meals (City Staff Only in Attendance)

It may be necessary for staff to conduct City business over a meal, or an employee may incur meal expenses in conjunction with attending a function on City business. Such meal expenses may be allowed to a per person maximum of \$10 for breakfast, \$15 for lunch, and \$20 for dinner, inclusive of taxes and tip. Alcoholic beverages cannot be charged to the City. It is the responsibility of the approver to determine whether the meal expense should be allowed, given the particular circumstances. Claims must include a description of the purpose of the meal and a list of all persons in attendance. (For meal allowances while working overtime, refer to Corporate Policy and Procedure - Meal Allowance.)

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Business Entertainment (Non-City staff in Attendance)

Reasonable expenses associated with the entertainment of business contacts, such as business lunches or dinners, may be allowed when such entertainment is considered to be necessary for the advancement of the interests of the City. (City staff are not considered "business contacts".) The expense claim must include the purpose of the entertainment, and the name(s) of the individual(s) being entertained. Staff must be mindful of the fact that entertainment expenses in particular must be able to withstand public scrutiny.

Refreshments at Staff Meetings

Refreshments may be provided at staff meetings (other than the coffee and tea provided to each department) on an occasional basis, but not routinely. Examples of circumstances under which it may be considered appropriate to provide refreshments include, but are not limited to:

- when outside parties are involved in the meeting;
- when the meeting is scheduled for one hour or more;
- when it is not possible to use the coffee or tea provided to each department (i.e. there is no coffee room located on the same floor);
- when the meeting is scheduled to take place over breakfast, lunch or dinner, in which case an appropriate light meal may be provided.

Staff must adhere to established purchasing procedures, and any food service contracts entered into by the City. The individual responsible for approving the expenditure is ultimately responsible for ensuring that the expense is reasonable, appropriate for the circumstances, and within budget. Refreshment expenses must be approved by the staff person having budget responsibility.

Telephone Charges

Business-related telephone charges may be allowed. The expense claim form must include a description of the purpose of the call, and the name of the individual and organization called. Personal telephone calls when staff are away from home over night are

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reimbursed through the per diem allowance.

Transportation

Transportation-related costs associated with City business may be allowed, including:

- parking;
- taxi, subway, bus, GO train fares;
- toll highway charges;
- economy air, rail or bus fare;
- departure taxes from transportation terminals;
- travel to and from public transportation terminals, provided such transportation is actually used by the traveller;
- cycling to and from local destinations equivalent to the transit ticket fare for the same trip, provided that the trip is made using a personally owned bicycle and is at least one (1) km. in length;
- travel cancellation insurance;
- expenses associated with the use of a rented automobile for travel to and from a function, provided the expense does not exceed the cost of taxi fares for the same purpose and a cost justification for the rental car is included with the claim (use of the automobile for personal business is not an allowable expense);
- car allowance for the use of a personal vehicle (when attending an out-of-town function, if air travel is available, the car allowance may not exceed the equivalent of the applicable economy air fare; if air travel is not available, the car allowance may be based on actual distance travelled). Refer to Corporate Policy and Procedure - Car Allowance.

Transportation costs must be supported by receipts showing the details of the costs incurred. Credit card receipts or statements alone are not acceptable as receipts. If the receipt does not state the dates and times of travel, separate documentation confirming dates and times of travel must also be provided. Claims for air travel must be supported by boarding passes.

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Per Diem Allowance

Only when an overnight stay is required in conjunction with a function may employees request compensation on a per diem basis for personal meals and personal miscellaneous expenses that would not have been incurred otherwise, rather than on an individual expense basis. Per diem allowances may not exceed \$60.00 per day, including travel days (US\$60.00 if the function takes place outside Canada). An employee who receives a per diem allowance may not claim additional personal expenses. To simplify reporting, receipts are not required for per diem expenses.

ECONOMIC DEVELOPMENT OFFICE – INTERNATIONAL TRAVEL – MEALS AND INCIDENTAL EXPENSES

In order to provide for the reimbursement of reasonable expenses for meals and incidentals while undertaking international travel on behalf of the City's International Travel Investment Attraction Initiatives, EDO staff will receive a per diem allowance that is based on the Treasury Board of Canada's Travel Directive. The Treasury Board of Canada's Travel Directive per diem rates can be found on the following website:

<http://www.njc-cnm.gc.ca/directive/travel-voyage/s-td-dv-a4-eng.php>

Treasury Board per diem allowances for international travel are based on a formula that takes into account the breakfast, lunch and dinner and incidental allowance for the applicable country/location. Prior to undertaking international travel, EDO staff will request an all-inclusive per diem from Finance based on the duration of the trip, including travel days. EDO staff are required to print a copy of the Treasury Board per diem rate for the country/region they are travelling to and attach it as backup to the per diem request.

Finance will use the daily per diem amounts, including all meals (breakfast, lunch and dinner) and incidental expenses for the applicable country of travel to verify and calculate the eligible total per diem for the trip. Where the rate is shown in a currency other

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than Canadian. Finance will convert the per diem to Canadian dollars, using the exchange rate in effect on the day the per diem is processed (i.e. transferred by electronic fund transfer to the employee's personal bank account). The Manager, Corporate Financial Services, will determine which financial institution the exchange rate will be obtained from.

The per diem will be all-inclusive, regardless of whether or not some meals are subsequently provided. To simplify expense reporting, receipts are not required for per diem expenses. EDO employees who receive a per diem allowance may not claim additional personal expenses or charge meals or incidentals to their PCard.

FORMS & APPROVAL REQUIREMENTS

Following is a description of the forms and approvals required for each type of expense outlined in this policy. This information is also displayed in chart form in Appendix A.

Reimbursement of expenses incurred by a citizen member of a committee or board requires the approval of the Director, Legislative Services & Office of the City Clerk, Corporate Service Department.

For the purposes of this policy, the following positions are considered equivalent to a "director level":

- Recreation Division District Manager; Manager, Business Planning; Manager, Business Development;
- Parks and Forestry Parks Manager; Manager, Forestry; Manager, Park Planning; Manager, Park Development;
- Library Division Area Manager; Manager, Shared Services
- Fire and Emergency Services Division Platoon Chief

Out of Province Travel All out of province travel requires approval at a commissioner level.

Attendance at Functions, Expense claims associated with attendance at a function on City

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Including Functions with an Overnight Stay -

business (e.g. conference, convention, seminar, work-shop) must be approved at a director level or higher or, in the case of out of province functions, at a commissioner level.

Advance Payment

Employees may request an advance to pay for expenses that must be incurred in advance of an approved function, such as registration fees, overnight accommodation or air fares. Advances are requested using Form 461 - Request for Advance and Statement of Expenses. If the requested cash advance is based on an estimated amount, the request must include a justification for the amount. All expenses associated with a particular function should be recorded on the same Form 461.

If an advance is provided, the actual expenses must be reconciled with the advanced amount upon return and all supporting documentation, as outlined in this policy, must be submitted with the reconciled claim. The attendee is responsible for reimbursing the City for any funds which were advanced in excess of the authorized expenses.

Functions Without an Overnight Stay

Reimbursement of incidental business expenses and expenses associated with functions where an overnight stay is not required, and that were not charged to a PCard, are requested using E2421 Incidental Expense Report.

Incidental Expenses

Incidental business expenses that are unrelated to attendance at functions on City business (e.g. employee expenses, operational expenses, off-site meetings, refreshments at staff meetings) must be approved by the employee's immediate supervisor or the staff person having budget responsibility. Reimbursement may be made through an Incidental Expense Report - Form E2421, or through petty cash, in accordance with Corporate Policy and Procedure – Reimbursement of Expenses Using Petty Cash Funds.

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RESPONSIBILITIES

Employee's Role

The employee is responsible for completing the appropriate expense claim form, as outlined above, and submitting it for approval in accordance with the applicable Accounts Payable PCard or reimbursement timelines. Supporting documentation, as outlined in this policy, must be attached to the applicable form.

Approver's Role

The approver is responsible for reviewing the request for approval and authorizing payment. The approver must ensure that the applicable Accounts Payable PCard or reimbursement timelines are met.

Note: Under no circumstances may an approver authorize expenses incurred on his or her own behalf. (For example, if a manager incurs an expense for a business lunch at which his or her director was in attendance, the manager's expense claim cannot be approved by the director, but must be approved by the commissioner.)

The approver's signature indicates that:

- the expense is a legitimate business expense;
- the purchasing method does not violate the purchasing by-law, or any supply contracts;
- appropriate supporting documentation, as outlined in this policy, is attached; and
- the expense has been charged to the correct cost centre and expense code.

REFERENCE:

GC-0504-2010 2010-07-07

2011-02-04 – Housekeeping – revise Form 180a to E2421

2012-08-30 – Housekeeping due to Community Services reorg;
updated “equivalent to director” positions

2013 08 12 – revised to include refreshments at staff meetings –
refreshment policy rescinded.

2013 08 21 – administrative change of authority for citizen member

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expenses from the Commissioner, Corporate Services, to the
Director, Legislative Services & Office of the City Clerk.

LAST REVIEW DATE:

CONTACT:

For more information, contact Accounts Payable, Finance Division,
Corporate Services Department.

DRAFT

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APPENDIX A - Note: Form E2421- Incidental Expense Report is only required for expenses that were not charged to a PCard and where the employee is to be reimbursed for out-of-pocket expenses.

Expense	Form	Supervisor/ Manager	Director level or higher	Commissioner
Citizen Members of Committees and Boards	E2421 or Form 461		Director, Legislative Services & Office of the City Clerk	
Out of Province Travel	Form 461			X
Attendance at Functions – Advance Payment, including all per diem	Form 461		X	
Functions (conference, convention, seminar, workshop) without an Overnight Stay	Form 461		X	
Functions with an Overnight Stay, including Accommodation	Form 461		X	
Employee Incidental Expenses associated with attendance at a function	E2421		X	
Employee Incidental/ Operational Expenses	E2421	X		
Business or Personal Meals (Staff Only in Attendance)	E2421	X		
Business Entertainment	E2421	X		
Refreshments at Staff Meetings	E2421	X		
Telephone Charges	E2421	X		
Transportation (with the exception of Car Allowance)	E2421	X		

Sample of TB Travel Directive Per Diem Rates (October 20, 2014)

For Commercial Accommodation (Hotels)

Exchange Rate: \$1 CAD = \$2.25 BRL (Brazilian Real)**E.g. - \$264.00 BRL = \$117 CAD**

Type of Accommodation	City	Meal Rate				Incidental Amount	Grand Total (Taxes Included)
		Breakfast	Lunch	Dinner	Meal Total		
Commercial	Brasilia	30.45	71.95	97.60	200.00	64.00	264.00
Commercial	Rio de Janeiro	*	108.40	128.50	236.90	94.76	331.66
Commercial	Sao Paulo	56.40	91.05	116.80	264.25	84.56	348.81
Commercial	Other	24.36	57.56	78.08	160.00	51.20	211.20

Exchange Rate: \$1 CAD = \$95.90 JPY (Japanese Yen)**E.g. - \$15,919 JPY = \$166 CAD**

Type of Accommodation	City	Meal Rate				Incidental Amount	Grand Total (Taxes Included)
		Breakfast	Lunch	Dinner	Meal Total		
Commercial	Nagoya	2,635.00	3,420.00	6,005.00	12,060.00	3,859.20	15,919.20
Commercial	Tokyo	2,880.00	3,980.00	6,305.00	13,165.00	4,212.80	17,377.80
Commercial	Other	2,304.00	3,184.00	5,044.00	10,532.00	3,370.24	13,902.24



Corporate Report

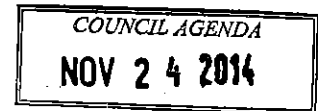
Clerk's Files

Originator's
Files

MG.23.REP

2-19

DATE: November 11, 2014



TO: Mayor and Members of Council
Meeting Date: November 24, 2014

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

SUBJECT: **Temporary Road Closure of Orbitor Drive between Eglinton Avenue East and Skymark Avenue for Construction of an overpass bridge for the Mississauga Transitway Project Procurement FA.49.315-12 (Ward 3 & 5)**

RECOMMENDATION: That Dufferin Construction Company be granted permission to extend the temporary closure of Orbitor Drive between Eglinton Avenue East and Skymark Avenue to undertake construction of an overpass bridge as part of the Mississauga Transitway project until 6:00 a.m. on Monday, April 20, 2015.

BACKGROUND: The Corporation of the City of Mississauga has retained Dufferin Construction Company (Dufferin) to construct the third segment of the Mississauga Transitway from Etobicoke Creek to Commerce Boulevard.

Part of the work includes the construction of an overpass bridge at Orbitor Drive. In order to allow Dufferin to safely complete the work, the Contract allows for up to a six-month temporary closure of Orbitor Drive while maintaining access via adjacent side streets.

Dufferin had previously requested this closure to be between June 16 and December 15, 2014 which was subsequently approved by Council at its meeting on June 11, 2014. Due to the delay of complicated utility relocations downstream, this section of Orbitor Drive was not closed until October 20, 2014.

Spectrum Way is currently closed for the same purpose of an overpass bridge construction. A separate report is being presented to extend Spectrum Way closure due to the same utility conflict.

COMMENTS:

Dufferin had requested permission to revise the closure of Orbitor Drive between Eglinton Avenue East and Skymark Avenue while maintaining access to local traffic only from/to Skymark Avenue to be 6:00 a.m. on Monday, October 20, 2014 and ending at 6:00 a.m. on Monday, April 20, 2015 to undertake construction of an overpass bridge. Traffic can be efficiently detoured via adjacent roads (i.e. Satellite Drive, Skymark Avenue, and Explorer Drive). Impact to motorists is deemed to be minor. Advanced warning signage, notices and website notification were implemented as part of the communication plan. All traffic including pedestrian were required to use an alternate route. A number of MiWay bus routes were detoured to best accommodate the closure. All emergency services, 311 Customer Service Centre and adjacent local businesses were notified.

The area Ward Councillors have been made aware of the temporary road closure.

FINANCIAL IMPACT: There is no financial impact.

CONCLUSION:

The Transportation and Works Department supports the temporary closure of Orbitor Drive between Eglinton Avenue East and Skymark Avenue:

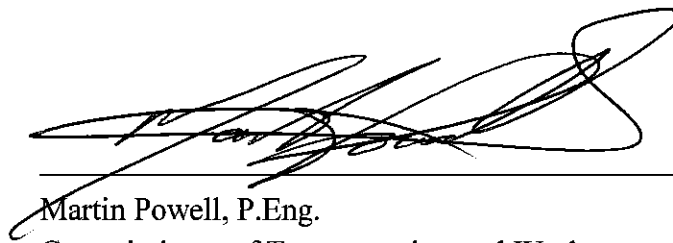
Until 6:00 a.m. on Monday, April 20, 2015.

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ATTACHMENTS:

Appendix 1: Location Map

Appendix 2: Detour Plan

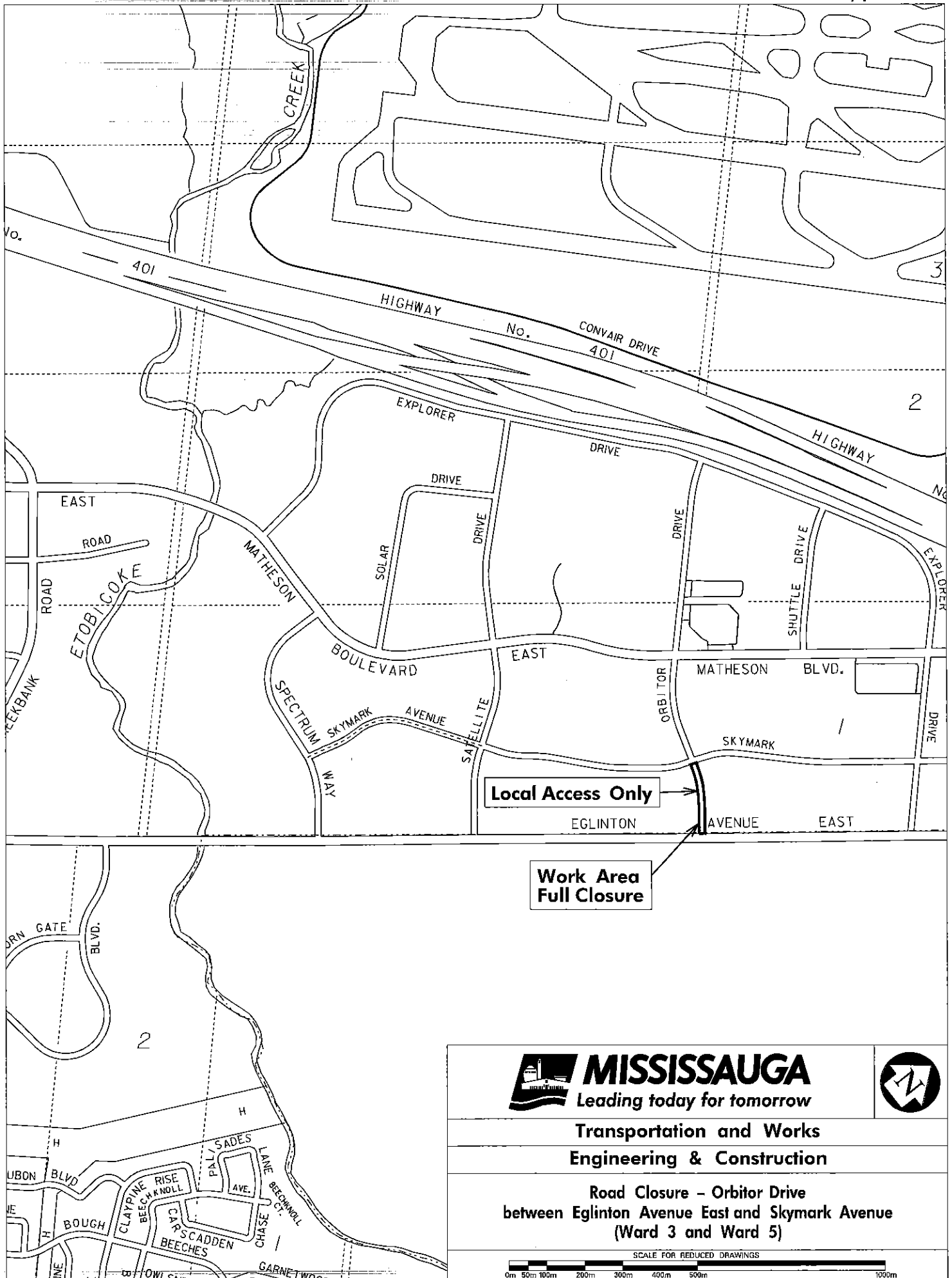
A handwritten signature in black ink, appearing to read 'Martin Powell', is written over a horizontal line.

Martin Powell, P.Eng.

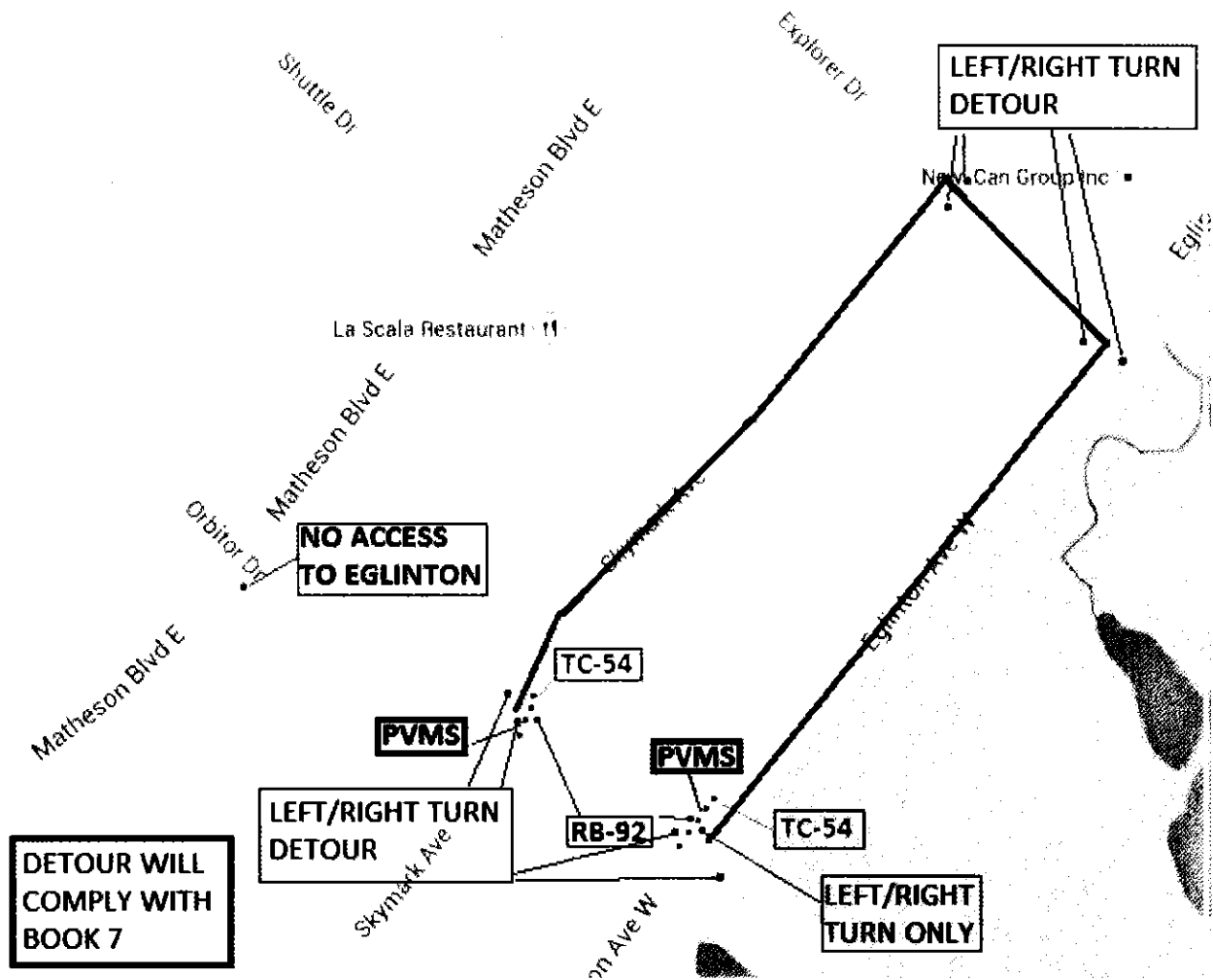
Commissioner of Transportation and Works

Prepared By: Jerry Che, P.Eng.

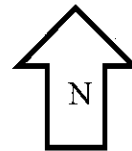
Capital Project Manager, Transitway Construction



R-19(d)



APPENDIX 2



T & W – Transitway Construction

Detour Plan

Orbitor Drive between Eglinton Avenue E. and Skymark Avenue



Corporate Report

Clerk's Files

Originator's
Files

MG.23.REP

DATE: November 11, 2014

COUNCIL AGENDA**NOV 24 2014**

TO: Mayor and Members of Council
Meeting Date: November 24, 2014

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

SUBJECT: **Temporary Road Closure Extension of Spectrum Way between
Eglinton Avenue East and Matheson Boulevard East for
Construction of Bridge Overpass for the Mississauga Transitway
Project, Procurement FA.49.383-13 (Wards 3 & 5)**

RECOMMENDATION: That Dufferin Construction Company (Dufferin) be granted permission to extend the temporary closure of Spectrum Way between Eglinton Avenue East and Matheson Boulevard East to undertake construction of an overpass bridge as part of the Mississauga Transitway project until 6:00 a.m. on Monday, May 11, 2015.

BACKGROUND: Dufferin had been awarded the contract to construct the third segment of the Mississauga Transitway from Etobicoke Creek to Commerce Boulevard.

Part of the work includes the construction of an overpass bridge at Spectrum Way. In order to allow Dufferin to safely complete the work, the Contract allows for temporary closure of Spectrum Way while maintaining access via the adjacent side streets.

COMMENTS: The Transportation and Works Department had recommended Council at its meeting of April 23, 2014 allow Dufferin to temporarily close Spectrum Way between Eglinton Avenue East and Matheson

Boulevard East while maintaining access to local traffic only from/to Matheson Boulevard East between May 12, 2014 and Nov 10, 2014 to undertake utility relocation and bridge construction work. Traffic can be efficiently detoured via adjacent collector roads (i.e. Creekbank Road, Matheson Boulevard, and Satellite Drive).

As construction progressed, complicated utility conflicts (Rogers, Allstream) were encountered which caused significant delay of the bridge construction. Works will continue over the winter months and Dufferin has now requested the road closure to be extended to dates above and also to accommodate waterproofing and paving once weather is favorable.

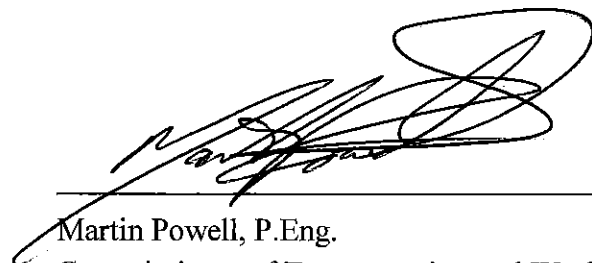
Advanced warning signage of extension, notices and website notification will be implemented as part of the communication plan. The area Ward Councillors have been made aware of the temporary road closure extension.

FINANCIAL IMPACT: There is no financial impact.

CONCLUSION: The Transportation and Works Department supports the extension of temporary closure of Spectrum Way between Eglinton Avenue East and Matheson Boulevard East:

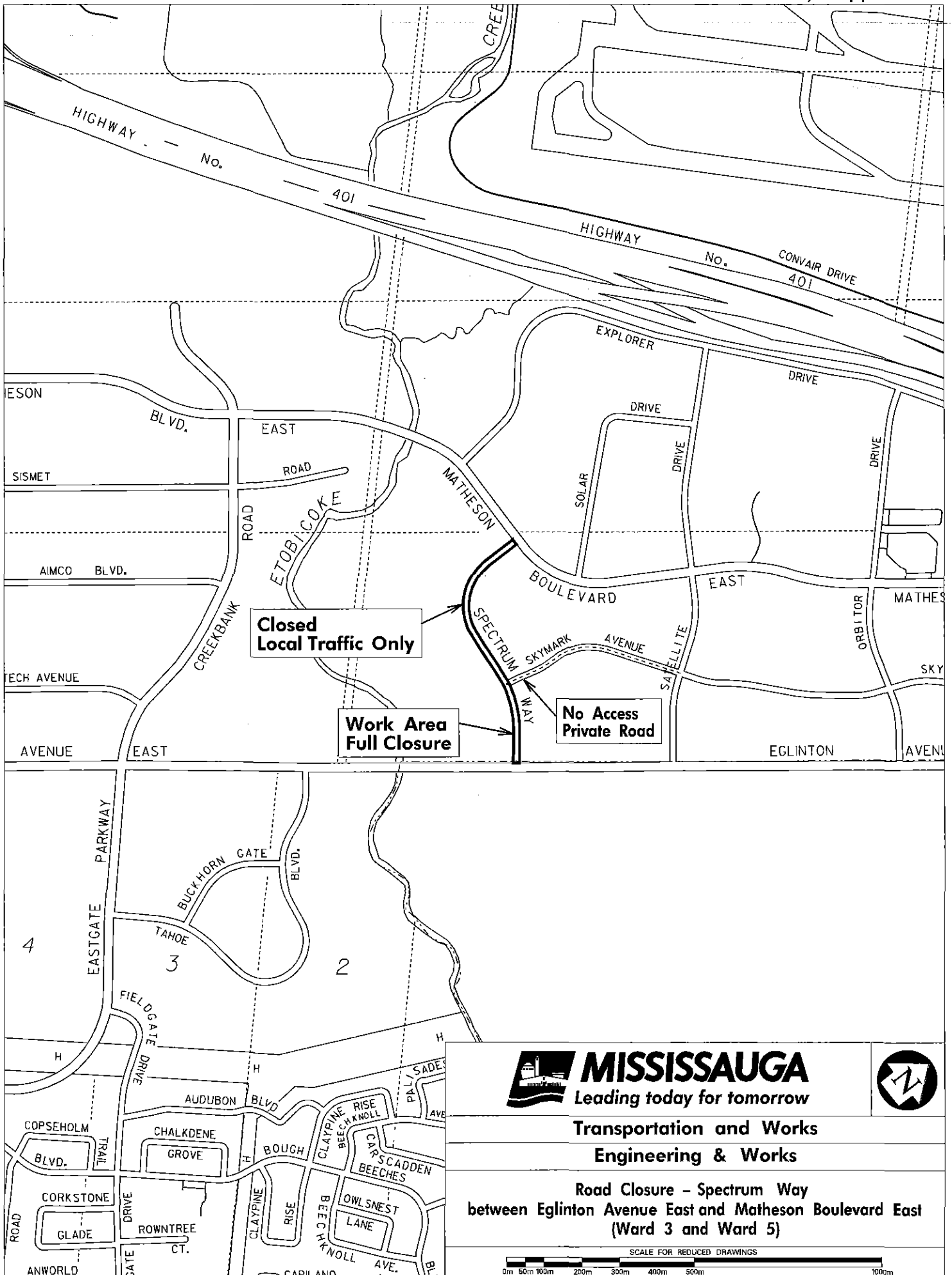
until 6:00 a.m. on Monday, May 11, 2015.

ATTACHMENTS: Appendix 1: Location Map
Appendix 2: Detour Plan

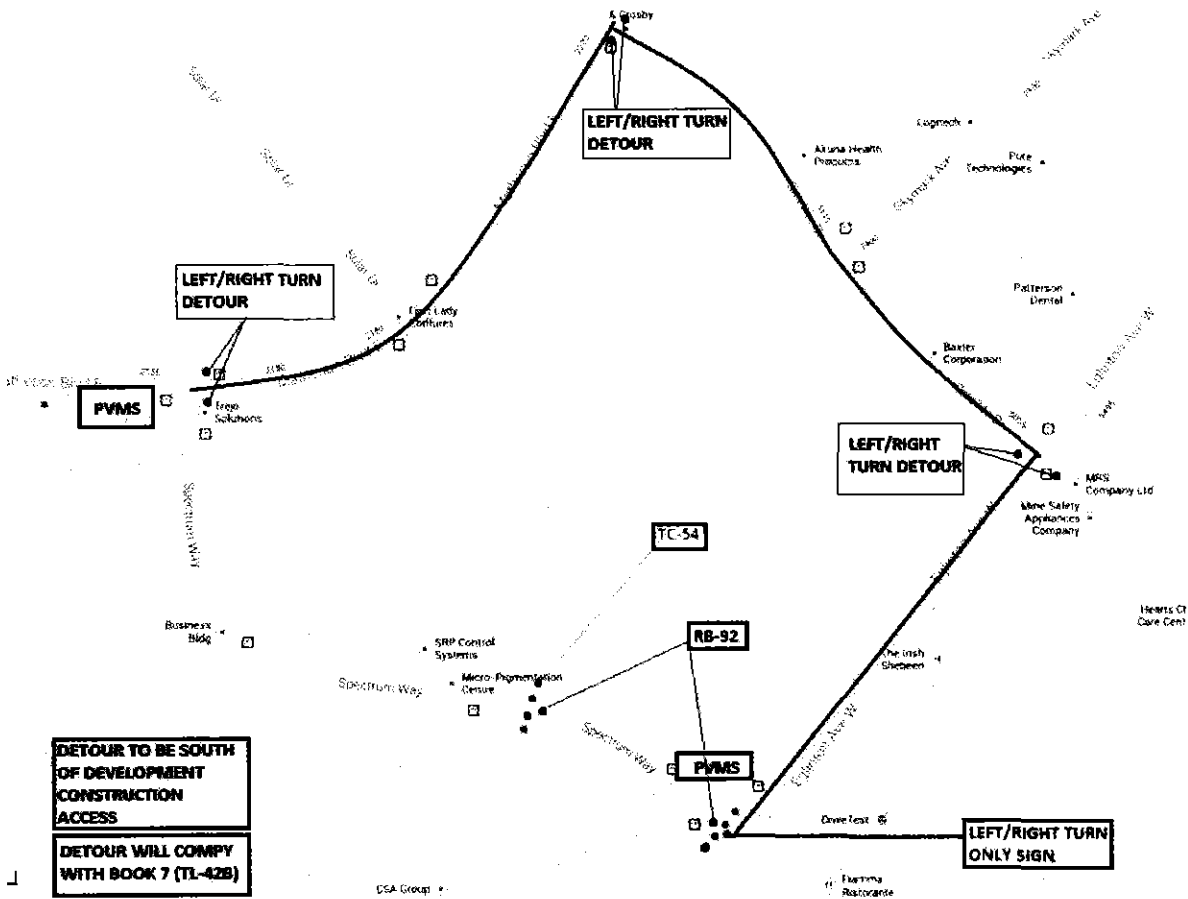


Martin Powell, P.Eng.
Commissioner of Transportation and Works

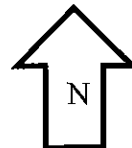
*Prepared By: Jerry Che, P.Eng.
Capital Project Manager, BRT Project Office*



R-2000



APPENDIX 2



T & W – Transportation Project Office and Business Services

Detour Plan

Spectrum Way between Eglinton Avenue E. and Matheson Boulevard E.



Corporate Report

Clerk's Files

Originator's
Files

R-21

DATE: November 13, 2014

COUNCIL AGENDA

NOV 24 2014

TO: Mayor and Members of Council
Meeting Date: November 24, 2014

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

SUBJECT: **Swan Fire Interest Arbitration Award for a Collective Agreement effective January 1, 2011 – December 31, 2014**

RECOMMENDATION: That the Fire Interest Arbitration Award which creates a four (4) year Collective Agreement be received, and that a by-law be enacted authorizing City officials to sign the new Collective Agreement with the Firefighters Association, Local 1212.

**REPORT
HIGHLIGHTS:**

- The City's Collective Agreement with the Firefighters Association Local 1212 expired on December 31, 2010.
- As the parties were unable to reach a negotiated settlement, the Association applied for a final and binding interest arbitration.
- The Award was issued on October 30, 2014.
- The Board awarded a four (4) year Collective Agreement which expires on December 31, 2014.
- The 2014 salary for a first class firefighter is \$90,511

BACKGROUND: The City's Collective Agreement with the Firefighters Association Local 1212 expired on December 31, 2010. As the parties were unable

to reach a negotiated settlement, the Association applied for a final and binding interest arbitration. Arbitration is required by provincial legislation for firefighters who do not have the right to strike nor be locked out when a Collective Agreement cannot be freely negotiated. Arbitrator Swan was the chair of the arbitration board appointed under the Act to determine the matters in dispute relating to the renewal of the 2010 Collective Agreement.

The interest board of arbitration was comprised of 3 members: an Association nominee, a City nominee and the Board's chair. Each nominee represents the positions of their respective party before the Chair, in this case Arbitrator Swan.

The arbitration hearing dates were held on April 26, 2012 and July 13, 2012. The Award was issued on October 30, 2014.

The attached award (Appendix 1) includes the dissent from the Associations' Nominee, Jeffrey Sack and the dissent from Michael Riddell, the City's Nominee. (Michael Riddell is not related to any City employee).

The Board awarded a four (4) year Collective Agreement which expires on December 31, 2014.

COMMENTS:

The Award was issued more than two (2) years after the last hearing date. Although many issues were addressed, the Board remained seized on a number of substantive issues which were referred back to the parties for further discussion/negotiations.

The issues awarded by the Board are:

1. Paramedical Benefits:

Award: Effective October 30, 2014, the Board awarded an increase to \$80.00 per visit for the following paramedical benefits for both active employees and for retirees:

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Naturopath	\$80 (from \$30) per visit; yearly max \$500
Podiatrist	\$80 (from \$30) per visit; yearly max \$500
Chiropodist	\$80 (from \$30) per visit; yearly max \$500
Osteopath	\$80 (from \$30) per visit; yearly max \$500
Physiotherapy	\$80 (from \$50) per visit; yearly max is unlimited
Speech Therapy	\$80 (from \$60) per visit; yearly max \$2000
Psychologist	\$80 (from \$60) per visit; yearly max \$2000
Chiropractor	\$80 (from \$40) per visit; yearly max \$2000
Massage Therapy	\$80 (from \$40) per visit; yearly max \$500

There is no annual maximum in benefit paid for physiotherapy which presents a very expensive improvement for the City. For all other paramedical improvements, the Board did not increase the annual maximum in benefit payable which assists with containing the financial impact of the award.

2. Salaries:

Award: The Board awarded the following increases for a 1st Class Firefighter from December 31, 2010 to January 1, 2014:

Date	1st Class Firefighter	% Increase was effective December 31, 2010
Dec 31/10	\$81,148.00	Base Salary
Jan 1/11	\$83,502.00	2.90%
Jan 1/12	\$84,941.00	1.72%
July 1/12	\$86,199.00	1.48%
Jan 1/13	\$87,514.00	1.53%
July 1/13	\$88,320.00	0.92%
Jan 1/14	\$90,511.00	2.48%

The 2014 rate awarded compares to other Fire and Emergency Services follows:

Brampton Fire:	\$90,355
Toronto Fire:	\$90,623

Oakville Fire: \$90,910
 Peel Region Police: \$90,355

Historically, Mississauga's First Class Firefighter rate was established halfway between a Peel Region Police Officer and a Toronto Firefighter:

\$90,623 Toronto Firefighter
 + \$90,355 Peel Region Police Officer
 $\$90,978 / 2 = 90,489$

Despite the City's submissions, the Board did not give consideration to the issue of "total compensation" where all wage and benefit increases are part of the total package of increases.

3. Rank Differentials:

The Collective Agreement stipulates the rate of pay for certain classifications which are tied to the rate of a First Class Firefighter. This is referred to as a "rate differential"

Award: Effective January 1, 2014, the Board increased the rank differential for the following classifications:

Equipment Officer 120% (previously 100%)

Technicians 100% (previously 95%)

Effective October 30, 2014, Fire Head Quarters Clerical was raised to Administrative Grade 2 (from the current level of Grade 1)

There is only one incumbent in each classification to be increased.

4. Clerical:

Award: The Board maintained the current provision in the Collective Agreement that the clerical staff progress through their range at the mid-point of the non-union performance management program's salary increase and that the ranges remain tied to the non-union salary scale Level A and Level B.

5. Change of Benefit Carrier:

Award: The Board awarded the Association's request to add new language that when the City changes the benefit carrier that 60 days' notice be given before implementing the change. The new language also says that there will be no reduction in the scope, level

or nature of benefits and services provided, without agreement of the parties or by award from an interest board of arbitration.

The City has historically provided the Association with advance notice of a change to the benefit carrier and guaranteed no change for the level of benefits. The City also provides the Association with a copy of the Master Agreement with Sun Life each year.

6. Fire Prevention Mileage Rates:

Award: Effective January 1, 2014 the Board awarded the following increases:

- Casual reimbursement: \$0.53 (from 0.52) per kilometer
- Fire Prevention Officers: \$ 0.76 (from 0.681) per kilometer
- Strenuous Conditions Allowance: \$ 68.00 (from \$60.00) monthly

This award increases the current rate which is a taxable payment because it is higher than the level which Revenue Canada deems reasonable. The previous higher rate \$0.681 was also awarded by a prior Interest Board of Arbitration.

7. Vacation:

Award: The Board awarded the Association's request to allow an additional 3 employees off on vacation at any time.

Fire management determined that, to avoid either over time rates or pulling a truck out of service, the appropriate number of employees to be off at any one time was 19. The Board increased this number to 22.

In essence, the more Firefighters are off at the same time, the more difficult it is to staff trucks. The impact of this decision will result in either increased overtime or taking trucks out of service.

8. 24 Hour Shift Schedule:

Award: The Board recognized and upheld the agreements negotiated between the parties on February 19, 2014:

- Alternative Work Arrangement
- 24 hour shift
- Attendance Support & Management Program

9. Dental Benefits:

Award: Effective January 1, 2014, the Board awarded the Association's proposal for the current Ontario Dental Association (ODA) Schedule of Fees update.

The City had avoided "current ODA" wording during many rounds of collective bargaining. This wording keeps the benefit in "lock step" with the current ODA fee guide and no longer requires the Association to negotiate the ODA update which has been traditionally set as a one-year lag. Although this is common language in many public sector Collective Agreements, it removes its need to be negotiated.

10. Union Shop Provision:

Award: The Board awarded the Association's proposal to add a union shop provision. This language requires that all current and new employees must be members of the Association and, as a condition of continued employment, one must be a member in good standing.

This new language could be used by the Association to regulate its members' activities outside of the workplace and to pressure its members to quit being a volunteer firefighter at another municipality.

11. Doctors Notes:

Award: The Board awarded that the City reimburse doctor's notes from the current maximum of \$15 to the "actual and reasonable cost" of providing such notes which is a substantive increase.

The Ontario Medical Association has deemed \$50-\$75 as a reasonable cost a Doctor may charge for providing a note.

There are no other employees at the City which have this level of reimbursement; however in the broader public sector, it is common.

12. Hearing Aids:

Award: The Board awarded the Association's request to increase hearing aid benefit. The Board awarded \$750 (from \$500) every two years effective October 30, 2014.

Currently, Fire has \$500/2 years and this increase to \$750 represents a 50% increase.

13. Paid Parking:

Award: The Board awarded that effective October 30, 2014, employees who work at City Hall be provided with parking at the City's expense.

This new taxable benefit applies to less than 10 employees in Fire Prevention who are not required to use their vehicle for work. All City employees must pay to park at City Hall and there was no rationale provided by the Board to explain why this group of employees would now be treated differently.

14. Spousal Benefits:

Award: The Board revised an existing article to eliminate a restriction for a retiree's spouse to purchase, at their expense, single benefits for a 5 year period. (The old language limited the age of such a spouse to the age of 60-65)

This revision allows a young spouse of any age (younger than 60) to purchase single benefits for that same 5 year period.

15. Lieu Time Bank:

The Board granted the City's request to merely convert an existing Letter of Understanding to an Article in the Collective Agreement which limits lieu time banks to 96 hours.

Matters Referred Back to the Parties

There were issues in the award that the Board referred back to the parties and to which it remains seized. If the Association and the City cannot reach an agreement on these issues, the parties will appear again before the Swan Board of Interest Arbitration who will render a decision on the following issues:

1. Retiree Benefit- Health Spending Account:

Award: The Board referred this substantive issue back to the parties for further discussion. If the parties cannot reach a resolution, the Board has retained jurisdiction.

The Association requested an annual health spending account of \$3,250.00 for retirees between the ages of 65 and 70 years old. This was the Association's number one proposal and one of the main reasons they City and the Association were unable to reach a negotiated settlement. It is unfortunate that the Board referred this issue back to the parties and did not deny this very costly benefit.

2. Promotion Policy:

Award: The Board awarded that the parties negotiate a promotion policy. Although a number of fire departments do have a promotional policy in their Collective Agreement, the requirement to have such a policy has eroded the Chief's management rights.

3. Vacation Selection Group of District Chief and Acting District Chief:

Award: The Board awarded that the parties meet to resolve this issue which is the City's proposal to limit the number of District Chiefs and Acting District Chiefs allowed to be off at any one time.

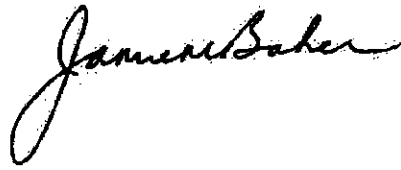
FINANCIAL IMPACT: The total estimated cost of the Fire Interest Arbitration Award is \$19.9 million, which includes \$2.5 million related to the City's portion of OMERS contributions. The City has \$18.0 million in its base budget to cover these costs, with the shortfall of \$1.9 million to be funded from the City's 2014 forecasted year end surplus of \$7.1M. The City will be paying out retro-payments to Fire Service Staff in January 2015.

CONCLUSION: The Award is final and binding and will be implemented accordingly.

The provisions of this award exceed salary and benefit increases awarded to non-union and other union groups within the City over the last 4 years. Currently, in emergency services interest arbitration, arbitrators are under no obligation to look at other broader public sector wages increases, or wage increases for other employee groups within a municipality. This, and the length of time it takes to receive an award (in our case 24 months), are two of the key issues that have municipalities asking the Province of Ontario for interest arbitration reform.

ATTACHMENTS:

Appendix 1: Swan Interest Arbitration Award dated October 30,
2014



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

*Prepared By: Louise Ann Riddell, Manager, Strategic Healthy
Workplace*

R-21(C)

IN THE MATTER OF AN ARBITRATION BETWEEN:

THE CORPORATION OF THE CITY OF MISSISSAUGA

(The Corporation)

and

THE MISSISSAUGA FIRE FIGHTERS ASSOCIATION

(The Association)

**AND IN THE MATTER OF AN INTEREST ARBITRATION TO REPLACE THE
COLLECTIVE AGREEMENT EXPIRING DECEMBER 31, 2010**

BOARD OF ARBITRATION:

Kenneth P. Swan, Chair
Michael Riddell, Corporation Nominee
Jeffrey Sack, Association Nominee

APPEARANCES:

FOR THE CORPORATION: Mark H. Mason, Counsel

FOR THE ASSOCIATION: Henry Watson, Advocate

R-21Cj)

AWARD

A mediation hearing in this matter took place on March 7, 2012. Unfortunately, although a useful exchange of views took place, a settlement of all of the issues in dispute did not result.

The arbitration hearing followed on April 26 and July 13, 2012. The parties were agreed that the board of arbitration as presently constituted had been properly appointed, and that we had jurisdiction to hear and determine the issues remaining in dispute between them relating to the renewal of a collective agreement which expired on December 31, 2010.

Since that time, the board of arbitration has met in executive session on a number of occasions, and views have been exchanged by telephone and e-mail as well. In addition, the parties have continued to negotiate, and have been able to come to agreement on a number of issues, including some of the more contentious ones, which remained outstanding.

This is our award in this matter. We expressly adopt all of the amendments to the collective agreement negotiated by the parties, and make them a part of this award. Otherwise, this award deals with all of the issues on which we consider that changes are justified. To whatever extent a proposal that has been made by either party is not dealt with in this award it is deemed to be denied.

Except where another date is specified, any changes resulting from this award shall be effective on the date hereof.

ASSOCIATION PROPOSALS:**1. RETIREE BENEFIT - HEALTH SPENDING ACCOUNT**

This was a matter of considerable dispute between the parties. Since the hearing, however, a number of boards of arbitration have dealt with this issue, and some broad themes have emerged. We consider that the parties have not had the opportunity to consider these developments in light of their own collective agreement, and we therefore remit this matter to them for further discussion. We retain jurisdiction over this matter in the meantime.

2. PARAMEDICAL BENEFITS

The Association seeks a number of improvements in these benefits. We award that the per visit maxima listed in Appendix A(12) be changed to \$80.00, but that the annual maxima remain as in the previous agreement. This change is effective on the date of this award.

3. SALARIES

These parties have had a long standing agreement that the appropriate salary level at the First Class Fire Fighter level should be the average of the equivalent rates for the Toronto Fire and the First Class Constable rate for Peel Regional Police. We understand this to have been in effect for at least a decade, and we see no reason to change the relationship in this award. There are some difficulties in applying the formula, primarily because of a lump sum payment involved in the 2014 police rates, but the timing of this award and the likely time of payment of retroactivity makes this problem largely moot.

We award the following rates at the effective dates shown, fully retroactive for all hours paid:

January 1, 2011:	\$83,502
January 1, 2012:	\$84,941
July 1, 2012:	\$86,199
January 1, 2013:	\$87,514
July 1, 2013:	\$88,320
January 1, 2014:	\$90,511

4. RANK DIFFERENTIALS

The Association also proposed changes to rank differentials. We award that the rank differential for Equipment Officer be increased to 120% and that for Technicians be increased to 100%, both changes effective January 1, 2014.

5. CLERICAL

The Association seeks changes to progression through the salary range, and a re-classification for one employee. Based on the evidence presented, we award the progression remain the same as in the previous collective agreement, but that the Clerical Administrator at Headquarters be raised to the Administrator 2 classification.

6. PROMOTIONS

The Association has asked for a joint committee to be established to develop a promotion policy for inclusion in the collective agreement. We so award, and we remit the

R-2.1(m)

- 4 -

matter of the development of the policy to the parties for six months from the date of this award.

We retain jurisdiction over this matter in the meantime.

7. CHANGE OF BENEFIT CARRIER

We award, at the Association's request, that the following language be added to the collective agreement:

The Corporation may substitute a carrier for an Extended Health Plan provided that the level of benefits conferred thereby is not decreased. The Corporation will advise the Association of any change in carrier at least sixty (60) days prior to implementing a change in carrier. There will be no reduction or diminution in the scope, level or nature of benefits and services provided, without agreement of the parties or an award of an interest board of arbitration.

8. FIRE PREVENTION VEHICLES

We award that the reimbursement rate for members required to drive their cars be increased to \$0.76 per kilometer, that the fixed rate allowance be increased to \$68.00, and that the rate for occasional use of personal vehicles be increased to \$0.53 per kilometer, all increases effective January 1, 2014.

9. VACATION

The Association seeks to increase the number of vacation slots available in Suppression. We award that the number increase to 22 as soon as possible, having regard to minimizing disruption to vacation already scheduled.

10. 24-HOUR SHIFT SCHEDULE

The parties have reached an agreement on this issue.

11. DENTAL BENEFITS

We award that the Dental Plan be based on the Current Year ODA fee schedule, effective January 1, 2014.

12. UNION SHOP PROVISION

We award that the following language be inserted into the collective agreement:

All employees who are now members of the Association shall remain members of the Association, and any new employee shall become a member of the Association, and continued membership in the Association shall be a condition of continued employment.

13. DOCTOR'S NOTES

We award that the amount to be reimbursed for doctor's notes be increased to the actual and reasonable cost of providing such notes.

13. HEARING AIDS

We award that the amount reimbursed for hearing aids be increased to \$750 every two years.

10. PAID PARKING

We award that employees who work at City Hall be provided with parking at the City's expense.

R-21 (0)

- 6 -

11. RETIREES' SPOUSAL BENEFITS

We award that the spouses of retired firefighters whose benefit coverage ends at age 65 be entitled to participate in the extended health and dental benefits at his or her own expense up to age 65, regardless of the age of the spouse at the time.

12. HOUSEKEEPING ISSUES

We remit these issues for 30 days to the parties to discuss and resolve. We retain jurisdiction over the issues in the meantime.

13. DURATION

We award that the collective agreement flowing from this award be in effect from January 1, 2011 to December 31, 2014.

For greater certainty, all of the other Association proposals are denied.

CORPORATION PROPOSALS

1. CALCULATION OF TIME

This matter has been resolved by the parties.

2. OVERTIME/LIEU BANKS

We award the Corporation's proposal as a counterbalance to the increase in the number of vacation slots.

3. REDUCTION OF VACATION SELECTION GROUPS

We remit this matter to the parties for further discussion and, if possible, agreement. We retain jurisdiction over the issue in the meantime.

4. DURATION

We have resolved this matter above.

5. SUPERSEDED DATES

We remit this matter to the parties for further discussion and, if possible, agreement. We retain jurisdiction over the issue in the meantime.

6. APPENDIX L

This language has been in the collective agreement for a decade or more, and it has permitted the parties to conclude extended collective agreements by giving some certainty to salary levels in later years in the term when comparator information is not available at the time

R-21(c)

- 8 -

of settlement. It is not necessary in the context of the present award and the collective agreement which will result from it, and we do not intend to order that it be included.


We have, however, followed the principles established in the Appendix in dealing with the salaries, and we commend to the parties the continued use of the formula thus established, which has been conducive to excellent labour relations between them in the past.

For greater certainty, all of the other Corporation proposals are denied.

CONCLUSION

In addition to the specific reservations of jurisdiction on matters remitted to the parties, we retain general jurisdiction over this matter to whatever extent may be necessary to ensure that a full and final resolution is reached, and an executed collective agreement is produced.

DATED AT TORONTO, ONTARIO this 30th day of October, 2014.


Kenneth P. Swan, Chair

I dissent; see attached.

Jeffery Sack, Association Nominee


I dissent; see attached.

Michael Riddell, Corporation Nominee

R-21(S)

PARTIAL DISSENT OF ASSOCIATION NOMINEE

While the Chairman has sought to balance and accommodate the interests of the Association and Corporation, in light of the criteria of the *Fire Protection and Prevention Act*, I would have awarded additional monetary and non-monetary changes. Nonetheless, the parties will soon be in negotiations for 2015 and following years, and can address their attention again in that process to outstanding issues.



Dissent of Corporation Nominee

I have reviewed the Award of the Chair, and I dissent from the Award on a number of issues, which I will elaborate upon in this Dissent. However, I would first express my apologies to the Parties for the failure of our Arbitration Board to provide an Award in a reasonable time period. The Arbitration Hearing for this matter was concluded on July 13, 2012, and it has taken our Board more than twenty-seven months to issue an Award. In addition to this inexcusable delay, the Chair's decision to refer a number of substantive issues back to the Parties for further discussion with our Board retaining jurisdiction is simply wrong and destructive of good labour relations. The Parties should be engaged in bargaining for a renewal Collective Agreement with the term commencing January 1, 2015 rather than dealing with issues that the Parties requested our Board to resolve.

I specifically dissent on the issues of Health Spending Account, Paramedical Benefits, Wages for Clerical Employees, Rank Differentials and Paid Parking, and the failure of the Chair to award reasonable City Proposals.

1. Health Spending Account

At Page 2 of the Award, the Chair states, "...Since the hearing, however, a number of Boards of Arbitration have dealt with this issue, and some broad themes have emerged." I respectfully submit that no broad themes have emerged.

On the merits of the issue, only thirteen of eighty-four Fire Departments in Ontario have any type of Employer paid retirement benefits. Since our hearing was concluded on July 13, 2012, only one

R-21(w)

Arbitrator has awarded an HSA. In Toronto, Arbitrator Burkett (who had previously not awarded an HSA in Hamilton) awarded an HSA which resulted in savings for the City of Toronto because it reduced the cost of post retirement benefits that were in effect at the time. Since our hearing Arbitrators for Georgina (Cummings), Niagara Falls (Steinberg), Quinte West (Knopf) and Waterloo (Steinberg) have declined to award an HSA. Arbitrator Raymond in Barrie has been the only Arbitrator to refer the matter back to the Parties.

The Chair's Award contains significant costs including salary increases in excess of eleven percent over four years, additional salary adjustments for certain classifications and substantive benefit increases. This proposal for an HSA should simply be denied. This same Chair has previously dealt with a similar but less costly issue in an Interest Arbitration for Dearness Home in London and CAW (dated November 6, 2012). The CAW had a proposal for dental coverage for early retirees, which the Chair dealt with at Page 6 of his Award. He denied the proposal on the following basis – "In light of the total cost of this award, this proposal is denied." That same rationale should have been applied in this Arbitration.

Peel Regional Police have an HSA, but historically there has never been benefit parity between Mississauga Firefighters and Peel Regional Police. On another significant monetary issue, in their 1985/86 Agreement, Peel Regional Police grandparented the payment of one-half of unused sick leave credits on retirement for those members covered by that Agreement while this costly benefit has not been eliminated for Mississauga Firefighters.

2. Paramedical Benefits

On the issue of Paramedical Benefits, the Chair's Award increases the maximum per visit cost by anywhere from a 33.3% increase to 166.7% increases. There was no comparator evidence before as to support such outrageous increases. I could support increasing the visit maximum for those services currently at the \$30 limit to \$50 but increasing the maximum to \$80 for all services is neither reasonable nor reflective of replicating free Collective bargaining.

3. Wages for Clerical Employees

To reflect the longstanding practice between the Parties on this issue, for 2011 there should be no progression through the salary ranks, but three additional paid vacation days should be deposited into each employee's vacation bank upon release of this Award. There is no dispute that for the years 2012, 2013 and 2014 employees shall receive a 2% wage adjustment each year.

4. Rank Differentials

In addition to the salary increases in excess of 11% over four years, the Chair's Award provides an additional 20% adjustment for the Equipment Officer and an additional 5.26% adjustment for the Equipment Technician based on no compelling evidence about changes in duties and with limited comparator information. Such extraordinary increases would never be freely negotiated.

5. Paid Parking

R-21 (w)

While there are only eight members of the Bargaining Unit affected by this issue, there is no comparator information to support this proposal. The larger bargaining units represented by CUPE as well as non-union employees are required to pay for parking at City Hall, and the same should apply to the members of this bargaining unit.

The City proposed a number of reasonable proposals that the Chair should have awarded. These include the following:

- "Day Staff" employed in Mechanical, Fire Prevention and Life Safety and Training Divisions should no longer be paid for their time while they are on lunch. Paid lunches are not normative in Collective Agreements.
- The number of District Chiefs and Acting District Chiefs to be off duty at any given time should be specified.
- The Collective Agreement should have been amended to allow for the hiring of temporary Communication Operators to cover absences due to pregnancy or parental leave, disability or any other approved leave. The proposed language reflects language contained in the Memorandum of Settlement for the expired Collective Agreement between the Parties.
- The Discrimination language should reflect that it applies to both the City and the Association instead of applying it only to the City.
- The Automatic Aid language should apply for all emergencies occurring at the perimeter of the Municipality instead of just those emergencies occurring on highways and roadways. Anyone affected by such an emergency would expect the quickest response and the

R-21(x)

current language may interfere with a neighbouring Department being the first to arrive at the emergency.

The Chair's refusal to award such reasonable proposals confirms that the Award lacks balance and favours only the issues raised by the Association.

The role of our Board of Arbitration was to replicate what the Parties should have freely bargained. There is no doubt that the City would not have agreed to the generous terms of a Collective Agreement imposed by this Award.

Dated at Toronto, Ontario this 20th day of October, 2014

"Michael Riddell"

Corporation Nominee

REPORT 3 - 2014



TO: MAYOR AND MEMBERS OF COUNCIL

The Public Vehicle Advisory Committee presents its third report for 2014 and recommends:

PVAC-0012-2014

That the deputations made by Dr. Dan Hara and Associates regarding the Taxi Plate Issuance Model be received.

(PVAC-0012-2014)

PVAC-0013-2014

1. That the report from the Commissioner of Transportation and Works, dated September 17, 2014 and entitled "Taxicab Mobile Applications" be received for information.
2. That staff be directed to prepare a report for a future Public Vehicle Advisory Committee (PVAC) outlining the need for Provincial legislation and once endorsed by PVAC that the report be forwarded to the Province.

(PVAC-0013-2014)

PVAC-0014-2014

That the letter dated September 29, 2014 from Ian Black, General Manager, Uber Toronto regarding taxicab mobile applications (TMA) be received.

(PVAC-0014-2014)

PVAC-0015-2014

That the report from the Commissioner of Transportation and Works, dated September 17, 2014 and entitled "Mobile Licensing Enforcement Practices" be received for information.

(PVAC-0015-2014)

PVAC-0016-2014

That the email dated August 7, 2014 from Karam Punian, Taxicab Driver regarding the priority list renewals be received and referred to staff.

(PVAC-0016-2014)

PVAC-0017-2014

That the email dated August 11, 2014 from Gurval Singh, Broker Representative regarding the priority list renewals be received and referred to staff.

(PVAC-0017-2014)

PVAC-0018-2014

That the email dated August 11, 2014 from Gurval Singh, Broker Representative regarding operator license renewal requirements be received and referred to staff.

(PVAC-0018-2014)

PVAC-0019-2014

That the email July 10, 2014 from Mark Sexsmith, Taxi Owner regarding the Lyft Rideshare Program be received and referred to staff.

(PVAC-0019-2014)

PVAC-0020-2014

That the email from Peter D. Pellier, Taxicab Driver regarding airport exemption as it applies to taxicabs be received.

(PVAC-0020-2014)

PVAC-0021-2014

That the Public Vehicle Advisory Committee Action List for 2014 be received.

(PVAC-0021-2014)

PETITION**LOCAL IMPROVEMENT CHARGES**

**Municipal Act, 2001, R.S.O. 2001
Ontario Reg. 586/06**



We the undersigned owners hereby petition the Council of the Corporation of the City of Mississauga to construct under Ontario Regulation 586/06 of the Municipal Act, 2001, R.S.O. 2001, the following works as a local improvement:

Description of Works:

The work will include removal of the private fence and the installation of a 2.4m high concrete noise attenuation barrier of approximately 20.0m in length along Rathburn Road West siding the property at 1116 Deer Run.

Ontario Regulation 586/06 of the Municipal Act, 2001, R.S.O. 2001, states the following:

9. (2) A petition in favour of undertaking a work as a local improvement shall be signed by at least two-thirds of the owners representing at least one-half of the value of the lots liable to be specially charged for the work

10. (5) Where two or more persons are jointly assessed for a lot, in determining the sufficiency of a petition,

- (a) they shall be treated as one owner only; and
- (b) the majority of them must sign the petition for the petition to be determined sufficient.

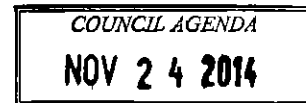
Name of Petitioner (Owner)	Signature of Petitioner (Owner)	Property Address and Assessment Roll Number	Date	In Favour of Yes/No
NEALE T. TWEEDY		1116 DEER RUN 05 04015257800 000002	Oct 9/14	Yes
PAMELA E. TWEEDY		1116 DEER RUN 05 04015257800 000002	Oct 9/14	Yes

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

**TRANSPORTATION & WORKS DEPT.
RECEIVED**

OCT 14

Route to	Initials	Date
ML		



TO: Mississauga Mayor and Council
 FROM: Idlewild/Radisson Residents Committee
 SUBJECT: Presentation of residents' petition re the Erin Mills Parkway station of the BRT
 DATE: November 10, 2014

Metrolinx is constructing the bus station at Erin Mills Parkway with an appalling lack of consideration for the rights and needs of the 28 adjacent residential properties on Idlewild and Radisson crescents. To date, Metrolinx has continued to deny the need for any abatement measures despite valid, well-founded, and expressed concerns from residents. During the preceding months, we have repeatedly encountered misinformation, disinformation, and stonewalling on the part of Metrolinx. The attached outline lists most of the station-related problems identified by the residents (although more continue to be revealed as construction continues).

All 28 households are united in seeking redress. The 52 signatures on the attached petition represent 27 households, and the one remaining family (away on an extended visit to Australia) has sent an email to include their voices in expressing our mutual concerns.

The western section of the BRT may be on provincial land, but the busway was a City initiative and plan, the project approval for which came about while this site at issue was being presented only as a small bus layover location and, explicitly, **not** a station. Also, the reams of printed reports and countless public meetings held throughout the years by the City all included assurances that the fundamental project planning principles would include appropriate considerations for impact on residents and compatibility with adjacent development. Those assurances belie the realities of what has come to pass – and what lies ahead – and any claims to the contrary misrepresent the facts as we **know** them to be.

For about 9 months so far, we have been assaulted by construction noise levels, frequently waking people during the night and, since April, extreme levels, including thunderous banging, during the day – and often into the evening and on weekends – keeping everyone indoors throughout the summer, with windows and doors shut tight to somewhat reduce the noise and help keep out the dirt. On most Sundays (not all), the sometimes intolerable noise levels and construction stopped; but it was too big a job to clean away the dirt every time just to sit on the patio one day a week. Added to this has been the vibrating and shaking of the houses caused by the heavy construction equipment. The shuddering is often so severe that glasses in the cupboards and pipes in the walls rattle. Any culpability would probably be denied, there can surely be no guarantees that structural problems will not result in our homes. And what does Metrolinx say about the noise? Here are some quotes from their recent correspondence: "Metrolinx conducts an EA to assess the potential impacts **during construction and/or operation** to determine the measures required to lessen these impacts." And, "The noise levels that were tested in your area have shown that **noise mitigation is not warranted.**" The absurdity of this only adds insult to injury – and noise is just one problem among many; and issues about construction pale by comparison to those of the ongoing operation of the station.

Furthermore, many years prior to the conception of this station, our subdivision was planned, designed, approved, and constructed – all in keeping with the Official Plan, which then designated the adjacent land as an open field. (We did our "homework" and checked on everything before buying in 1986.) This busway location was truly an afterthought, with the

P-2(a)

Official Plan only being changed to designate the present route several years **after** our area was developed. This mammoth station is **in-fill of unprecedented proportions** – and that this should happen within “The Planned Community of Erin Mills,” so extensively promoted for its award-winning, internationally acclaimed excellence in planning and design, makes it all the more unexpected and disturbing to us, the homeowners. Change may be necessary, but this project has proceeded as if we aren’t even here, and neither the City nor the Province has yet demonstrated an iota of interest in mitigating any of its impact on our homes and families.

We are residents of Mississauga, our properties are in Mississauga, and we should not have to fight for our basic rights – and we shouldn’t be abandoned by the City to deal with the Province alone. While the City may not have any specific jurisdiction today over the west section of the busway, it is the entity that “sold” it to the public and is obviously a major partner in the project. (And some emerging problems may well fall under the City’s jurisdiction.)

Did the City have no opportunity to review the plans for this station? Did no one at the City recognize the many factors that are problematic, inconsistent with the models available throughout Mississauga, and in need of mitigation? Are there any decision makers who cared at all about the avoidable detriment to us, its residents and taxpayers? We don’t know why the City did not act on our behalf sooner and without being asked, but the very least that the City should do now is **advocate on our behalf**. (Better late than never.)

Everyone we must deal with is on the payroll as these matters are addressed, while we, of course, are not. We, the victims of decisions, actions, and non-actions of others, must bear the additional impact of time, energy, and costs to the detriment of ourselves and families, and often our livelihoods, in the pursuit of what is right – what we are entitled to – what two levels of government didn’t bother to ensure for us - what we should never have had to ask for, much less fight to attain. They (you?) know from experience the tactics that usually work in making members of the public go away, and there are apparently no troubled consciences because of it; but this time, that thinking is flawed because these issues aren’t just “close to home”, they are literally **at** our homes, and **nothing** is more worth fighting for. We are on the right side of this argument, and will continue our efforts until appropriate remedies are attained.

For now, thank you for your time and attention to this matter. We need and expect your strong support. Please don’t disappoint us.

Eva Berlin (905) 820-9184
4412 Idlewilde Crescent

NB Much of the impact that we address cannot be fully appreciated without a site visit, which is best achieved from our backyard perspective, not from some broader view along the sidelines of the construction site, and certainly not from diagrams and maps. Any and all of you are not just welcome to come to our back fence to have a close look, we encourage you to do so – no strings attached, and no unsolicited discussion - just an opportunity for a first-hand assessment so that you may have an informed opinion, and you might be surprised by what you’ll see. I look forward to your calls and visits.

Attachments: - Outline of residents’ issues and concerns
- Signed petition
- Email message (related to petition)

NEGATIVE IMPACT OF THE BUSWAY ON OUR SAFETY, WAY OF LIFE, AND PROPERTY VALUES

Metrolinx is constructing the bus station at Erin Mills Parkway without consideration for the rights and needs of adjacent residents on Radisson and Idlewilde crescents.

FEATURES AND REALITIES OF THE STATION

- A paved roadway for cars and buses is only several meters behind most of our back yards.
- A pedestrian and bicycle path runs the entire length of the complex just a few feet away from our 5 foot high back yard fences.
- There is a parking lot for over 300 cars, plus several "kiss and ride" lanes
- The tall and massive bus platform (about 150 meters long) is visible over our fence tops.
- Buses will run 365 days a year, almost around the clock (before 4am until after 12am).
- A massive lighting system will be on during all hours of operation (see above), including light poles higher than our houses, along the pedestrian path at our back fences.
- Thousands of cars and people are expected to come and go from the station every week.

IMPACT OF THE STATION ON RESIDENTS

- **Intrusion of noise** from cars, buses, and even voices, during all hours of operation.
(We already hear Increased noise from the 403 due to the removal of all the trees, shrubs, other vegetation, and the raised land berm.)
- **Additional noise** from snow removal heavy equipment - any hour, night or day - as needed.
- **View above the fence line** is the mammoth platform structure, and will be even worse when other structures and lighting are complete.
- **Fumes** from all moving and idling vehicles.
- **Intrusion of light** from a system that will make every night as bright as day for the benefit of the busway users, from dusk to dawn (except for a few hours in the middle of the night).
- **Privacy is jeopardized** because our homes and activities will be visible to any prying eyes at all times, and more so when the leaves are off the trees. We can easily look out over our fences, and others can easily look in, as well as observe our movements and living patterns from the vantage point of the parking lot or path area.
- Our **safety and security are at risk**. It's easy to climb over a 5 foot fence.
- **Peel Regional Police** have confirmed that the risk of crime when the station is operational will be far greater than when we had an open field behind our homes.
- Idlewilde Crescent will be a key access route for the pedestrian pathway spanning the station complex. Previously a quiet residential street, it will be used at all hours of the night and day by **strangers going to and from the busway**.
- **Gone forever will be the peace, quiet, privacy, and security** that we used to enjoy.
- Last but not least, our **property values are significantly reduced** due to all of the negative factors above. Where the open field was a benefit and an asset, the massive station is a detriment to the saleability and value of our properties.

Metrolinx does not care to ease any of the problems they have created – no suitable barrier for our safety and noise abatement, and no change to their plan to install towering light poles right behind our back fences. They have cavalierly ignored our rights all along and still refuse to "do the right thing." Information that they provide continues to be misleading, unrealistic, incomplete, and more unfortunately, sometimes untruthful. They hope we will just give up and go away, but ***we will not***.

We have a window of opportunity, before the station is completed, to achieve some selected changes. We will present our signed petition to the City of Mississauga, Metrolinx, and MPP Harinder Takhar, and will then call a meeting (using contact information from the petition), where the concerned residents can put forth all concerns, questions, and requirements. Our rights and needs have been trampled on, but there is strength in numbers, and we ***can*** achieve some needed changes.

P-2(c)

PETITION

The Erin Mills station of the Transitway will pose a threat to the privacy and safety of adjacent homes, and will create intrusions of noise, light, and air pollution. We, the undersigned, require that a suitable barrier wall be constructed, and that tall light posts near the fence line be eliminated.

SIGNATURE	PRINT NAME	ADDRESS	PHONE	E-MAIL
1) M. Pagliocca	MICHAEL PAGLIOCCA	4416 IDLEWILDE CRES MISSISSAUGA L5M4E4		
2) Lisa Pagliocca	LISA PAGLIOCCA	4416 IDLEWILDE CRES "	"	" "
3) Amanda Hewitt	Amanda Hewitt	4420 IDLEWILDE CRES. MISS ONT L5M4E4		
Bob Mattos	BOB MATTOS	4428 IDLEWILDE CRES.		
M. Mattos	MOUNTY MATTOS	4432 IDLEWILDE CRES		
Amattos	SERITA PEREIRA	4432 IDLEWILDE CRES	"	
Helder Terra	HELDER TERRA	4440 IDLEWILDE CRES.		
Maria Terra	MARIA TERRA	4440 IDLEWILDE CRES	"	
Michelle Terra	Michelle Terra	4440 IDLEWILDE CRES	"	
R. Michael	ROMMIE MIKHAIL	4406 RADISSON. CRES.		

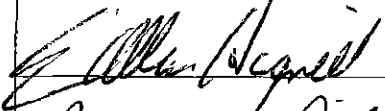
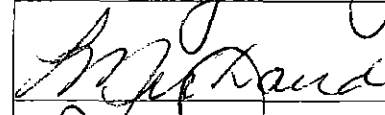
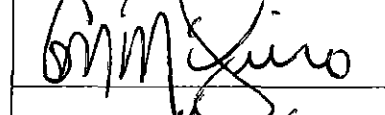
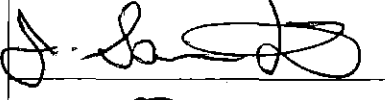
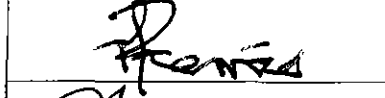

PETITION

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SIGNATURE	PRINT NAME	ADDRESS	PHONE	E-MAIL
<i>Shirley and Helen</i>	<i>Shirley and Helen</i>	4370 RADISSON		
<i>J</i>	JOHN SOUSA	4358 RADISSON CR.		
<i>Benedict & Sousa</i>	BENEDITA SOUSA	4358 Radisson		
<i>Carl & Nancy Easton</i>	CARL EASTON	4354 RADISSON		
<i>Nancy Easton</i>	NANCY EASTON	4354 RADISSON	" "	
<i>Osvalda Melo</i>	Osvalda Melo	4404 Idlewild Cres.		
<i>Helena Melo</i>	HELENA MELO	4404 Idlewild Cres.		
<i>Dimitris Melo</i>	Dimitris Melo	4404 IDLEWILDE CR.	" "	
<i>Nicole Demelo</i>	Nicole Demelo	4408 Idlewild Cres.		
<i>Vera Demelo</i>	Vera Demelo	4408 Idlewild Cres.		

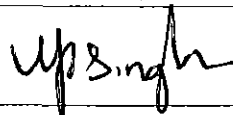
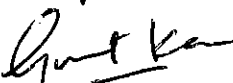
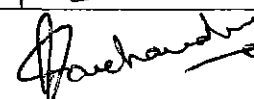
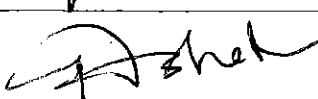
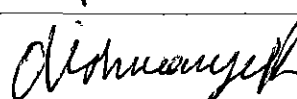
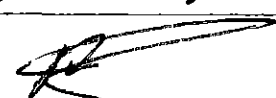
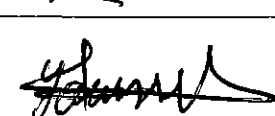
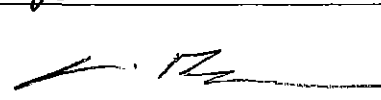
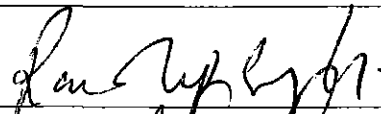
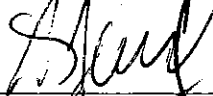
PETITION

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SIGNATURE	PRINT NAME	ADDRESS	PHONE	E-MAIL
	E. ALLAN HIGNELL	4436 IDLEWILDE		
Beverley Riley	BEVERLEY RILEY	4436 IDLEWILDE		
	LINDA McDONALD	4444 Idlewild		
	MURRAY MCGUIRE	4418 Radisson		
Sergio Santos	Tony Santos	4422 Radisson Cres		
A Santos	Aaron Santos	4422 Radisson Cr	" "	
Kindle Santos	Kindle Santos	4422 Radisson Cres	" "	
	Joan Santos	4422 Radisson Cres	" "	
	RAYMOND FERRÃO	4430 " "		
	Sara Ferrão	4416 Radisson		

PETITION

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SIGNATURE	PRINT NAME	ADDRESS	PHONE	E-MAIL
	VIRINDER SINGH	4402 RADISSON CRES MISSISSAUGA		
	GURNEET KAUR	4402 RADISSON CRES		
	RAM VENKAT	4394, RADISSON CRESCENT		
	Asha Ramchandran	4394 RADISSON CRESCENT		
	AISHWARYA RAMCHANDRAN	4394 RADISSON CRESCENT		
	RANA SABA	4390 Radisson CRES		
	Youssef Wared	4390 Radisson CRES		
	Lucie Rodriguez	4382 Radisson CRES		
	Randeep Singh	4378 Radisson CRES		
	FELIPE LA PORTA	4375 RADISSON CRES		

PETITION

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SIGNATURE	PRINT NAME	ADDRESS	PHONE	E-MAIL
<i>Joe Demelo</i>	Joe Demelo	4408 Idlewild Cres		
<i>Audrey Hewitt</i>	AUDREY HEWITT	4420 IDLEWILDE CRES		
<i>Joseph Hewitt</i>	Joseph Hewitt	4420 IDLEWILDE CRES		
<i>Nancy Nam</i>	HEE-JA NAM	4424 Idlewild Cres		
<i>Kulwinder</i>	Kulwinder DHANNA	4386 Radisson		
<i>Nancy Dhanoo</i>	Nancy Dhanoo	4386 RADISSON		
<i>Chantelle Rhule</i>	Chantelle Rhule	4366 Radisson		
<i>Winston Rhule</i>	WINSTON RHULE	4366 RADISSON		
<i>Eva Berlin</i>	EVA BERLIN	4412 IDLEWILDE CRES		
<i>W. Berlin</i>	WALTER BERLIN	4412 IDLEWILDE CRES		

PETITION

The Erin Mills station of the Transitway will pose a threat to the privacy and safety of adjacent homes, and will create intrusions of noise, light, and air pollution. We, the undersigned, require that a suitable barrier wall be constructed, and that tall light posts near the fence line be eliminated.

SIGNATURE	PRINT NAME	ADDRESS	PHONE	E-MAIL
<i>Paula Mendes</i>	Paula Mendes	4398 Radisson Cres		
<i>J. Melville</i>	Shannon McGuire	4418 Radisson Cres		

P-205

P-2(i)

Eva Berlin

From: C
Sent: November-06-14 8:40 AM
To:
Subject: MetroLink Project

Hello Eva Berlin,

After our conversation which included your explanation of what was in the petition you intended to present to Municipal, Provincial and MetroLink authorities, I and my wife Sharon want you to know we support your efforts 100% and will stand with you in these efforts to correct this problem.

Our names are: Ian & Sharon Stout

Our address is: 4362 Radisson Crescent, Mississauga, L5M-4B9 Our phone # is: (905) 569-7649

We have been owners of our home for over 20 years and would appreciate you placing a copy of this e-mail with the other signatures on your petition.

At present my wife Sharon and I are in Muswellbrook, New South Wales, Australia and do not expect to be home until November 25.

You have my permission to give my e-mail address to anyone you deem appropriate for communication purposes and I wish you well in your efforts.

Sincerely, G. Ian Stout

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

I-1



COUNCIL AGENDA
NOV 24 2014

September 15, 2014

Via email: carmela.radice@mississauga.ca

Mayor Hazel McCallion
And Members of Mississauga City Council
City of Mississauga
300 City Centre Drive
Mississauga, ON L5B 3C1

<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

Dear Mayor McCallion and City Councillors:

Congratulations on the amendments to Mississauga's Animal Care and Control By-law regarding the Standards of Care for the Keeping and Housing of Dogs and Animals. Setting Standards of Care is challenging, and your decision to keep the by-law flexible and permit officers to use their judgment on a case-by-case basis is astute.

Your well-researched amendments, including consultations with animal welfare experts are admirable. We would like to commend you especially for imposing restrictions on animals travelling outside of vehicles, such as the dangerous practice of transporting animals in the back of pick-up trucks.

Thank you for strengthening the protections and quality of life for animals - your leadership will act as a positive example other communities to follow.

Yours truly,

David Bronskill
President and Chair

DB/ct

I-2

COUNCIL AGENDA
NOV 24 2014



Minister of Public Safety

Ministre de la Sécurité publique

Ottawa, Canada K1A 0P8

RECEIVED

REGISTRY

DATE SEP 17 2014

FILE No.

SEP 11 2014

MAYORS OFFICE

Her Worship Hazel McCallion
Mayor
The Corporation of the City of Mississauga
300 City Centre Drive
Mississauga, Ontario L5B 3C1

Dear Mayor McCallion:

Dear Mayor McCallion

The Honourable Denis Lebel, Minister of Infrastructure, Communities and Intergovernmental Affairs and Minister of the Economic Development Agency of Canada for the Regions of Quebec has forwarded to me your correspondence of September 30, 2013, addressed to the Prime Minister, concerning the establishment of a permanent natural disaster relief fund to address residential and business flooding.

As you know, emergency management in Canada is a shared responsibility between all levels of government. Within Canada's constitutional framework, provincial and territorial governments and local authorities provide the first response to the vast majority of emergencies. If an emergency threatens to overwhelm the resources of any individual province/territory, the federal government may provide assistance at the specific request of the province/territory. In this regard, Public Safety Canada (PS) administers the Disaster Financial Assistance Arrangements which includes response and recovery costs related to flooding.

In the context of disaster prevention and mitigation, in the 2013 Speech from the Throne, the Government reiterated its commitment to work with provinces and territories to develop a National Disaster Mitigation Program (NDMP), focused on reducing the impact of natural disasters, which would include overland flooding. The objective of this program would be to reduce disaster impacts by shifting towards a proactive disaster risk reduction approach, built upon investments in structural and non-structural disaster mitigation. Budget 2014 confirmed the Government's commitment to developing a NDMP by providing \$200 million over five years.

Canada

I-2(a)

- 2 -

In addition to this program, PS recognizes that flooding is a significant risk in many communities and has launched a National Floodplain Mapping Assessment Study to identify Canadian and international best practices concerning the management and mapping of floods; to assess the current state of floodplain mapping in Canada; and identify a possible national standard.

Our government remains committed to working with the provinces, territories and municipalities to ensure the safety and security of Canadians.



Steven Blaney, P.C., M.P.
Minister of Public Safety and Emergency Preparedness



c.c.: The Honourable Denis Lebel, P.C., M.P.
Minister of Infrastructure, Communities and Intergovernmental Affairs

The Honourable Joe Oliver, P.C., M.P.
Minister of Finance

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<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-2(b)



OFFICE OF THE MAYOR

September 30, 2013

The Right Honourable Stephen Harper
Prime Minister of Canada
Langevin Block
Ottawa, Ontario
K1A 0A2

Dear Mr. Prime Minister:

It has been brought to my attention that federal funding came to an end on March 31st of this year for Heavy Urban Search and Rescue (HUSAR) teams across the country. The City of Mississauga firmly believes this funding should be restored.

These teams require highly technical training and specialized equipment and respond to low frequency, high hazard and very visible events with the potential for much loss of life.

Maintaining these skills within a limited number of fire departments across the country through federal funding support is a very effective way to maintain a high level of readiness in centrally located cities where these skills can be accessed by other municipalities. Funding these programs only at the local level by a few large cities leads to the risk they will be abandoned as too expensive for a localized tax source to support. This in turn negatively impacts the availability of these rescue programs to all municipalities.

National leadership is required for this type of emergency readiness to best match nationwide funding resources against the likelihood of serious emergencies either natural or manmade occurring anywhere in the country.

On behalf of the citizens of Mississauga, I urge the Federal Government to restore this funding to ensure all communities in Canada have access to these specialized skills whenever they are needed.

Sincerely,

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

cc: The Honourable Steven Blaney, Minister for Public Safety and Emergency Preparedness
Janice Baker, City Manager
Paul Mitcham, Commissioner, Community Services
Chief John McDougall, Fire and Emergency Services



THE CORPORATION OF THE CITY OF MISSISSAUGA
300 CITY CENTRE DRIVE, MISSISSAUGA, ONTARIO L5B 3C1
TEL: (905) 896-5555 FAX: (905) 896-5879

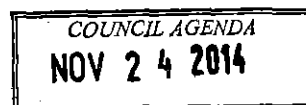
I-3

Minister of Justice
and Attorney General of Canada



Ministre de la Justice
et procureur général du Canada

The Honourable / L'honorable Peter MacKay, P.C., Q.C., M.P. / c.p., c.r., député
Ottawa, Canada K1A 0H8



SEP 18 2014

REGISTERED

DATE SEP 22 2014

FILE NO.

MAILED 09/22/14

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

Dear Mayor McCallion:

The Office of the Prime Minister has forwarded to me a copy of your correspondence and enclosed recommendation adopted by the Council of the Corporation of the City of Mississauga concerning the licensing of children's entertainers. I regret the delay in responding.

As you know, the protection of children is an area of shared jurisdiction between federal, provincial, and territorial governments. Your request concerning policing and child protection policies falls principally within provincial and territorial jurisdiction. The licensing of children's entertainers is also an issue that would be best addressed at the provincial level.

However, I would like to assure you that the Government of Canada takes the safety and well-being of children very seriously and is firmly committed to protecting children from all types of violence and to holding perpetrators accountable for their acts. Our government's recent criminal law reform initiatives include amendments to the *Criminal Code* to better protect children and youth from sexual predators, increase offender accountability, support victims of crime, and enhance Canada's capacity to protect children against sexual exploitation. On February 26, 2014, I introduced Bill C-26, the *Tougher Penalties for Child Predators Act*, to ensure that child sexual offenders receive the penalties they deserve.

It may also interest you to know that the National Sex Offender Registry is a national database that contains information on convicted sex offenders. This database is administered by the RCMP, which is an agency of Public Safety Canada and therefore falls under the purview of my colleague the Honourable Steven Blaney, Minister of Public Safety and Emergency Preparedness. Accordingly, I have taken the liberty of forwarding a copy of your correspondence to Minister Blaney for his information and consideration.

Canada

I-3(a)

2

Please be assured that the safety and well-being of children in Canada are a priority for the Government of Canada.

I appreciate having had your comments brought to my attention.

Yours truly,

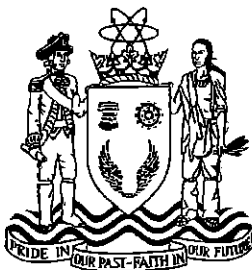


The Honourable Peter MacKay

c.c.: The Honourable Steven Blaney, P.C., M.P.
Minister of Public Safety and Emergency Preparedness

<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-3(b)



OFFICE OF THE MAYOR

June 17, 2014

The Right Honourable Stephen Harper
Prime Minister of Canada
80 Wellington Street
Ottawa, Ontario
K1A 0A2

Dear Mr. Prime Minister:

Re: Licensing of Children's Entertainers

The Council of the Corporation of the City of Mississauga at its meeting on June 11, 2014, adopted the enclosed recommendation and staff report with respect to the licensing of children's entertainers.

Council is requesting that the Federal and Provincial Governments amend current policing and child protection policies to be more suitable to meeting the objectives of protecting children from harm.

On behalf of the Members of Council, I would urge you to consider this request for the greater safety and protection of children

Sincerely,

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

cc: The Honourable Kathleen Wynne, Premier of Ontario
Members of Council
Federation of Canadian Municipalities
Association of Municipalities of Ontario

Enc.



THE CORPORATION OF THE CITY OF MISSISSAUGA
300 CITY CENTRE DRIVE, MISSISSAUGA, ONTARIO L5B 3C1
TEL: (905) 896-5555 FAX: (905) 896-5879

I-3(c)



RECOMMENDATION GC-0253-2014
adopted by the Council of
The Corporation of the City of Mississauga
at its meeting on June 11, 2014

GC-0253-2014

1. That the City of Mississauga not license Children's Entertainers as outlined in the Corporate Report from the Commissioner of Transportation and Works dated April 30, 2014, entitled "Licensing of Children's Entertainers".
2. That staff, through the use of existing communication channels, provide information and tips for parents and caregivers regarding children's entertainers and encouraging safe play for children.
3. That a copy of this report be forwarded to the federal government, the provincial government, the Federation of Canadian Municipalities and the Association of Municipalities of Ontario to encourage discussion and greater policy work towards the safety and protection of children.



BRAMPTON
Flower City

Corporate Services
Council and Administrative Services

J-4

COUNCIL AGENDA

NOV 24 2014

September 22, 2014

The Honourable Glen R. Murray, M.P.P.
Minister of the Environment and Climate Change
11th Floor, Ferguson Block
77 Wellesley Street West
Toronto, Ontario M7A 2T5

Mr. Bruce McCuaig, President and CEO
Metrolinx
20 Bay Street, Suite 600
Toronto, ON M5J 2W3

Ms. C. Greer, City Clerk
City of Mississauga
300 City Centre Drive
Mississauga, ON L5B 3C1

Re: Proposed Hurontario-Main LRT

The following recommendation of the Committee of Council Meeting of September 3, 2014 was approved, as amended, by Council on September 10, 2014:

- CW281-2014
1. That the following delegations to the Committee of Council Meeting of September 3, 2014, re: **Proposed Hurontario-Main LRT** be received:
 1. Christopher Moon, Davis Webb LLP
 2. Paul Willoughby, Co-Chair, Brampton Heritage Board
 3. Michael Avis, President, Brampton Historical Society
 4. Richard Prouse, Prouse, Dash and Crouch LLP
 5. Neil Davis, Davis Webb LLP
 6. Chris Drew, Brampton Resident and Member of Fight Gridlock in Brampton
 7. Kevin Montgomery, Brampton Resident and Member of Fight Gridlock in Brampton; and,
 2. That the correspondence from Peter Robertson, Brampton Resident, dated September 2, 2014, to the Committee of Council Meeting of September 3, 2014, re: **Proposed Hurontario-Main LRT** be received.

cont...../

CW282-2014

Whereas by resolution of August 11, 2010 Council approved the Hurontario-Main Street Corridor Master Plan with Light Rail Transit (LRT) endorsed, in principle, as the recommended rapid transit solution and that a final decision on LRT for the segment between Steeles Avenue and Downtown Brampton be subject to further study and exploration of alternative alignments that benefit the downtown;

And Whereas by resolution of May 22, 2013 Council advised Metrolinx that the priority order for Brampton transportation infrastructure projects under the Big Move is as follows:

1. Queen Street Rapid Transit;
2. GO Rail Service enhancement to achieve 2-way all-day services as soon as possible;
3. Hurontario-Main Street LRT;

And Whereas the design team presented a surface route for the LRT along Main Street through the Main Street South Heritage Area and Downtown Brampton to the Brampton GO station as the preferred alignment for that segment;

And Whereas by resolutions of November 20, 2013 Council directed that a study be undertaken of alternative routes north of Steeles Avenue including to the Peel Memorial Hospital site and report back to Council prior to conclusion of the environmental assessment process (TPAP); that further consultations and planning studies be undertaken; and that the final decision on the alignment and configuration of rapid transit in the Hurontario-Main Corridor north of Steeles Avenue and any commitment to construct the Hurontario-Main LRT in Brampton be subject to Council approval;

And Whereas a Notice of Completion of the TPAP process was issued on June 19, 2014 for a 30-day review period and the Environmental Project Report was submitted to the Minister of the Environment on July 19, 2014, with the alignment being a surface rail route on Main Street through the Main Street South Heritage Area and Downtown Brampton, without a further report to Council or consideration by Council;

And Whereas the Main Street South Heritage Area and Downtown Brampton are unique civic areas and the cultural centre of Brampton;

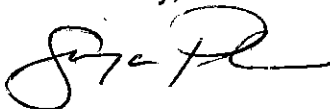
And Whereas the nature of the Main Street South Heritage Area and Downtown Brampton and the enjoyment of them by the citizens of Brampton would be severely negatively impacted by a surface rail line along Main Street;

cont...../

Now Therefore Let It Be Resolved That:

1. The Hurontario-Main LRT alignment north of Nanwood Drive, as contained in the Transit Project Assessment Process (TPAP), not be studied further as a surface route;
2. The studies undertaken for alternative routes and alignments north of Steeles Avenue, including an alternative north of Nanwood Drive to connect to the Peel Memorial Hospital site and GO transit line, be finalized and reported to Council;
3. A recommendation on a Hurontario-Main rapid transit alignment north of Steeles Avenue be informed by further input from consultation and ongoing planning and design studies for the Downtown and Central Area;
4. A final decision on the configuration of rapid transit in the Hurontario-Main Corridor north of Steeles Avenue, and any commitment to construct the Hurontario-Main LRT project within Brampton, be subject to the approval of City Council;
5. It is a priority of this Council that the Main Street LRT alignment continue north to the City's northern boundary;
6. The City Clerk is directed to forward a copy of this Council Resolution to the Minister of the Environment as a supplement to the Environmental Project Report, the City of Mississauga, and Metrolinx for information.

Yours truly,



Sonya Pacheco
Legislative Coordinator
City Clerk's Office

Tel: 905-874-2178 / Fax: 905-874-2119

sonya.pacheco@brampton.ca

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

(CW-D7/ H12/ L1)

- c: J. Corbett, Chief Administrative Officer
M. Ball, Chief Planning and Infrastructure Services Officer
Christopher Moon, Davis Webb LLP
24 Queen Street East, Suite 800, Brampton, L6V 1A3
Neil G. Davis, Davis Webb LLP
24 Queen Street East, Suite 800, Brampton, L6V 1A3
Richard Prouse, Prouse, Dash and Crouch LLP
50 Queen Street West, Brampton, L6X 4H3

I-4(c)

- 4 -

Michael Avis, President, Brampton Historical Society
15 Wellington Street West, Brampton, L6Y 1K3
Peter Robertson, Brampton Resident
Paul Willoughby, Co-Chair, Brampton Heritage Board
Chris Drew, Brampton Resident
Kevin Montgomery, Brampton Resident

Turkstra Mazza

Hamilton London Toronto

COUNCIL AGENDA

NOV 24 2014

RECEIVED

REGISTRY No.

DATE OCT 17 2014

FILE No.

CLERK'S DEPARTMENT

Scott Snider
Professional Corporation

15 Bold Street

Hamilton Ontario Canada L8P 1T3

Direct Line 905 526-6183 ext. 289

Receptionist 905 529 3476 (905 LAW-FIRM)

Facsimile 905 529 3663

ssnider@tmalaw.ca

October 16, 2014

The Corporation of the City of Mississauga

Attention: Crystal Greer,

Director of Legislative Services and City Clerk

300 City Centre Drive, 2nd floor

Mississauga, Ontario L5B 3C1


Dear Ms. Greer:

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

Re: Notice of Intention to Designate
2625 Hammond Road, City of Mississauga
Reference: HAC-0050-2014, Council Resolution 0167-2014
Office of the City Clerk File: CS.08.HAM
Our File No. 13458

Please find enclosed a Notice of Objection further to the City's September 15, 2014 Notice of Intent to Designate the above noted property.

Yours truly,


For: Scott Snider

Nd
Encl.
13458/13

TURKSTRA MAZZA ASSOCIATES, LAWYERS

I-5(a)

RE: NOTICE OF OBJECTION TO THE CORPORATION OF THE CITY OF MISSISSAUGA NOTICE OF INTENTION TO DESIGNATE THE LANDS AND PREMISES LOCATED AT 2625 HAMMOND ROAD, MISSISSAUGA UNDER PART IV OF THE *ONTARIO HERITAGE ACT*, R.S.O. 1990 c. O.18, AS AMENDED

Reference: HAC-0050-2014, Council Resolution 0167-2014

Office of the City Clerk File: CS.08.HAM

NOTICE OF OBJECTION OF LATIQ QURESHI

Latiq Qureshi, through his solicitors Turkstra Mazza Associates, hereby makes a written Notice of Objection to the Corporation of the City of Mississauga (the "City") Notice of Intention to Designate the Lands and Premises Located at 2625 Hammond Road, Mississauga (the "Hammond Road Property") under Part IV of the *Ontario Heritage Act*, R.S.O. 1990, c. O.18, as amended (the "OHA").

RELIEF REQUESTED

1. A Report to Council by the Conservation Review Board (the "Review Board") following a hearing under ss. 29(8) of the OHA recommending that the Hammond Road Property not be designated under Part IV and that Council issue a notice of withdrawal of the notice of intention to designate;
2. The costs of this Objection; and
3. Such further and other relief as counsel may request and the Review Board permit.

REASONS TO BE RELIED UPON

4. The proposed designation is not an authentic exercise of the powers to designate properties available to municipalities under Part IV of the OHA. Its true purpose is not to designate property which is of cultural heritage value or interest. Rather, its true purpose is to defeat an unpopular development application.

5. The proposed designation is an abuse of the OHA and does a disservice to the true goals and objectives of heritage conservation in Ontario.
6. The proposed designation was directed by Mississauga Council months before it received the Cultural Heritage Assessment that allegedly supports the designation. The Assessment is a self-serving exercise designed to support a foregone conclusion.
7. Regardless, the City has failed to meet the onus to prove the property meets the criteria in OHA Ontario Regulation 9/06, "Criteria for Determining Cultural Heritage Value or Interest" where:
 - a. The Design or Physical Value criteria re-iterate the reasons for the 1984 Designation regarding architectural style, craftsmanship and artistic merit. The contextual significance is already protected and is not relevant to the Design or Physical Value;
 - b. The Historical or Associative Value has already been protected by recognizing the Hammond House with its immediate surroundings. The cultural heritage value of the site has also already been recognized. The additional "natural features" proposed to be protected are not intrinsically linked to the cultural heritage value of the site or a further understanding of a community or culture;
 - c. The Contextual Value beyond what has already been protected as a local landmark has been lost in the surrounding urbanization or does not accurately reflect the original cultural heritage landscape in a manner worthy of additional protection. It is no longer physically, functionally and historically linked to its broader surroundings.
8. The City has failed to provide compelling evidence of the heritage value in designating the Hammond Road Property.
9. The Notice of Intention to Designate is defective under s. 29(4) of the OHA where:
 - a. it failed entirely to include a description of the heritage attributes of the property;

I-56

- b. it failed to properly include a statement explaining the cultural heritage value or interest of the property;
- c. it failed to properly include a statement that the notice of objection to the designation may be served on the clerk of the municipality within 30 days after the date of publication of the notice of intention in a newspaper of general circulation in the municipality; and
- d. The deadline referred to for serving a Notice of Objection of Monday, October 19, 2014 does not exist in the current calendar year.

RELEVANT FACTS TO BE RELIED UPON

Existing Hammond Road Designation

- 10. 2625 Hammond Road has an existing designation under the OHA dating back to 1984 through By-law 224-84 (the "1984 Designation").

Qureshi Ownership of the Hammond Road Property

- 11. Mr. Qureshi purchased the property in 1990 and has been living there with his family as their principal residence ever since.
- 12. With the approval of the City, updates to the property have been undertaken.
- 13. Mr. Qureshi has taken painstaking efforts to not only improve the Hammond Road Property and restore its heritage value but to also eliminate vandalism and partying that takes place in the remnant "natural features."

The Qureshi Applications and City Recommendation to Designate

- 14. Latiq and Fatima Qureshi made applications for an Official Plan Amendment, Zoning By-law Amendment and Draft Plan of Subdivision for the Hammond Road Property on December 5, 2012 (the "Applications"). The Applications propose to permit 7 detached dwellings, 1 greenbelt block and the retention of the existing designated heritage dwelling.

15. A heritage report was submitted with the Applications in recognition of the 1984 Designation.
16. The Applications have been appealed to the Ontario Municipal Board ("OMB") on the basis of a non-decision.
17. A May 13, 2014 Report to the Planning and Development Committee from the Commissioner of Planning and Building respecting the Applications (the "City Information and Recommendation Report") recommended:
 - a. Council to direct Legal Services to attend the OMB hearing in support of the recommendations that the proposed applications do not represent good planning and should not be approved;
 - b. That Council provide direction to the City solicitor regarding modifications as necessary before the OMB process; and
 - c. That City Council provide staff with direction to proceed with the designation of the entirety of the property at 2625 Hammond Road under the *Ontario Heritage Act*.

No cultural heritage assessment had been completed by the City at that time.

18. The public meeting for the Applications was held on Monday, June 2, 2014 and the City Information Recommendation Report was tabled before the Planning and Development Committee at that same meeting.
19. The Information and Recommendation Report was tabled at the June 11, 2014 Council Meeting for approval and the recommendations referred to above were adopted by Council on June 11, 2014.
20. A Cultural Heritage Assessment (with no assignment of professional authorship) was completed by the Culture Division of the City in August 2014 following the Recommendation to proceed with designation of the entire Hammond Road Property and was appended to an August 20, 2014 Corporate Report of the Commissioner of Community Services to the Heritage Advisory Committee for its September 9, 2014 meeting.

I-5(e)

21. The Qureshis were not consulted in the preparation of this Cultural Heritage Assessment.
22. The Heritage Advisory Committee met on September 9, 2014 and approved the following recommendation to Council regarding the Proposed Part IV Heritage Designation, Hammond Property, Cultural Heritage Landscape, 2625 Hammond Road (Ward 8) as follows:

“That a by-law be enacted to designate the property located at 2625 Hammond Road, in its entirety under subsection 29(1) of the *Ontario Heritage Act* for its historical/associative, physical/design and contextual value and that the appropriate City officials be authorized and directed to take the necessary actions to give effect thereto.”
23. The Heritage Advisory Committee Report was attached as Report 6-2014 to the additional Council Agenda for the September 10, 2014 meeting with the above recommendation. The Recommendation was adopted by Council.

Relevant Regulatory Regime

24. *Ontario Heritage Act*, R.S.O. 1990, c. O.18
25. “Criteria for Determining Cultural Heritage Value or Interest,” Ontario Regulation 9/06
26. Conservation Review Board Rules of Practice and Procedure (effective September 5, 2014)
27. Ontario Heritage Tool Kit
28. Such further and other material as counsel may advise and the Board may permit.

DATED this 16th day of October, 2014

TURKSTRA MAZZA ASSOCIATES

Barristers & Solicitors
15 Bold Street
Hamilton, ON L8P 1T3

Scott Snider

Shelley Kaufman

Tel: 905.529.3476

Fax: 905.529.3663

ssnider@tmalaw.ca & skaufman@tmalaw.ca

Solicitors for Latiq Qureshi

Minister of State
(Social Development)



Ministre d'État
(Développement social)

COUNCIL AGENDA

NOV 24 2014

Ottawa, Canada K1A 0J9

OCT 14 2014

Her Worship Hazel McCallion, C.M., LL.D
Mayor
The Corporation of the City of Mississauga
300 City Centre Drive
Mississauga ON L5B 3C1

FROM:

DATE: OCT 22 2014

FILED:

2014 OCT 22 11:11 AM

Dear Madam Mayor:

I am responding to your letter addressed to the Honourable Jason Kenney, Minister of Employment and Social Development and Minister for Multiculturalism. You wrote concerning a resolution passed by the Council of the Corporation of the City of Mississauga that supports the Federation of Canadian Municipalities' housing campaign, "Fixing Canada's Housing Crunch."

I appreciate that you have taken the time to share the Council's concerns as they relate to affordable housing in Canada. I can assure you that we are continuing to make significant investments in housing.

This year, through Canada Mortgage and Housing Corporation (CMHC), we will invest approximately \$2 billion in housing. This includes support for close to 600,000 individuals and families living in existing social housing, which is provided under long-term agreements covering a 25 to 50 year period. At the end of these agreements, the federal government will have fulfilled its commitment and funding will end. At the same time, the mortgages on these properties will generally be paid off, allowing many housing groups to continue to provide affordable housing and to be free to operate their projects as they see fit.

I would also like to add that our Government is providing significant funding under the Investment in Affordable Housing (IAH). Under the IAH, provinces and territories cost match the federal investment and are responsible for program design and delivery. Provinces and territories have the flexibility to invest in a range of affordable housing programs in order to meet their local needs and priorities. Funding may be used to create new or to renovate affordable rental housing; to improve affordability such as through rent supplements; and, to foster safe independent living through accessibility modifications. From April 2011 to June 2014, more than 183,600 households have benefitted from this investment nationally.

More recently, as part of Economic Action Plan 2013, the Government of Canada announced its continued commitment to working with provinces and territories to develop and implement solutions to housing by investing more than \$1.25 billion over five years to extend the IAH to 2019.

.../2

Canada

I-6(a)

-2-

For the Province of Ontario, this represents a combined investment of more than \$801 million over five years and was announced in August 2014. Under the IAH, Ontario has the flexibility to design and deliver a range of affordable housing programs to address local housing needs and priorities. The Province of Ontario is supporting the building and renovation of affordable housing, as well as the provision of rental and homeownership assistance to low and moderate income households. A portion of funding will be dedicated to Aboriginal households living off-reserve. Other priority groups will include seniors, persons with disabilities and victims of domestic violence.

I would also like to draw your attention to CMHC's Affordable Housing Centre, which helps create new affordable housing, including rental housing, for projects that do not rely on federal subsidies, by offering assistance such as Seed Funding, and Proposal Development Funding.

CMHC contributes to the stability of the housing finance system by providing mortgage loan insurance across the country, including in those markets that are less served by the private sector. CMHC offers mortgage loan insurance with greater financing flexibilities, including loan-to-value ratios of up to 95% and reduced premiums. These flexibilities are available for new affordable multi-unit residential properties, including those funded under the IAH, for rental, retirement and long-term care facilities.

The federal government also provides funding for homelessness through the Homelessness Partnering Strategy (HPS), administered by Employment and Social Development Canada. HPS is a community-based program aimed at preventing and reducing homelessness by providing direct support and funding to 61 designated communities across Canada. Economic Action Plan 2013 announced \$600 million in funding to extend the HPS for five years until 2019, with a focus on the Housing First approach.

Taken together, this broad range of housing activities supports vulnerable Canadians, homeowners, renters and the housing sector. I hope this information helps assure you that our Government is committed to affordable housing solutions and to assisting those in housing need.

Thank you for writing.

Yours sincerely,

Candice Bergen

The Honourable Candice Bergen, P.C., M.P.

<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(b)



OFFICE OF THE MAYOR

November 21, 2013

The Honourable Jason Kenney
Minister of Employment and Social Development
House of Commons
East Block
Ottawa, Ontario
K1A 0A6

Dear Mr. Minister:

Re: Fixing Canada's Housing Crunch

The Council of the Corporation of the City of Mississauga at its meeting on November 20, 2013, adopted the enclosed Resolution 0203-2013 with respect to "Fixing Canada's Housing Crunch".

Council endorses the Federation of Canadian Municipalities housing campaign and urges the Minister of Employment and Social Development to develop a long-term plan for housing that puts core investments on solid ground, increases predictability and protects Canadians from the planned expiry of \$1.7 billion in social housing agreements. The long-term plan must ensure for a healthy stock of affordable rental housing for Canadians.

On behalf of the Members of Council, I urge you to put forward the Federation of Canadian Municipalities housing campaign.

Sincerely,

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



THE CORPORATION OF THE CITY OF MISSISSAUGA
300 CITY CENTRE DRIVE, MISSISSAUGA, ONTARIO L5B 3C1
TEL: (905) 896-5555 FAX: (905) 896-5870

I-6(c)

cc: The Honourable Linda Jeffery, Minister of Municipal Affairs and Housing
Mississauga MPs
Members of Council
Federation of Canadian Municipalities
Association of Municipalities in Ontario

Enc.

I-6(d)



RESOLUTION 0203-2013
adopted by the Council of
The Corporation of the City of Mississauga
at its meeting on November 20, 2013

0203-2013 Moved by: Chris Fonseca

Seconded by: Frank Dale

WHEREAS a stable and secure housing system that creates and maintains jobs and allows for a range of living options is essential to attracting new workers, meeting the needs of young families and supporting seniors and our most vulnerable citizens;

AND WHEREAS the high cost of housing is the most urgent financial issue facing Canadians with one in four people paying more than they can afford for housing, and mortgage debt held by Canadians now standing at just over \$1.1 trillion;

AND WHEREAS housing costs and as the Bank of Canada notes, household debt, are undermining Canadians' personal financial security, while putting our national economy at risk;

AND WHEREAS those who cannot afford to purchase a home rely on the short supply of rental units, which is driving up rental costs and making it hard to house workers in regions experiencing strong economic activity;

AND WHEREAS an inadequate supply of subsidized housing for those in need is pushing some of the most vulnerable Canadians on to the street, while \$1.7 billion annually in federal investments in social housing have begun to expire;

AND WHEREAS the stakes are especially high for Ontario's municipal governments as housing responsibilities have already been downloaded (unlike other provinces and territories) and this is not sustainable on the property tax base;

AND WHEREAS the Federation of Canadian Municipalities (FCM) has launched a housing campaign, "Fixing Canada's Housing Crunch," calling on the federal government to increase housing options for Canadians and to work with all orders of government to develop a long-term plan for Canada's housing future;

AND WHEREAS FCM has asked its member municipalities to pass a council resolution supporting the campaign;

I-6(e)

AND WHEREAS our community has continuing housing needs, that can only be met through the kind of long-term planning and investment made possible by federal leadership;

NOW THEREFORE BE IT RESOLVED that Council endorses the FCM housing campaign and urges the Minister of Employment and Social Development to develop a long term plan for housing that puts core investments on solid ground, increases predictability, protects Canadians from the planned expiry of \$1.7 billion in social housing agreements and ensures a healthy stock of affordable rental housing for Canadians;

AND FURTHER that a copy of this resolution be sent to the Minister of Employment and Social Development, to the Minister of Municipal Affairs and Housing, local Members of Parliament, to the Federation of Canadian Municipalities and the Association of Municipalities of Ontario.

Carried

I-7

Office of the
Prime Minister



Ottawa, Canada K1A 0A2

Cabinet
Premier ministre

RECEIVED

REGISTRY No.

3361

DATE

OCT 18 2013

FILE No.

R.02

October 10, 2013

MAYORS OFFICE

COUNCIL AGENDA

NOV 24 2014

Her Worship Hazel McCallion
Mayor
The Corporation of the City of Mississauga
300 City Centre Drive
Mississauga, Ontario
L5B 3C1

Dear Mayor McCallion:

I would like to acknowledge receipt of your correspondence of September 30 regarding the Building Canada Fund.

Please be assured that the views expressed in the resolution passed by the Council of the Corporation of the City of Mississauga have been noted. I have taken the liberty of forwarding a copy of your correspondence to the Honourable Denis Lebel, Minister of Infrastructure and Communities, who, I am certain, will also appreciate being made aware of your concerns.

Thank you for writing to the Prime Minister.

Yours sincerely,

M. Bourque
Executive Correspondence Officer

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

Canada

I-7(a)



HOUSE OF COMMONS
CHAMBRE DES COMMUNES
CANADA

Brad Butt

Member of Parliament/Député
Mississauga—Streetsville

October 9, 2013

RECEIVED

REGISTRY No. 3362

DATE OCT 18 2013

FILE No. R-02

MAYORS OFFICE

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

Dear Madam Mayor:

Re: Build Canada Fund

Thank you for copying me on your letter to the Prime Minister about this matter.

I am very pleased that the Build Canada Fund has been renewed for ten years demonstrating our government's commitment to work with the provinces and municipalities on infrastructure needs.

Should municipalities deem storm water rehabilitation as a key priority I am certain that funding for these types of projects will be favourably looked upon by the government.

Yours truly,

Brad Butt, MP
Mississauga-Streetsville



Ottawa
Room 820
La Promenade Building
Ottawa, Ontario
K1A 0A6
Tel.: 613-943-1762
Fax.: 613-943-1768

Constituency
154 Queen Street South
Unit 104
Mississauga, Ontario
L5M 2P4
Tel.: 905-812-1811
Fax.: 905-812-8464

Ottawa
Pièce 820
Édifice La Promenade
Ottawa (Ontario)
K1A 0A6
Tél.: 613-943-1762
Téléc.: 613-943-1768

Circonscription
154, rue Queen Sud Unité
104
Mississauga (Ontario)
L5M 2P4
Tél.: 905-812-1811
Téléc.: 905-812-8464

Brad.Butt@parl.gc.ca



OFFICE OF THE MAYOR

September 30, 2013

The Right Honourable Stephen Harper
Prime Minister of Canada
80 Wellington Street
Ottawa, Ontario
K1A 0A2

Dear Mr. Prime Minister:

Re: Build Canada Fund

The Council of the Corporation of the City of Mississauga at its meeting on September 18, 2013, adopted the enclosed Resolution 0159-2013 with respect to the Build Canada Fund.

Council requests that the Federation of Canadian Municipalities urge the Federal Government to incorporate climate change, adaptation and mitigation principles within the Building Canada Fund. We also request that a permanent natural disaster relief fund be established to provide sustainable funding for infrastructure to address residential and business flooding.

On behalf of Members of Council, I urge you to incorporate climate change, adaptation and mitigation principles within the Building Canada Fund.

Sincerely,



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

cc: The Honourable James Flaherty, Minister of Finance
Mississauga MPs
Members of Council
Federation of Canadian Municipalities
Association of Municipalities of Ontario

Enc.



THE CORPORATION OF THE CITY OF MISSISSAUGA
300 CITY CENTRE DRIVE, MISSISSAUGA, ONTARIO L5B 3C1
TEL: (905) 896-5555 FAX: (905) 896-5879

I-7(c)



RESOLUTION 0159-2013
adopted by the Council of
The Corporation of the City of Mississauga
at its meeting on September 18, 2013

0159-2013 Moved by: Chris Fonseca

Seconded by: Jim Tovey

WHEREAS Canada is seeing a dramatic increase in extreme weather events;

AND WHEREAS there are very few, if any, stormwater systems in Canada able to withstand the intensity of the storms occurring across Canada on a more frequently basis such as (Toronto August 2005, Mississauga August 2009, Winnipeg April 2011, Calgary June 2013, and West-Central GTA July 2013;

AND WHEREAS the Greater Toronto Area alone has had five extreme weather events over the last decade with rain intensity greater than the 100 year design storm;

AND WHEREAS before 1990, only three Canadian disasters exceeded \$500 million in damages, in the past decade alone, nine surpassed that amount;

AND WHEREAS in the first 6 months of 2013, Canada has experienced two weather related disaster events estimated to be responsible for damages in excess of \$1 billion with only one half of the damages covered by insurance;

AND WHEREAS weather-related water damages are now the leading cause of property losses and the highest percentage of residential insurance claims;

AND WHEREAS Canadian municipalities are on the front line of climate adaptation and mitigation policies, strategies and leadership;

AND WHEREAS recent disastrous extreme weather events across Canada have made climate change top of the public agenda and most notably on the urgency to adapt our communities' core infrastructure to a changing climate for the protection of Canadians and their communities, and the collaborative roles that all levels of government must play;

AND WHEREAS FCM Federal and Municipal programs Green Municipal Fund and Partners for Climate Protection have aided municipalities with capacity building tools to address climate mitigation, adaptation, and have proven economic benefits locally, regionally, provincially and nationally;

AND WHEREAS Canada is the only G8 country where people cannot buy insurance for overland flooding;

AND WHEREAS this Motion has been endorsed by the City of Mississauga's Environmental Advisory Committee at its meeting of September 10, 2013;

NOW THEREFORE BE IT RESOLVED that the Council of the City of Mississauga requests the Federation of Canadian Municipalities urge the federal government to incorporate climate change adaptation and mitigation principles within the Build Canada Fund; establish a permanent natural disaster relief fund; and provide sustainable funding for infrastructure to address residential and business flooding;

AND FURTHER that the Federation of Canadian Municipalities and the Association of Municipalities of Ontario request similar endorsement of all their members in good standing;

AND FURTHER that this resolution be forwarded, for immediate attention and action to: the Prime Minister of Canada, the Right Honourable Stephen J. Harper, as well as Canada's Minister of Finance, the Honourable James M. Flaherty, and all local members of Parliament.

Carried

I-8

Ministry of Labour

Ministère du Travail

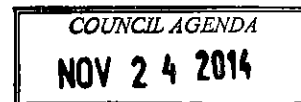
Office of the Minister

Bureau du ministre



400 University Avenue
14th Floor
Toronto ON M7A 1T7
Tel: 416 326-7600
Fax: 416 326-1449

400, avenue University
14^e étage
Toronto ON M7A 1T7
Tél. : 416 326-7600
Téléc. : 416 326-1449



October 27, 2014

RECEIVED

REGISTRY No.

DATE OCT 29 2014

FILE No.

MAYORS OFFICE

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

Dear Mayor McCallion:

Thank you for sending me a copy of your correspondence addressed to the Honourable Madeleine Meilleur, Attorney General, regarding the City of Mississauga's resolution pertaining to the "Westray amendments" to the *Criminal Code*, which deal, broadly, with criminal liability related to occupational health and safety. I appreciate you sharing this information with me.

Since these provisions of the *Criminal Code* address occupational health and safety, I understand why the City of Mississauga's resolution was brought to my attention. However, the *Criminal Code* does not fall within the mandate or jurisdiction of the Ministry of Labour. Police and crown attorneys are solely responsible for enforcing and prosecuting the *Criminal Code*, including the provisions in question. The Ministry of Labour is responsible for enforcing the *Occupational Health and Safety Act (OHSA)*.

When there has been a fatal, critical or other injury to a worker in a workplace, the Ministry of Labour investigates and considers taking enforcement action, including prosecution, against workplace parties who may have contravened the *OHSA*. Investigations of *Criminal Code* contraventions are conducted by the police. While these investigations are separate and independent of each other, the Ministry of Labour has a long history of co-operating with police services when concurrent investigations take place.

.../2

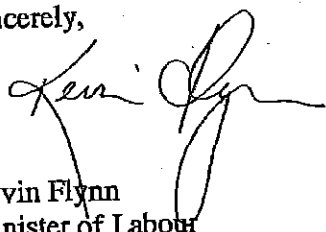
I-8(a)

- 2 -

As my colleague the Honourable Yasir Naqvi, Minister of Community Safety and Correctional Services, would also be interested in these important matters, I have sent a copy of your correspondence to him for review.

Thank you again for writing.

Sincerely,



Kevin Flynn
Minister of Labour

c: The Honourable Madeleine Meilleur, Attorney General
The Honourable Yasir Naqvi, Minister of Community Safety and Correctional Services

<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-8(b)



OFFICE OF THE MAYOR

September 12, 2014

The Honourable Madeleine Meilleur
Minister of Attorney General
McMurty – Scott Building
720 Bay Street
11th Floor
Toronto, Ontario
M7A 2S9

Dear Madam Minister:

The Council of the Corporation of the City of Mississauga at its meeting on September 10, 2014, adopted the enclosed Resolution 0163-2014 with respect to the Westray Law Bill C-45

Council supports the campaign of section 217.1 of the *Criminal Code*, also known as Bill "C-45".

On behalf of the Members of Council, I would urge you and the Honourable Kevin Flynn, Minister of Labour, to ensure that the crown attorneys and police be educated, trained and directed to apply section 217.1 of the *Criminal Code* were applicable and greater co-ordination should be facilitated between police, crown attorneys and provincial health and safety regulators to ensure that section 217.1 of the *Criminal Code* is applied where applicable.

Sincerely,

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

cc: The Honourable Kevin Flynn, Minister of Labour
Members of Council
Ernil Kolb, Chair of the Peel Regional Police Services Board
Kathryn Lockyer, Regional Clerk and Director of Clerk's, Region of Peel

Enc.



THE CORPORATION OF THE CITY OF MISSISSAUGA
300 CITY CENTRE DRIVE, MISSISSAUGA, ONTARIO L5B 3C1
TEL: (905) 896-5555 FAX: (905) 896-5879

I-8(c)



RESOLUTION 0163-2014
adopted by the Council of
The Corporation of the City of Mississauga
at its meeting on September 10, 2014

0163-2014 Moved by: Pat Saito

Seconded by: Katie Mahoney

WHEREAS it has been more than two decades since the Westray mine disaster in Nova Scotia and a decade since amendments were made to the *Criminal Code* of Canada to hold corporations, their directors and executives criminally accountable for the health and safety of workers; and

WHEREAS not all police and prosecutors are making full use of section 217.1 of the *Criminal Code*, also known as the "Bill C-45" amendments, and may not be investigating workplace fatalities through the lens of criminal accountability; and

WHEREAS more than 1,000 workers are killed every year in Canada;

THEREFORE BE IT RESOLVED that this Council support a campaign to urge the Ontario Attorney General and Minister of Labour to ensure the following:

- *Crown attorneys and Police should be educated, trained and directed to apply section 217.1 of the Criminal Code where applicable;*
- Greater coordination should be facilitated and required between police, crown attorneys, and provincial health and safety regulators to ensure that section 217.1 of the Criminal Code is applied where applicable.

AND FURTHER that this Resolution be sent to the Region of Peel and Peel Regional Police Board.

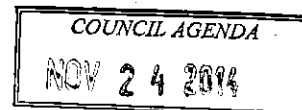
I-8(d)

Recorded Vote

	YES	NO	ABSENT	ABSTAIN
Mayor H. McCallion	X			
Councillor J. Tovey	X			
Councillor P. Mullin	X			
Councillor C. Fonseca	X			
Councillor F. Dale	X			
Councillor B. Crombie	X			
Councillor R. Starr	X			
Councillor N. Iannicca	X			
Councillor K. Mahoney	X			
Councillor P. Saito	X			
Councillor S. McFadden			X	
Councillor G. Carlson	X			

Carried (11,0, 1-Absent) Unanimously

I-9



**COUNCILLOR INFORMATION STATEMENT
FOR GIFTS AND BENEFITS OVER \$500.00**

under the City of Mississauga Council Code of Conduct

[To be filed by every Member of Council within 30 days of receipt of any gift or benefit exceeding \$500.00, or where the total of the value of a gift or benefit, together with any other gift(s) or benefit(s) from the same source in the same calendar year, totals \$500.00 or more]

I, PATRICIA MULLIN, Member of the Council of the City of Mississauga, hereby state as follows:

1. In the attached list, every reference to a gift or benefit received by me includes every gift or benefit received, with my knowledge, by any family member of mine or a member of my staff, all as defined in the Council Code of Conduct (the "Code").

2. Attached is a complete list, subject only to the exceptions listed in paragraph 7 hereof, of every fee, advance, cash, gift, gift certificate, personal benefit, price reduction and other consideration received by me in this calendar year during the 30-day period immediately prior to the date of this Statement, connected directly or indirectly with the performance of my duties of office as a member of Council, of the following description:

- (a) where the value of the gift or benefit exceeds \$500.00; and/or
- (b) where the total value of all gifts and benefits received from any one source during the course of the calendar year in which it was received exceeds \$500.00.

(Herein referred to collectively as the "Paragraph 2 Gifts or Benefits")

3. Included in the list are particulars of the Paragraph 2 Gifts or Benefits, designated by reference to the applicable paragraph of Rule No. 2.1 of the Code:

- 2.1.b any gift or benefit of a nature which normally accompanies the responsibilities of office and was received as an incident of protocol or social obligation;

I-9(a)

- 2.1.e a suitable memento of a function honouring me;
- 2.1.f food, lodging, transportation or entertainment provided by any government;
- 2.1.f food, lodging, transportation or entertainment provided by the organizer of a conference, seminar or other event where I either spoke or attended in an official capacity at an official event;
- 2.1.g any food or beverage consumed at a banquet, reception or similar event, where the attendance served a legitimate business purpose and the person extending the invitation or a representative of the organization was in attendance;
- 2.1.h the provision of communications to my offices, including subscriptions to newspapers and periodicals;
- 2.1.i any sponsorship or donation for a community event organized or run by me or on my behalf, where costs were incurred and the event held on or before Nomination Day.

4. Without limiting the generality of the information required to be included in this Councillor Information Statement, examples of the types of Paragraph 2 Gifts or Benefits received by me or a staff or family member which must be listed include each of the following:

- (i) property (e.g. a book, flowers, gift basket, painting or sculpture, furniture, wine);
- (ii) membership in a club or other organization (e.g. a golf club) at a reduced rate or at no cost;
- (iii) any invitation to and/or tickets to attend an event (e.g. a sports event, concert, play) at a reduced rate or at no cost;
- (iv) any invitation to attend a gala or fundraising event at a reduced rate or at no cost;
- (v) any invitation to attend an event or function in the fulfilment of my official duties, as described in this Statement;

- (vi) in the case of an invitation to attend a charity golf tournament, a fundraising gala, a professional sports event, concert or a dinner, in addition to the data provided, the number of such events which I have attended as a guest of the same individual or corporation during the calendar year prior to the last such attendance;
- (vii) Use of real estate or significant assets or facilities (i.e. a vehicle, office, vacation property) at a reduced rate or at no cost;

5. I have listed beside the description of each gift and benefit: the date it was received; the name of the donor or provider; the nature of the gift or benefit; the cost, value or estimated value of the gift or benefit; and the reference to every applicable paragraph of Rule No. 2.1 of the Code. Where I have received more than one gift or benefit from any one source during the last calendar year, I have listed opposite the name of the person or other source from whom the gift or benefit was received, the date and the value of all gifts and benefits which I have received from the same source over the past year.

6. I know of no facts or circumstances which create a conflict between my private interest and my public duty as a member of Council, by reason of my receipt or acceptance of any gift or benefit referred to in this Statement or otherwise.

7. In accordance with the Code, this list does not include the following:

- 2.1.a compensation authorized by law paid to me by the City of Mississauga or its local board;
- 2.1.c money, goods or services received by me, or on my behalf, for my municipal election campaign, duly reported in accordance with law;
- 2.1.d services provided without compensation by persons volunteering their time.

8. The list, which forms part of this Statement, sets out all of the Paragraph 2 Gifts or Benefits, subject to permitted exceptions referred to in paragraph 7 hereof, received by me, or on my behalf, or by any member of my family or staff, during the period to which this Councillor

I-9(c)

Information Statement applies. This Statement is submitted by me in good faith in accordance with the Code of Conduct governing Members of Council of the City of Mississauga.

Date: Oct 8 / 2014

Pat Meelan
(Signature of Councillor)

This Councillor Information Statement, together with the attached List of Gifts and Benefits, may be filed with the City's Integrity Commissioner, Robert J. Swayze, by mail, fax, e-mail or delivery, as follows:

Robert J. Swayze
Integrity Commissioner for the City of Mississauga
20736 Mississauga Road
Caledon, Ontario L7K 1M7

Phone: 519-942-0070
Fax: 519-942-1233
E-mail: robert.swayze@sympatico.ca

Every Councillor Information Statement filed with the Integrity Commissioner will become a matter of public record.

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

I-9(b)

COUNCILLOR INFORMATION STATEMENT (List of Gifts and Benefits)

[illegible]

I-9(e)

32%

am Tickets Sponsors Your Message Contact

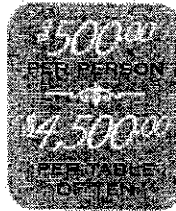
THANKS
Hazel



The "Thanks Hazel" Retirement Gala is being organized by the Hazel McCallion Foundation for the Arts, Culture & Heritage. All proceeds from this gala will support the Foundation's future investment in initiatives presented by individuals, organizations and community infrastructure within our city. For further information on the Foundation please go to our web site at www.hazelmccallionfoundation.ca

a

Tickets



SATURDAY, SEPTEMBER 27TH 2014
INTERNATIONAL CENTRE, MISSISSAUGA, ON

Limited Seating - Order your tickets early for best location.

Tickets may be purchased or reserved online below.

Those reserving tickets will be mailed an invoice which must be paid prior to seating assignment.

[Purchase Tickets Here](#)

[Reserve Tickets Here](#)

© 2014 THE HAZEL MCCALLION FOUNDATION FOR THE ARTS, CULTURE & HERITAGE

QUARTERLY COUNCILLOR DECLARATION

under the City of Mississauga Council Code of Conduct

[To be filed by every Member of Council on or by February 1st, May 1st, August 1st and November 1st in each year during the term of office of the Council of the City of Mississauga,

I FRANK DALE, Member of the Council of the City of Mississauga, **HEREBY DECLARE** as follows:

I have received no fee, advance, cash, gift, gift certificate, personal benefit, price reduction or other consideration in the past quarter year, connected directly or indirectly with the performance of my duties of office as a member of Council which exceeds in value the sum of \$500 or in the case of multiple gifts from the same source in this calendar year, exceeds in value \$500 in the aggregate, and to the best of my knowledge information and belief, no family member of mine nor a member of my staff (all as defined in the Code of Conduct) has received any such gift in the past quarter year, except as I may have disclosed in a Councillor Information Statement filed by me with the Integrity Commissioner within 30 days of receipt of any such gift.

Date: Nov. 1, 2014

Signature of Councillor: [Signature]

This Quarterly Councillor Declaration shall be filed with the City's Integrity Commissioner, Robert J. Swayze, by mail, fax, e-mail or delivery, as follows:

Robert J. Swayze
Integrity Commissioner for the City of Mississauga
20736 Mississauga Road
Caledon, Ontario L7K 1M7

Phone: 519-942-0070
Fax: 519-942-1233
E-mail: robert.swayze@sympatico.ca

Every Quarterly Councillor Declaration filed with the Integrity Commissioner will become a matter of public record.

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

November 5, 2014

Crystal Greer
City Clerk
300 City Centre Drive – 3rd Floor
Mississauga, L5B 3C1

Dear Ms. Greer

At the Port Credit BIA Annual General Meeting held last night, November 5, 2014, the general membership voted on a slate of members to sit on the board of management for the term of 2014-2018. The new board is as follows:

1. Mona Abdullahi
2. Brenda Anderson
3. Theresa Baird
4. John Bozzo
5. Ric Cooper
6. Claudette Edwards
7. Bruce Forth
8. Patrick Fritz
9. Howard Klein
10. Jennifer McAneney
11. Brenda McGarrell
12. Peter Whitaker

We ask that City Council appoint these PCBIA members at the first available opportunity.

Thank You,

Ellen Timms

Ellen Timms
General Manager

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

I-11(a)

Ric Cooper, Vice Chair
Ric's Recollections
257A Lakeshore Rd. E.
Miss. ON L5G 1H3

Jennifer McAneney, Director
Shore Grill & Grotto
71 Lakeshore Rd. E.
Miss. ON L5G 1E5

Jim Tovey, Councillor Ward One
300 City Centre Dr. 3rd Floor,
Miss. ON L5B 3C1

Mona Abdullahi, Director
Stavebank Florist
120 Lakeshore Rd. E.
Miss. ON L5G 1E4

John Bozzo, Promotions Co-Chair
Canada Day Chair
La Villa Bakery & Fine Foods
331 Lakeshore Rd. E.
Miss. ON L5G 1H3

Patrick Fritz, Director
Sassy Teas
121 Lakeshore Rd. W.
Miss. ON L5H 1E9

Theresa Baird, Promotions Co-Chair
Keller Williams Realty Solutions
103 Lakeshore Rd. E.
Miss. ON L5G 1E2

Brenda McGarrell, Director
Brett Creative Planning
24 Front St. S.
Miss. ON L5H 2C7

Howard Klein, Director
Mortgage Alliance
Perfect Mortgages
34 Lakeshore Rd. E.
Miss. ON L5G 1C8

Peter Whitaker, Director
White Rock Media (theHazeFM.ca)
309 Lakeshore Rd. E.
Miss. ON L5G 1H3

Claudette Hope-Edwards, Director
Edwards Lakeside Veterinary Clinic
46 Port St. E.
Miss. ON L5G 1C1

Bruce Forth, Director
Bruce J. Forth
34 Lakeshore Rd. E.
Miss. ON L5G 1C8

Brenda Anderson, Director
Anderson Balfour & Kitchen Design Inc
129 Lakeshore Rd. E, Unit E
Miss. ON L5G 1E5

Staff:
Ellen Timms, General Manager

Beatrice Moreira-Laidlow,
Business Development Coordinator

Trevor Gordon, Marketing Coordinator

Please be informed of a proposed development
in your neighbourhood



COUNCIL AGENDA

NOV 24 2014

To Be Received

This is to inform you that an application has been submitted to the City to extend a temporary use by-law for 46 William Street, west of Queen Street South, north of Ontario Street to permit the outdoor storage of refrigeration trailers on a temporary basis. Below is a short description of the application. The City will be processing the application as required by the Provincial *Planning Act* and we would welcome any comments you may have.

Proposal:

- To permit outdoor storage of refrigeration trailers on a temporary basis in accordance with previously approved development standards;
- The applicant is requesting a change in zoning from "D-12" (Development) to "D-Exception" (Development).

Note: This is a continuation of the use that was permitted through By-law 0012-2012 passed on February 8, 2012.

File:

OZ 14/005 W11

**Applicant/
Owner:**

Quickchill Draught
Refrigeration/City of
Mississauga

**Planning
Information:**

Mila Yeung, Planner,
Planning & Building
Department at 905-
615-3200 ext. 5515 or by
email at mila.yeung@
mississauga.ca

Notice Date:

September 12, 2014

Planning Act Requirements:

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

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

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

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

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

Lesley Pavan, Director
Development and Design Division
Planning and Building Department

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

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

More Information:

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

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

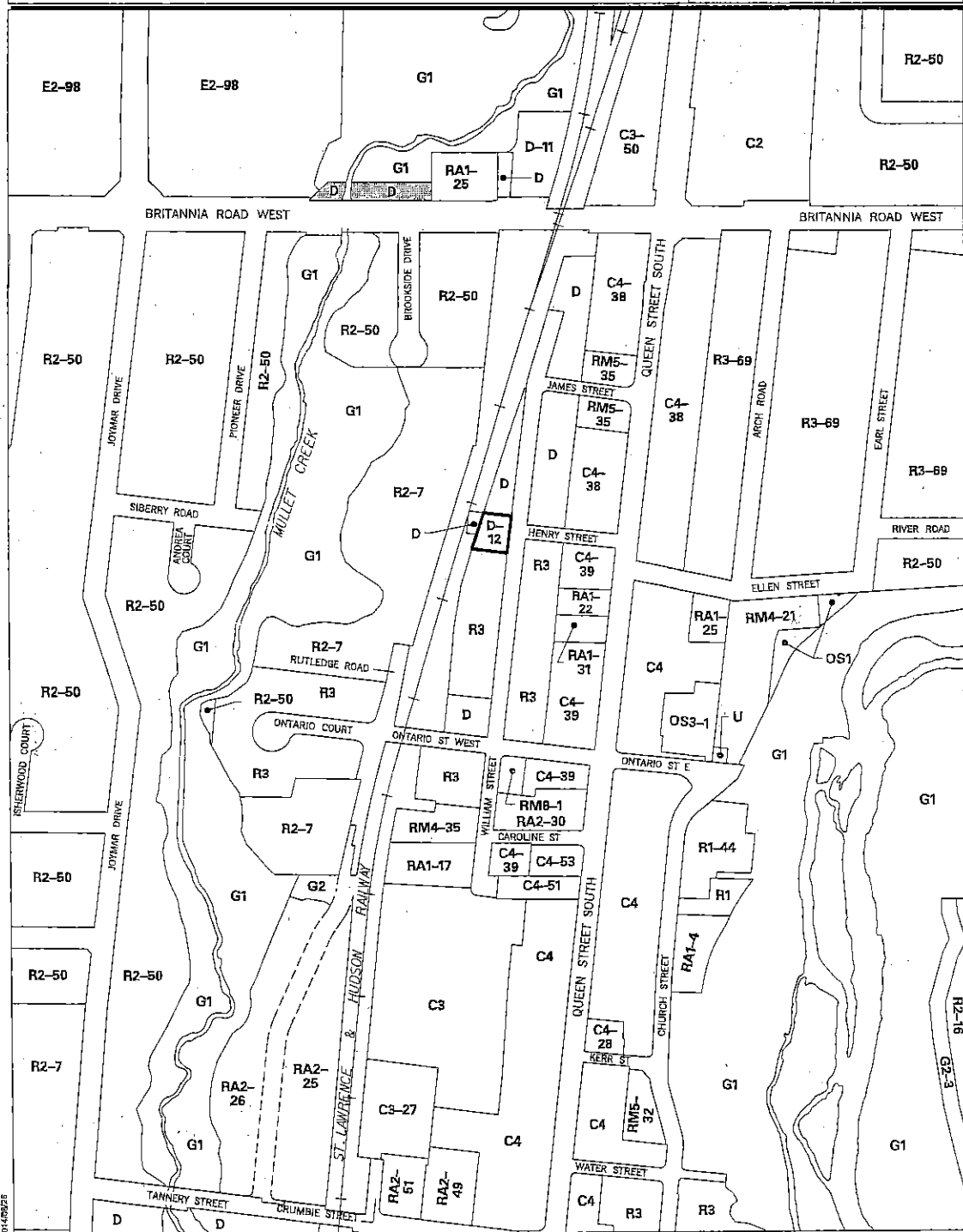
I-12(a)

FILE REPORT MAP.TIF

GENERAL CONTEXT MAP

OZ 14005 W11

APPENDIX 1



2014/09/28

Seby

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I-13

**Please be informed of a proposed development
in your neighbourhood**



COUNCIL AGENDA

NOV 24 2014

This is to inform you that the landowner at 1640 Crestview Avenue, southwest corner of South Service Road and Crestview Avenue has applied to the City to permit 26 townhouse dwellings on a common element condominium private road. Below is a short description of the applications. The City will be processing the applications as required by the Provincial *Planning Act* and we would welcome any comments you may have.

Proposal:

- The applicant is requesting an amendment to the Mississauga Official Plan policies for the Mineola Neighbourhood Character Area from "Convenience Commercial" to "Residential Medium Density";
- In addition, a change in zoning is being requested for the subject lands from "C1" (Convenience Commercial) to "RM6-Exception" (Townhouse Dwellings on a CEC-Private Road).

File: OZ 14/004 W1

**Applicant/
Owner:** Weston Consulting Group
Inc./Carlyle Communities
(Crestview) Inc.

**Planning
Information:** Ben Phillips, Planner,
Planning & Building
Department at
905-615-3200 ext. 5751
or by email at
ben.phillips@mississauga.ca

Notice Date: October 1, 2014

To Be Received

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

- Context Air Photo
- Survey
- Site Plan
- Utility Plan
- Preliminary Grading, Servicing & Details Plan
- Typical Section Through Acoustic Fence
- Typical Inventory, Preservation Plan & Arborist Report
- Phase I and II Environmental Site Assessments
- Noise Feasibility Study
- Functional Servicing, Stormwater Management and Flood Spill Report
- Planning Justification Report

Planning Act Requirements:

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

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

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

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

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

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

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

More Information:

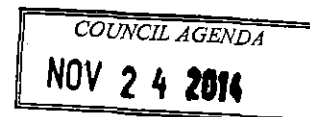
Contact the Planner responsible for the file (noted above) for further details on the actual proposal.

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

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


Lesley Pavan, Director
Development and Design Division
Planning and Building Department

Please be informed of a proposed development
in your neighbourhood



This is to inform you that the landowner at 2560 and 2564 Confederation Parkway, west side of Confederation Parkway, south of Dundas Street West has applied to the City to permit 4 three-storey live/work townhomes. Below is a short description of the applications. The City will be processing the applications as required by the Provincial *Planning Act* and we would welcome any comments you may have.

Proposal:

- The applicant is requesting an amendment to the Mississauga Official Plan policies for the Cooksville Neighbourhood Character Area from "Residential Low Density II" to "Mixed Use";
- In addition, a change in zoning is being requested for the subject lands from "R3" (Detached Dwellings - Typical Lots) to "C4 - Exception" (Mainstreet Commercial - Exception).

File: OZ 14/006 W7

Applicant: Glen Schnarr and Associates Inc.

Owner: Ahmed Al Sabbagh and Mohammed Albarrak

Planning Information: Aiden Stanley, Planner, Planning & Building Department at 905-615-3200 ext. 3897 or by email at aiden.stanley@mississauga.ca

Notice Date: October 10, 2014

To Be Received

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

- Survey
- Concept Plan
- Site Grading and Servicing Plan
- Existing Tree Inventory and Preservation Plan
- Planning Justification Report
- Functional Servicing Report
- Phase I Environmental Site Assessment
- Noise Feasibility Study
- PIN Abstracts/Restrictions On Title
- Green Site and Building Initiatives
- Draft Official Plan and Zoning By-law Amendments

Planning Act Requirements:

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

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

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

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

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

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


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

More Information:

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

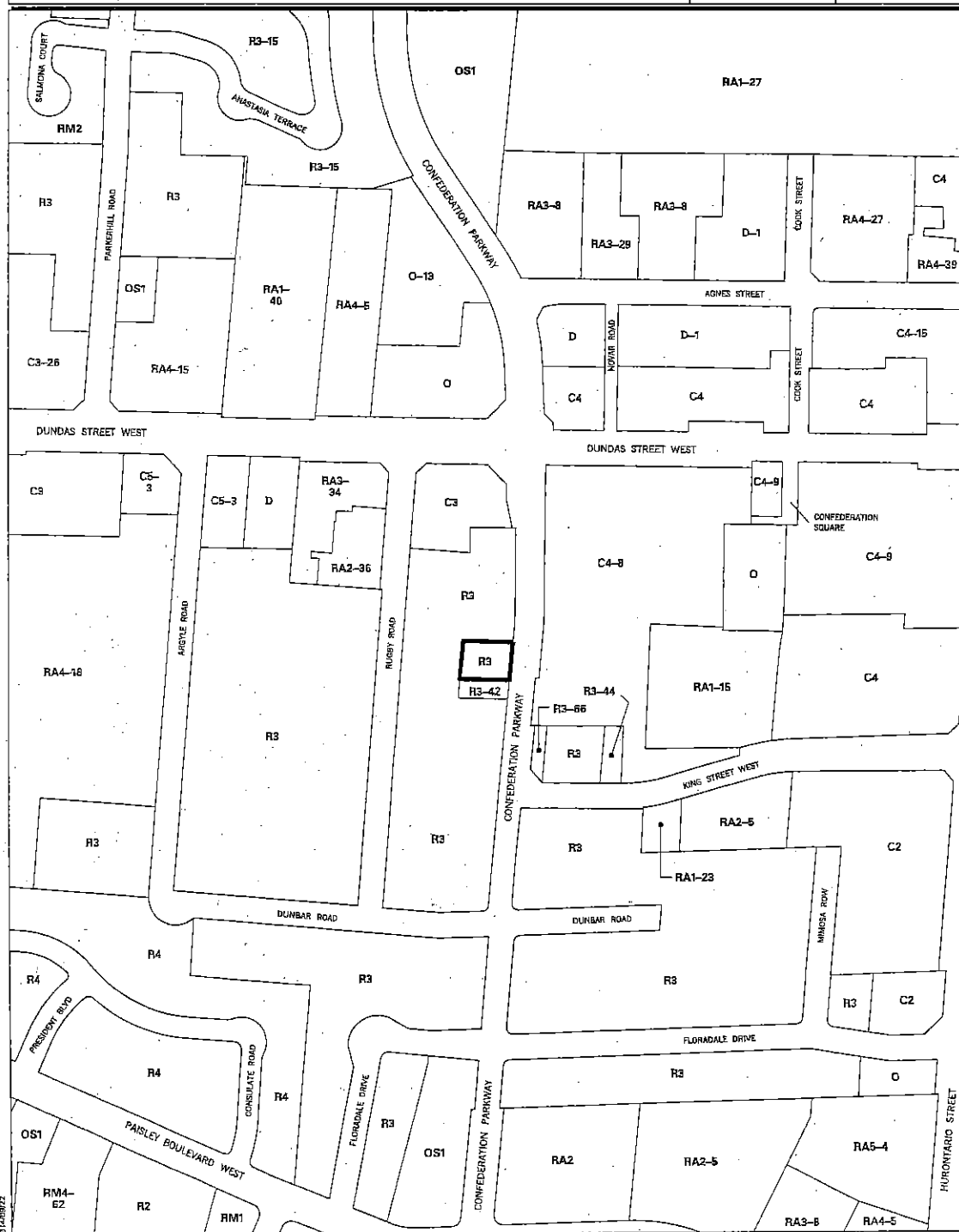
Planning documents and background material are available for inspection at the Planning and Building Department, Planning Services Centre, 3rd floor, Mississauga Civic Centre between 8:30 a.m. and 4:30 p.m., Monday through Friday. Please contact the Planner noted above prior to your visit.

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


Lesley Pavan, Director
Development and Design Division
Planning and Building Department

18. **RECEIVED**

OZ 14006 W7



AcademyProject\Report\Map\144254 OZ 14 006 W7 BPTVactor14006C.dwg

Art 154

Please be informed of a proposed development
in your neighbourhood



I-15

COUNCIL AGENDA

NOV 24 2014

This is to inform you that the landowner at 2024 and 2040 Camilla Road, west side of Camilla Road, north side of North Service Road has revised their rezoning application to the City and is now proposing a 20-storey condominium apartment building with 158 dwelling units, 168 condominium horizontal multiple dwellings (stacked townhouses) and 5 condominium townhouse dwelling units on a larger development parcel. As a result of several changes to the proposal, an Official Plan Amendment is now also required. Below is a short description of the applications. The City will be processing the applications as required by the Provincial *Planning Act* and we would welcome any comments you may have.

Proposal:

- The applicant is requesting an amendment to the Mississauga Official Plan policies for the Downtown Hospital Character Area from "Office" and "Residential High Density" to "Residential High Density - Special Site", and amendments to Maps 12-5.1 and 16-6.1 (Cooksville Creek Floodplain Management Concept);
- In addition, a change in zoning is being requested for the subject lands from "H-O-9" (Office) and "H-D-6" (Development) to "RA5-Exception" (Apartment Dwellings).

File:

OZ 11/015 W7

**Applicant/
Owner:**

Glen Schnarr &
Associates Inc./
Consulate
Management Ltd.

**Planning
Information:**

Ben Phillips, Planner,
Planning & Building
Department at 905-
615-3200 ext. 5751
or by email at
ben.phillips@mississauga.ca

Notice Date:

October 23, 2014

To Be Received

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

- Concept Plan
- Typical Elevations and Floor Plans
- Preliminary Fill Plan
- Planning Justification Report Addendum
- Revised Functional Servicing and Stormwater Management Report
- Updated Comprehensive Two Zone Study of the Cooksville Creek - Camilla Road Area
- Updated Traffic Study
- Updated Urban Design Brief
- Updated Preliminary Pedestrian Level Wind Study
- Updated Shadow Study
- Noise Control Feasibility Study Revision
- Phase I Environmental Site Assessment
- Draft Official Plan Amendment
- Draft Zoning By-law Amendment

Planning Act Requirements:

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

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

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

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

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

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

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

More Information:

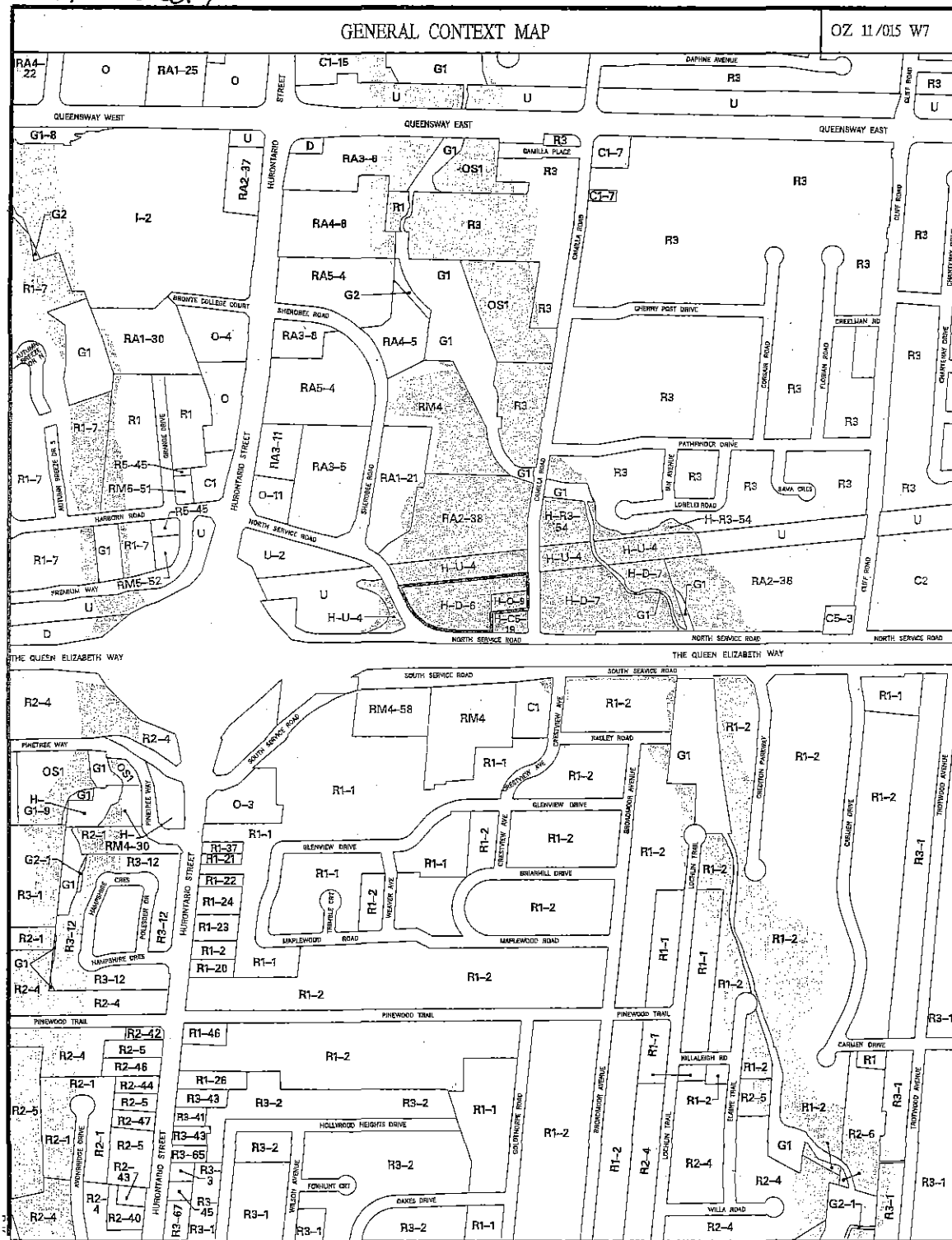
Contact the Planner responsible for the file (noted above) for further details on the actual proposal.

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

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

Lesley Pavan, Director
Development and Design Division
Planning and Building Department

OZ 11/015 W7



D-1

From: AMO Communications [mailto:communicate@amo.on.ca]
Sent: 2014/09/18 1:08 PM
To: Hazel McCallion
Subject: AMO Policy Update - Double Hatter Firefighter



September 18, 2014

Double Hatter Firefighter Issue in the Media

Issue: Professional firefighters as volunteer firefighters during their free time.

Yesterday, this issue was profiled in a front page Globe and Mail story about a firefighter who is taking on the union's actions as relates to 'double hatting'. 'Double hatting' is forbidden by the International Association of Fire Fighters and its Ontario union, The Ontario Professional Fire Fighters Association. Over the years, union charges have been brought against individuals who are double haters and as a result, generally stop their involvement as a volunteer. Double haters want to protect family, friends and the community where they live and are an important backbone of fire services within smaller municipalities and its loss proves challenging. Many double haters were volunteer fire fighters before becoming salaried professionals.

Tom Hunse, a Toronto professional fire fighter for 22 years and a 26 year volunteer with Innisfil Fire Services and his union, is demanding that since he has not stopped his volunteer work that he be fired from his Toronto job. Mr. Hunse is taking a principled stand – that how he uses his free time is his to determine. Yesterday's Globe and Mail and other major news outlets are now covering his story. The public's reaction is that Hunse and other double haters should be able to use their skills and knowledge in their free time in his own community without repercussion. An arbitration hearing is set for later this year that would deal with his permanent employment status with the City since he is no longer a member in good standing and only Association members in good standing are able to be members of the full-time bargaining unit.

Mr. Hunse has filed a Duty for Fair Representation Application with the Ontario Labour Relations Board against the Toronto Professional Fire Fighters Association. The "duty of fair representation" provisions of the *Labour Relations Act* stipulate that a trade union shall not act in a manner that is arbitrary, discriminatory or in bad faith in representing employees.

AMO has requested intervener status as this matter affects many municipal governments and the double haters that work. This is a matter of fairness and personal liberty as fire fighters should be able to use their free time as they wish to without reprisal or interference. These volunteers should be supported, not pressured for wanting to protect their neighbours in their home communities. The union does not object to full time firefighters working other jobs which many do.

What is the solution to this threat? A simple change to provincial law would prevent this type of union interference. To our knowledge, every Canadian province has such protection, except for Ontario and Newfoundland. It is time for Ontario to give our volunteer firefighters the same freedom and protection that other employees in Ontario enjoy, as well as those fire fighters everywhere else in the nation.

Attached is a draft council resolution your council may wish to pass that asks the Ontario government to provide this protection to double hatter firefighters who want to serve their home communities in their spare time.

As mentioned, double haters are worried about being threatened with job loss and municipal governments have been watching this matter closely. If you feel your municipality is vulnerable, please let us know.

Link to the Globe and Mail article (<http://m.theglobeandmail.com/news/national/union-turns-up-the-heat-on-firefighters-who-volunteer-on-days-off/article20635456/?service=mobile>).

D-1(a)

Contact: Monika Turner, Director of Policy, mturner@amo.on.ca 1-877-426-6527 ext. 318

Draft Council Resolution to Support Double Hatters' rights

WHEREAS the training and certification of professional firefighters is established and mandated by the Province of Ontario under the *Fire Protection and Prevention Act, 1997*;

AND WHEREAS it is the responsibility of municipalities to establish fire departments and appoint fire chiefs to provide fire protection services as they determine may be necessary in accordance with their needs and circumstances;

AND WHEREAS many Ontario municipalities rely on both full time and volunteer firefighters in order to provide fire protection;

AND WHEREAS the International Association of Fire Fighters ("IAFF") Constitution prohibits full time firefighters from volunteering as firefighters in another municipal jurisdiction (i.e. "Double Hatting");

AND WHEREAS the IAFF's stance on Double Hatting is specifically prohibited by legislation in almost all provinces in Canada and much of the United States;

AND WHEREAS a volunteer firefighter in the Innisfil Fire and Rescue Service is challenging the IAFF ban on Double Hatting and their expulsions from that union because of his desire to continue volunteering while being employed as a full-time firefighter in another jurisdiction;

AND WHEREAS the right of individuals to use their free time in service of their community is a fundamental right in a free, open and democratic society.

NOW THEREFORE BE IT RESOLVED that the Council of _____ requests that the Province of Ontario amend the *Fire Protection and Prevention Act, 1997* with respect to salaried firefighters who also work as volunteer firefighters, such that if a person is denied membership in an association of firefighters, is expelled or disciplined by the association or engages in reasonable dissent within the association in connection with this kind of dual role, the association is not permitted to require the employer to refuse to employ the person as a salaried firefighter, terminate his or her employment as a salaried firefighter or refuse to assign the person to fire protection services.

This resolution should be sent to the following:

- Hon. Kathleen Wynne, Premier of Ontario
 - Hon. Madeline Meilleur, Attorney General
 - Hon. Kevin Flynn, Minister of Labour
 - Hon. Yasir Naqvi, Minister of Community Safety and Correctional Services
 - Hon. Ted McMeekin, Minister of Municipal Affairs and Housing.
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D-1(b)

PLEASE NOTE: AMO Breaking News will be broadcast to the member municipality's council, administrator, and clerk. Recipients of the AMO broadcasts are free to redistribute the AMO broadcasts to other municipal staff as required. We have decided to not add other staff to these broadcast lists in order to ensure accuracy and efficiency in the management of our various broadcast lists.

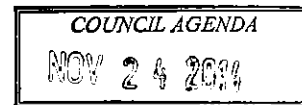
DISCLAIMER: Any documents attached are final versions. AMO assumes no responsibility for any discrepancies that may have been transmitted with this electronic version. The printed versions of the documents stand as the official record.

OPT-OUT: If you wish to opt-out of these email communications from AMO please click [here](#).



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

motion (4)



WHEREAS the Planning and Development Committee approved Recommendation PDC-0059-2014 at its meeting held on September 8, 2014 with respect to the Hurontario Street Corridor Light Rail Transit Station Locations – Proposed Official Plan Amendments – Report on Comments – File: CD.04.HUR;

AND WHEREAS Council adopted Resolution 0167-2014 dated September 10, 2014 listing the Planning and Development Committee Recommendation PDC-0059-2014 contained in its Report 9-2014;

AND WHEREAS the wording contained in the following Recommendation PDC-0059-2014, was incorrectly reported in the Planning and Development Committee Report 9-2014 to Council:

PDC-0059-2014

That a public meeting be held to consider proposed official plan amendments as recommended in the report titled “Hurontario Street Corridor Light Rail Transit Station Locations – Proposed Official Plan Amendments” dated March 25, 2014 from the Commissioner of Planning and Building.

File: CD.04.HUR;

AND WHEREAS the Planning and Development Committee, at its meeting held on September 8, 2014, approved the Recommendation in the Corporate Report dated August 19, 2014, from the Commissioner of Planning and Building;

NOW THEREFORE BE IT RESOLVED that the Planning and Development Recommendation PDC-0059-2014 be corrected to reflect the following as approved by the Planning and Development Committee at its meeting held on September 8, 2014:

PDC-0059-2014

That the amendments to Mississauga Official Plan proposed in the report titled “Hurontario Street Corridor Light Rail Transit Station Locations – Proposed Official Plan Amendments – Report on Comments”, dated August 19, 2014, from the Commissioner of Planning and Building, be approved.

File: CD.04.HUR

motion (b)(b)



WHERE the term for Councillors' appointments to Committees, Boards and Agencies during the 2010-2014 Term of Council expire on November 30, 2014;

AND WHEREAS Committee, Board and Agency meetings take place after November 30, 2014 and prior to new appointments for the 2014-2018 Term of Council;

NOW THEREFORE BE IT RESOLVED THAT the following Councillors' appointments to Committees, Boards and Agencies be extended until a successor is appointed:

Jim Tovey
Chris Fonseca
Frank Dale
Ron Starr
Nando Iannicca
Pat Saito
Sue McFadden
George Carlson