



AGENDA

GENERAL COMMITTEE

THE CORPORATION OF THE CITY OF MISSISSAUGA

www.mississauga.ca

WEDNESDAY, MARCH 4, 2015 – 9:00 AM

COUNCIL CHAMBER – 2nd FLOOR – CIVIC CENTRE

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

Members

Mayor Bonnie Crombie	
Councillor Jim Tovey	Ward 1
Councillor Karen Ras	Ward 2
Councillor Chris Fonseca	Ward 3
Councillor Carolyn Parrish	Ward 5
Councillor Ron Starr	Ward 6 (Chair)
Councillor Nando Iannicca	Ward 7
Councillor Matt Mahoney	Ward 8
Councillor Pat Saito	Ward 9
Councillor Sue McFadden	Ward 10
Councillor George Carlson	Ward 11

Contact:

Sacha Smith, Legislative Coordinator, Office of the City Clerk
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**Meetings of General Committee streamed
live and archived at mississauga.ca/videos**

INDEX – GENERAL COMMITTEE – MARCH 4, 2015

CALL TO ORDER

APPROVAL OF THE AGENDA

DECLARATIONS OF CONFLICT OF INTEREST

PRESENTATIONS - Nil

DEPUTATIONS

- A. Susan Monaco, Group Leader, Mississauga Fibro Group with respect to lighting up the Mississauga Celebration Square for the week of May 12, 2015 to bring awareness to fibromyalgia, myalgic encephalomyelitis and multiple chemical sensitivities.
- B. Doug Kwan, Associate Executive Director, Mississauga Community Legal Services with respect to the community legal clinic in Mississauga.

MATTERS TO BE CONSIDERED

- 1. Licensing of Medical Marihuana Production Facilities
- 2. Downtown Paid Parking Off-Street Rates (Ward 4)
- 3. Cooksville Creek Storm Trunk Sewer Realignment – Contribution Agreement with Kaneff Holdings Inc. (Ward 4)
- 4. Proposed Temporary Road Closure – Lakefront Promenade from immediately south of Lakeshore Road East to a point approximately seventy-five (75) metres (250 feet) southerly thereof (Ward 1)
- 5. Consultation on Ontario's Default Speed Limit
- 6. Updating of Schedule 3 Exemption Activities Under Noise Control By-law 360-79, as amended
- 7. MiWay Ticket Agent Network

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8. Cost Sharing and Park Development Agreement with Amacon (City Centre) Corp (Application SP 12/052) west of Parkside Village Drive and north of Burnhamthorpe Road West (Ward 4)
9. Minor Variance Application to the Committee of Adjustment Permitting a Bird Nesting Structure and Continued Use of an Existing Windmill in Timothy Street Park (P-127) 155 Church Street (Ward 11)
10. Corporate Policy and Procedure – Vacancy Tax Rebates
11. Section 42 of the Expropriation Act and the Sale of a 33 foot Strip of Land located on the south side of Eglinton Avenue, east of 1120 Eglinton Avenue East (Ward 3)
12. Surplus Declaration Part of Park 317 located on the east side of Falbourne Street (Ward 5)
13. Historical Background on Rapid Transit in Mississauga
14. Traffic Safety Council Site Inspection Report

ADVISORY COMMITTEE REPORTS

Towing Industry Advisory Committee Report 1-2015 February 17, 2015

COUNCILLORS' ENQUIRIESOTHER BUSINESS/ANNOUNCEMENTSCLOSED SESSION - NIL

(Pursuant to Subsection 239 (2) of the *Municipal Act, 2001*)

EDUCATION SESSION

Education Session regarding the Hurontario Street-Main Street Light Rail Transit in the Council Chamber.

ADJOURNMENT

CALL TO ORDERAPPROVAL OF THE AGENDADECLARATIONS OF CONFLICT OF INTERESTPRESENTATIONS - NilDEPUTATIONS

- A. Susan Monaco, Group Leader, Mississauga Fibro Group with respect to lighting up the Mississauga Celebration Square for the week of May 12, 2015 to bring awareness to fibromyalgia, myalgic encephalomyelitis and multiple chemical sensitivities.
- B. Doug Kwan, Associate Executive Director, Mississauga Community Legal Services with respect to the community legal clinic in Mississauga.

MATTERS TO BE CONSIDERED1. Licensing of Medical Marihuana Production Facilities

Corporate Report dated February 18, 2015 from the Commissioner of Transportation and Works with respect to the licensing of medical marihuana production facilities.

RECOMMENDATION

- 1. That Council enact a by-law to allow for the licensing and regulatory scheme for medical marihuana production facilities as outlined in the report from the Commissioner of Transportation and Works, dated February 18, 2015 and entitled “Licensing of Medical Marihuana Production Facilities”.
 - 2. That Compliance and Licensing Enforcement staff enforce the Medical Marihuana Production Facilities Licensing By-law in the manner set out in the enforcement action plan outlined in the report from the Commissioner of Transportation and Works, dated February 18, 2015 and entitled “Licensing of Medical Marihuana Production Facilities”.
2. Downtown Paid Parking Off-Street Rates (Ward 4)

Corporate Report dated February 19, 2015 from the Commissioner of Transportation and Works with respect to downtown paid parking off-street rates.

(2.)

RECOMMENDATION

That a by-law be enacted to amend By-law 555-2000, as amended to increase the 2015 downtown employee paid parking rates as outlined in this report to General Committee from the Transportation and Works Department dated February 19, 2015, entitled “Downtown Paid Parking off-Street Rates”.

3. Cooksville Creek Storm Trunk Sewer Realignment - Contribution Agreement with Kaneff Holdings Inc. (Ward 4)

Corporate Report dated February 18, 2015 from the Commissioner of Transportation and Works with respect to the Cooksville Creek Storm Trunk Sewer Realignment - Contribution Agreement with Kaneff Holdings Inc.

RECOMMENDATION

1. That a by-law be enacted to authorize the Commissioner of Transportation and Works and the City Clerk to execute an Agreement, and all ancillary documents and subsequent amending agreements thereto, between Kaneff Holdings Inc. (“Kaneff”) and The Corporation of the City of Mississauga (the “City”) regarding the funding of the incremental cost of realigning the Cooksville Creek Storm Trunk Sewer from its current alignment crossing 3575 Kaneff Crescent to the Obelisk Way and Elm Drive rights-of-way, in a form acceptable to the City Solicitor; and
 2. That a by-law be enacted to authorize the Commissioner of Transportation and Works and the City Clerk to execute any necessary agreements with the Regional Municipality of Peel for the purpose of incorporating the sanitary sewer works in the Storm Trunk Sewer Replacement - Hurontario Street to Cooksville Creek Project.
4. Proposed Temporary Road Closure – Lakefront Promenade from immediately south of Lakeshore Road East to a point approximately seventy-five (75) metres (250 feet) southerly thereof (Ward 1)

Corporate Report dated February 11, 2015 from the Commissioner of Transportation and Works with respect to a proposed temporary road closure of Lakefront Promenade from immediately south of Lakeshore Road East to a point approximately seventy-five (75) metres (250 feet) southerly thereof.

(4.)

RECOMMENDATION

That a by-law be enacted to implement the temporary closure of Lakefront Promenade from immediately south of Lakeshore Road East to a point seventy-five (75) metres (250 feet) southerly thereof commencing at 7:00 a.m. on Monday, March 23, 2015 and ending at 7:00 p.m. on Friday, March 27, 2015.

5. Consultation on Ontario's Default Speed Limit

Corporate Report dated February 19, 2015 from the Commissioner of Transportation and Works with respect to consultation on Ontario's default speed limit.

RECOMMENDATION

1. That the report from the Commissioner of Transportation and Works dated February 19, 2015 entitled "Consultation on Ontario's Default Speed Limit" be received.
 2. That the Transportation and Works Department participate in the MTO planned workshops regarding potential changes to the default speed limit for local roads.
 3. That the Transportation and Works Department prepare a report back to General Committee following the MTO workshops and finalize a new policy for lower posted speed limits once the recommended option for the default speed limit in Ontario is known.
 4. That a copy of the report from the Transportation and Works Department entitled "Consultation on Ontario's Default Speed Limit" dated February 19, 2015 be sent to the Minister of Transportation of Ontario.
6. Updating of Schedule 3 Exemption Activities Under Noise Control By-law 360-79, as amended.

Corporate Report dated February 18, 2015 from the Commissioner of Transportation and Works with respect to the updating of Schedule 3 Exemption Activities under Noise Control By-law 360-79, as amended.

RECOMMENDATION

That a by-law (Appendix 1) be enacted to amend the Noise Control By-law 360-79, as amended, to update the list of exempted activities under Schedule 3 as outlined in the report from the Commissioner of Transportation and Works, dated February 18, 2015 and entitled "Updating of Schedule 3 Exemption Activities Under Noise Control By-law 360-79, as amended."

7. MiWay Ticket Agent Network

Corporate Report dated February 18, 2015 from the Commissioner of Transportation and Works with respect to the MiWay Ticket Agent Network.

RECOMMENDATION

That the report entitled MiWay Ticket Agent Network dated February 18, 2015 from the Commissioner of Transportation and Works be received for information.

8. Cost Sharing and Park Development Agreement with Amacon (City Centre) Corp (Application SP 12/052) West of Parkside Village Drive and North of Burnhamthorpe Road West (Ward 4)

Corporate Report dated February 10, 2015 from the Commissioner of Community Services with respect to a Cost Sharing and Park Development Agreement with Amacon (City Centre) Corp (Application SP 12/052) west of Parkside Village Drive and North of Burnhamthorpe Road West.

RECOMMENDATION

1. That the Commissioner of Community Services and the City Clerk on behalf of the Corporation of the City of Mississauga be authorized to enter into a cost sharing and a park development agreement with Amacon Development (City Centre) Corp for the design and construction of private parkette, Block 1, on plan 43M- 1808, and crossing of the City owned swale in Zonta Meadows Park (P-294).
 2. That all necessary by-laws enacted.
9. Minor Variance Application to the Committee of Adjustment permitting a Bird Nesting Structure and continued use of an existing Windmill in Timothy Street Park (P-127) 155 Church Street (Ward 11)

Corporate Report dated February 10, 2015 from the Commissioner of Community Services with respect to a minor variance application to the Committee of Adjustment permitting a bird nesting structure and continued use of an existing Windmill in Timothy Street Park (P-127), 155 Church Street.

(9.)

RECOMMENDATION

That the Community Services Department be authorized to submit a minor variance application to the Committee of Adjustment to permit the installation of a bird nesting structure in Timothy Street Park (P-127) and maintain the use of an existing windmill.

10. Corporate Policy and Procedure – Vacancy Tax Rebates

Corporate Report dated February 6, 2015 from the Commissioner of Corporate Services and Chief Financial Officer with respect to Corporate Policy and Procedure – Vacancy Tax Rebates.

RECOMMENDATION

That the proposed Corporate Policy and Procedure, Vacancy Tax Rebates, attached as Appendix 1 to the Corporate Report dated February 6, 2015 from the Commissioner of Corporate Services and Chief Financial Officer be approved.

11. Section 42 of the Expropriation Act and the Sale of a 33 foot Strip of Land located on the south side of Eglinton Avenue, east of 1120 Eglinton Avenue East (Ward 3)

Corporate Report dated February 13, 2015 from the Commissioner of Corporate Services and Chief Financial Officer with respect to Section 42 of the *Expropriation Act* and the sale of a 33 foot strip of land located on the south side of Eglinton Avenue, east of 1120 Eglinton Avenue East.

RECOMMENDATION

1. That Council for the City of Mississauga, as the approving authority under the *Expropriations Act*, R.S.O., 1990, c. E.26, (the “Act”) hereby provides approval to the City of Mississauga, as the expropriating authority under section 42 of the Act, to dispense with the requirement to offer the party from whom lands were expropriated, with the first chance to repurchase the lands on the terms of the best offer received by the expropriating authority, such lands consisting of a 33 foot wide strip of land located on the south side of Eglinton Avenue, east of 1120 Eglinton Avenue East, containing an area of approximately 2,108 square metres (0.52 acres) and legally described as PT LT 7 CON 2 NDS Toronto PTS 2 &3, R0968028; in the City of Mississauga, Regional Municipality of Peel, in Ward 3 (the “Lands”).
2. That Council enact by-laws authorizing the Commissioner of Transportation and Works and the City Clerk to execute and affix the Corporate Seal to Agreements of Purchase and Sale, and all documents ancillary thereto, between the City of Mississauga (the “City”), as Vendor and the following:

(11.)

- a. Charles Hardy Investments Ltd., as purchaser, for approximately 491 square metres (5,287 square feet) of the subject Lands, on terms detailed herein. The purchase price is \$74,018. The subject Lands are legally described as Part of Lot 7, Concession 2, North of Dundas Street, Toronto Township, City of Mississauga, Regional Municipality of Peel, being described as Part 1 on Sketch prepared by the Vendor's Surveyor and attached hereto as Appendix 2;
- b. Vassallo Investment Corporation, as purchaser, for approximately 491 square metres (5,288 square feet) of the subject Lands, on terms detailed herein. The purchase price is \$74,032. The subject Lands are legally described as Part of Lot 7, Concession 2, North of Dundas Street, Toronto Township, City of Mississauga, Regional Municipality of Peel, being described as Part 2 on Sketch prepared by the Vendor's Surveyor and attached hereto as Appendix 2;
- c. Ferkul Brothers Limited & F-F Construction Company Limited, as purchaser, for approximately 1,036 square metres (11,146 square feet) of the subject Lands, on terms detailed herein. The purchase price is \$100,314. The subject Lands are legally described as Part of Lot 7, Concession 2, North of Dundas Street, Toronto Township, City of Mississauga, Regional Municipality of Peel, being described as Part 1 on Sketch prepared by the Vendor's Surveyor and attached hereto as Appendix 3.

12. Surplus Declaration Part of Park 317 located on the east side of Falbourne Street (Ward 5)

Corporate Report dated January 29, 2015 from the Commissioner of Corporate Services and Chief Financial Officer with respect to the surplus declaration part of Park 317 located on the east side of Falbourne Street.

RECOMMENDATION

1. That City owned lands, being part of Park 317 located on the east side of Falbourne Street containing an area of approximately 1297 square metres (0.32 acres) and legally described as Part of Part of Blocks 3, 4, 5 and 12, Plan 43M-832, Parts of Blocks 4 and 7 and Parts of Blocks 5 and 6, Plan 43M-900, in the City of Mississauga, Regional Municipality of Peel, in Ward 5, be declared surplus to the City's requirements.

(12.)

2. That Realty Services staff be authorized to proceed to negotiate with the Municipality of the Region of Peel for the disposition or long term ground lease of the lands to be declared surplus at fair market value for the purpose of the construction of a Satellite Paramedic Station, pursuant to the Acquisition and Disposal of Real Property Corporate Policy 05-04-01.
3. That all steps necessary to comply with the requirements of Section 2. (1) of City Notice By-law 215-08 be taken, including giving notice of the proposed sale on the City of Mississauga's website for a two week period, where the expiry of the two week period will be at least one week before the execution of the agreement for the sale of subject lands.

13. Historical Background on Rapid Transit in Mississauga

Corporate Report dated February 18, 2015 from the Commissioner of Transportation and Works with respect to the historical background on Rapid Transit in Mississauga.

RECOMMENDATION

That the report "Historical Background on Rapid Transit in Mississauga", dated February 18, 2015 from the Commissioner of Transportation and Works be received for information.

14. Traffic Safety Council Site Inspection Report – Shelter Bay Public School (Ward 9)

Site Inspection Report dated January 28, 2015 to review the warrants to place a crossing guard at the park path, adjacent to Shelter Bay Public School on the east side.

RECOMMENDATION

1. That a warrant for a crossing guard has been met at Shelter Bay Road at the park path, adjacent to Shelter Bay Public School on the east side, for students attending Shelter Bay Public School based on road width, driver behaviour, student volume and the fact that the safe gaps are created artificially by vehicles stopping voluntarily.
2. That the Principal of Shelter Bay Public School be requested to encourage parents to use the Kiss & Ride.
3. That staff from Transportation and Works be requested to review all signage in front of Shelter Bay Public School.

ADVISORY COMMITTEE REPORTS

Towing Industry Advisory Committee Report 1-2015 February 9, 2015
(Recommendation TIAC-0001-2015 to TIAC-0003-2015)

COUNCILLORS' ENQUIRIES

OTHER BUSINESS/ANNOUNCEMENT

CLOSED SESSION - NIL
(Pursuant to Subsection 239 (2) of the *Municipal Act, 2001*)

EDUCATION SESSION

Education Session regarding the Hurontario Street-Main Street Light Rail Transit in the Council Chamber.

ADJOURNMENT



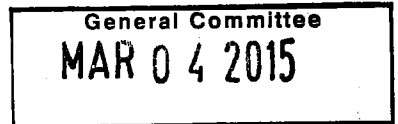
Corporate Report

Clerk's Files

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DATE: February 18, 2015

TO: Chair and Members of General Committee
Meeting Date: March 4, 2015



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

SUBJECT: **Licensing of Medical Marihuana Production Facilities**

- RECOMMENDATION:**
1. That Council enact a by-law to allow for the licensing and regulatory scheme for medical marihuana production facilities as outlined in the report from the Commissioner of Transportation and Works, dated February 18, 2015 and entitled "Licensing of Medical Marihuana Production Facilities".
 2. That Compliance and Licensing Enforcement staff enforce the Medical Marihuana Production Facilities Licensing By-law in the manner set out in the enforcement action plan outlined in the report from the Commissioner of Transportation and Works, dated February 18, 2015 and entitled "Licensing of Medical Marihuana Production Facilities".

**REPORT
HIGHLIGHTS:**

- Licensing will facilitate the tracking of the number and locations of medical marihuana production facilities, allowing for informed facility monitoring and emergency response by police and fire emergency services.
- Licensing will assist in protecting public safety by requiring compliance with Ontario Building, Electrical Safety Authority and Fire Codes.

- The proposed by-law will complement the federal rules and regulations already in place for medical marihuana production facilities.
- Federal legislation provides for strict security of medical marihuana production facilities.

BACKGROUND:

At its meeting of January 21, 2015 Council approved the following recommendation:

"PDC-0003-2015

*That the Zoning By-law amendments and the licensing of medical marihuana production facilities proposed in the report titled "Proposed Mississauga Zoning By-law Amendments and Licensing Respecting Medical Marihuana Production- Report on Comments" dated December 2, 2014, from the Commissioner of Planning and Building, be approved.
File: BL-09.MED"*

A copy of the above-noted report, which summarizes the issues related to the zoning and licensing of medical marihuana production facilities, is attached as Appendix 1.

This report focuses on outlining provisions which could be included in a medical marihuana production facility licensing by-law and proposed enforcement action plan.

PRESENT STATUS:

Currently, the City of Mississauga does not have a by-law or a licensing requirement in place for medical marihuana production facilities. Enforcement staff are aware of two medical marihuana production facilities that have received Committee of Adjustment approval, subject to a number of conditions. These two facilities are technically not operating since they have not received their Health Canada licence. In addition, Enforcement staff are aware of two additional facilities, which have been issued Notices of Contravention by Enforcement staff to obtain a variance to the Zoning By-law 0225-2007, as amended, or cease the non-permitted use.

COMMENTS:**Licensing By-law:**

The proposed licensing by-law provides for the following:

Administration of By-law:

The administration of the proposed by-law is assigned to the Licence Manager who has the authority to undertake the following duties:

- receive and review all applications for licences;
- issue, renew, revoke or suspend licences; and,
- impose terms and/or conditions on licences.

Application for a Licence:

To address matters not captured through the zoning or building permit system, it is proposed that a business licence be required for all medical marihuana production facilities.

Licensing will assist in protecting public safety by requiring conformity with building, electrical safety and fire codes. In addition, licensing will facilitate the tracking of the number and locations of these facilities in the city, and allow for informed facility monitoring and emergency response by police and fire emergency services.

All applicants for a new licence will be required to provide a Zoning Certificate, indicating that the use for which the application has been made is approved under the Zoning By-law, 225-2007, as amended, as an approved use for a medicinal product manufacturing facility.

Applications for a licence to operate a medical marihuana production facility must also be accompanied by a copy of a valid Health Canada licence for all uses associated with the operation.

General Licensing Provisions:

- Right of entry for Enforcement staff to inspect the premise based upon the application being received and during the term of the licence period to ensure compliance with the by-law.

- If the owner is a corporation, provide a copy of the articles of incorporation; or, if a registered partnership, provide a copy of the registered declaration of partnership and a copy of the business name registration.
- An owner must obtain a separate licence for each of the premises at which the owner carries on business.
- A letter from the Fire Chief stating that an inspection has been conducted of the premises within 90 days of the date of the application for the licence and its compliance with all of the applicable provisions of the *Fire Protection and Prevention Act*, *S.O. 1990* and the Ontario Fire Code.
- Comply with all the applicable provisions of the *Ontario Building Code Act* and the Ontario Building Code.
- A General Inspection Report issued by the Electrical Safety Authority which certifies that an inspection has been conducted on the location and confirms that there are no visible fire, shock or electrical safety hazards and the property is in compliance with the requirements of the Ontario Electrical Safety Code. The General Inspection Report must be dated within 90 days from the date when the application for the licence is submitted.

Municipal Scan:

At the time of writing this report, Canada-wide research by Compliance and Licensing Enforcement staff found that no municipality has yet enacted a licensing by-law for medical marihuana production facilities.

Federal Regulations – Security:

The licence issued by Health Canada requires compliance with the Federal Marihuana for Medical Purposes Regulations. These regulations provide for strict security of medical marihuana production facilities such as:

- Visual monitoring system is required.
- Intrusion detection system is required.
- These systems must be monitored by personnel at all times.
- Restricted access to marihuana to authorized personnel only.

Enforcement:**Licence Fees:**

Annual licence fees are proposed to commensurate with other City business licences and to offset costs related to administering and enforcing the proposed by-law. Staff recommend a new licence fee of \$250 and a renewal licence fee of \$200. These fees are in line with other City licence fees.

Enforcement Action Plan:

Once Council has approved an enforcement action plan, staff from Communications will be implementing a public communication plan. Following that, Enforcement staff will notify by letter, all known medical marihuana production facilities of the requirement to obtain a business licence under the new by-law. Moving forward, staff recommend the new class of business licensing be investigated and enforced on a reactive basis in response to complaints received, as is currently done for businesses requiring a business licence, as noted below:

Upon receipt of a complaint, Enforcement staff will initiate the following action:

- First seek compliance with the by-law through education and awareness.
- Investigate the complaint by conducting an inspection of the premises, advising of the requirements of the by-law and providing a copy of it.
- Educate the contravenor of the applicable provisions of the by-law.
- Re-inspect the premises to determine if the by-law is being complied with.
- Initiate appropriate enforcement for any non-compliance.

FINANCIAL IMPACT: Medical marihuana production facilities do not currently require a licence and therefore are not subject to regular inspection. At this time these facilities are few in number and are dispersed throughout

the City. It is anticipated that the need for enforcement resources will be minimal since Compliance and Licensing Enforcement typically experiences a high rate of compliance with licensing by-laws.

At the present time there are four medical marihuana production facilities and any cost associated with licensing administration and enforcement will be offset by licensing fees.

CONCLUSION:

The purpose of this report is to respond to Council's request to enact a by-law to license and regulate medical marihuana production facilities. This proposed by-law will complement the rules and regulations currently in place by the federal government for medical marihuana production facilities in Canada.

Further, Enforcement staff recommend that the by-law be enforced as outlined in the enforcement action plan.

ATTACHMENTS:

Appendix 1: Report from the Commissioner of Planning and Building, dated December 2, 2014 and entitled "Proposed Mississauga Zoning By-law Amendments and Licensing Respecting Medical Marihuana Production - REPORT ON COMMENTS"



Martin Powell, P. Eng.

Commissioner of Transportation and Works

*Prepared By: Douglas Meehan, Manager, Compliance and
Licensing Enforcement*



Corporate Report

Clerk's Files

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BL-09.MED

DATE: December 2, 2014

TO: Chair and Members of Planning and Development Committee
Meeting Date: January 12, 2015

FROM: Edward R. Sajecki
Commissioner of Planning and Building

SUBJECT: Proposed Mississauga Zoning By-law Amendments and Licensing
Respecting Medical Marihuana Production – REPORT ON
COMMENTS

RECOMMENDATION: That the Zoning By-law amendments and the licensing of medical marihuana production facilities proposed in the report titled "Proposed Mississauga Zoning By-law Amendments and Licensing Respecting Medical Marihuana Production – Report on Comments" dated December 2, 2014, from the Commissioner of Planning and Building, be approved.

BACKGROUND: On June 23, 2014, City Council considered the report titled, "Proposed Mississauga Zoning By-law Amendments and Licensing Respecting Medical Marihuana Production" dated June 3, 2014, from the Commissioner of Planning and Building (see Appendix 1) and directed that a public meeting be held to consider proposed Zoning By-law amendments and licensing as recommended in the report.

A public meeting was held by the Planning and Development Committee on September 8, 2014 and on September 10, 2014, City Council approved the following recommendation (Resolution 0067-2014):

"That the submissions made at the public meeting to consider the report titled "Proposed Mississauga Zoning By-law Amendments and Licensing Respecting Medical Marihuana Production" dated June 3, 2014, from the Commissioner of Planning and Building, be received."

One comment in support of the staff recommendations was received at the public meeting (see Appendix 2). Subsequent to the public meeting, no further correspondence has been received.

COMMENTS:

Minor technical revisions have been made to the recommended Zoning By-law amendments. The revisions make the definition and General Provision more succinct, but do not change their intent. The recommended amendments are as follows:

- That the following definition be added:

Medicinal Product Manufacturing Facility means a building, structure or part thereof, used for altering, assembling, cultivating, growing, inspecting, processing or producing, medicinal products, and which may use living organisms or parts of living organisms in the manufacturing process and may include medical marihuana, as defined by *Marihuana for Medical Purposes Regulations, SOR/2013-119*, as amended, and herbal or natural medicines.

- That the following General Provision be added to Part 8 – Employment Zones:

All uses pertaining to medical marihuana production shall be located wholly within a building or structure, or part thereof.

- That medical marihuana production facilities not be permitted on lands designated Business Employment within Neighbourhood Character Areas, as shown on the map attached as Appendix 3.

A new Licensing By-law for medical marihuana production facilities is also proposed to address matters not captured through zoning or building permitting. Licensing will allow for Fire Code compliance inspection, right of entry for City Enforcement staff to inspect the premise, and requirements for the filing of documents such as a copy

of the approved Health Canada license, the Certificate of Inspection report issued by the Electrical Safety Authority and a building floor plan. Licensing will also track the number and location of medical marihuana facilities in Mississauga and be an information source to police and fire services to allow for informed facility monitoring and emergency response.

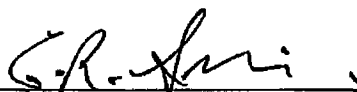
The Licensing By-law for medical marihuana production facilities will be presented to General Committee. The by-law to enact the proposed zoning amendments will be brought to City Council after the Licensing By-law has been approved.

FINANCIAL IMPACT: Not applicable.

CONCLUSION: Proposed amendments to the Zoning By-law to permit medical marihuana production facilities should be approved.

ATTACHMENTS:

- Appendix 1: Report titled "Proposed Mississauga Zoning By-law Amendments and Licensing Respecting Medical Marihuana Production" dated June 3, 2014, from the Commissioner of Planning and Building
- Appendix 2: Record of Oral Submissions
- Appendix 3: Subject Parcels Located in Neighbourhood Character Areas



Edward R. Sajecki
Commissioner of Planning and Building

Prepared By: Sharleen Bayovo, Planner, Policy Planning Division



Corporate Report

Clerk's Files

Originator's
Files

BL.09.MED

PDC JUN 23 2014

DATE: June 3, 2014

TO: Chair and Members of Planning and Development Committee
Meeting Date: June 23, 2014

FROM: Edward R. Sajecki
Commissioner of Planning and Building

SUBJECT: Proposed Mississauga Zoning By-law Amendments and Licensing
Respecting Medical Marihuana Production

RECOMMENDATION: That a public meeting be held to consider proposed amendments to the zoning and licensing by-laws as recommended in the report titled "Proposed Mississauga Zoning By-law Amendments and Licensing Respecting Medical Marihuana Production" dated June 3, 2014, from the Commissioner of Planning and Building.

**REPORT
HIGHLIGHTS:**

- New federal regulations, *Marihuana for Medical Purposes Regulations (MMPR)*, that came into effect June 19, 2013, shift the growing of medical marihuana out of residential dwellings and into commercial-scale production facilities;
- Benefits to municipalities resulting from the new *MMPR* include eliminated residential production hazards, notification of production site addresses and activities, and the opportunity to enact zoning and/or licensing by-laws to further regulate marihuana production facilities;

- Medical marihuana production includes the cultivation and growing of the marihuana plant, but the Zoning By-law's existing "Manufacturing Facility" definition does not allow for the production of a living thing such as a plant;
- Recommended Zoning By-law amendments include:
 - A "Medicinal Product Manufacturing Facility" definition to address medicinal product-based manufacturing that may grow and use living organisms in the production process;
 - A "Medical Marihuana" definition;
 - A general provision to require that waste destruction or composting be located wholly within a building or structure;
- With these proposed amendments, medical marihuana production will be permitted as-of-right as a manufacturing use in all Employment Zones and in Employment and Corporate Centre Character Areas in Mississauga Official Plan;
- For lands designated "Business Employment" within Neighbourhood Character Areas, it is recommended that Exception Zones be developed to prohibit medical marihuana production; and
- Licensing of medical marihuana production facilities is recommended to address matters not captured through zoning or building permit and will assist in protecting public safety and enforcing property standards, noise and other City by-laws.

BACKGROUND:**Introduction**

New Health Canada regulations shift the growing of medical marihuana out of residential dwellings and away from residential neighbourhoods into commercial-scale production facilities. The new regulations will result in improvements to facility security; local government, police and fire official notification; land use; and public health and safety.

Legislation

In June 2013, Health Canada updated the Marihuana Medical Access Program with the introduction of new *Marihuana for Medical Purposes Regulations (MMPR)*, replacing the *Marihuana Medical Access Regulations (MMAR)*. The new regulations aim to treat medical marihuana as much as possible like other controlled substances used for medical purposes, allowing for quality control and production under secure and sanitary conditions.

The regulation of medical marihuana production falls exclusively under federal jurisdiction. The federal government governs and prohibits the possession, production and trafficking of marihuana through the *Controlled Drugs and Substances Act*, S.C. 1996, c.19 (*CDSA*). The *MMPR* were enacted pursuant to the authority granted under section 55 (1) of the *CDSA*.

The *MMPR* do not require any action from municipalities; however using their powers to regulate or prohibit land uses, municipalities may choose to enact zoning and/or licensing by-laws to further regulate medical marihuana production. Should municipalities choose to enact by-laws, some consideration should be given to limitations that may arise that would effectively render the by-laws invalid or inapplicable. If there were a direct conflict between the federal *MMPR* and a municipal by-law, the federal regulations would be paramount.

Regulations

The new *MMPR* change the way medical marihuana is produced and accessed in Canada. Most significantly, the *MMPR* prohibit licensed medical marihuana production in dwelling places and allow only for the commercial production of medical marihuana.

The *MMPR* include regulatory requirements for indoor-only production activities and storage, physical security measures, quality control standards, record keeping of all activities including inventory of marihuana, security clearances for producer's licence applicants, and secure distribution. Appendix 1 provides more detail about the *MMPR* requirements and compares them to the previous *Marihuana Medical Access Regulations (MMAR)* requirements.

Under the *MMPR*, the only legal means to access marihuana for medical purposes is through a licensed producer. Licensed producers will sell and distribute dried marihuana directly to a client with medical documentation provided by a health care practitioner, or to the client's health care practitioner. Regarding distribution, a medical marihuana order must be securely delivered to the address of a registered client or the health care practitioner's office. There is no permission under the *MMPR* for retail sales; therefore, a client cannot pick up their medical marihuana from the producer's site or from any retail outlet (e.g. pharmacy). Appendix 1 compares the old and new processes for individuals to access marihuana.

As of April 1, 2014, the personal and designated production of medical marihuana by individuals allowed under the *MMAR* is no longer permitted and subsequently considered an illegal activity subject to law enforcement action. Following the March 31, 2014 expiration of the authorizations to possess and production licences under the *MMAR*, all marijuana (plants, seeds, dried) obtained under the *MMAR* were to be destroyed and notice provided to Health Canada to confirm destruction.

However, on March 21, 2014, a Federal Court judge issued an injunction that allows medical marihuana users licensed under the *MMAR* to continue to grow their own marihuana plants pending a future trial. On March 31, 2014, the Government of Canada issued a departmental statement that it intends to appeal the Federal Court's order and that "the persons previously authorized to grow marihuana under the *MMAR*, who meet the terms of the Court order, will be able to continue to do so on an interim basis until the Court issues a final decision."¹

Implications for Municipalities

Changes in the regulatory requirements for medical marihuana activities under the new *MMPR* provide several benefits to municipalities, including:

- The elimination of hazards associated with previously licensed residential medical marihuana production. Licensed, quality controlled and secure commercial medical marihuana facilities

¹ Government of Canada, 2014. Departmental Statement on Court Injunction and Medical Marijuana. 31 March. <http://news.gc.ca/web/article-en.do?nid=832809>

will eliminate some of the common hazards and issues associated with licensed production previously permitted in residential dwellings, including, fire, mould, odour, and security (e.g. break-ins). However, these hazards may persist for illegal marihuana production activity.

- The provision of production site addresses including a list of all activities to be conducted at the sites. Under the *MMPR*, licensed producers are required to notify their local government, police force and fire officials of their intention to apply for a license as well as upon issuance of a license, so that local authorities are aware of the proposed medical marihuana production facility location and activities. However, it is the responsibility of the municipality to keep a list of the licensed production sites, since Health Canada cannot provide such information that is protected under the *Privacy Act*.
- The opportunity to regulate the location and siting of medical marihuana production facilities. Although not specifically stated in the *MMPR*, Health Canada has confirmed that licensed producers are required to comply with municipal legislation and by-laws, including zoning by-laws. However, it is the responsibility of the municipality to ensure zoning by-law and building code compliance, since Health Canada can only inspect for compliance with the *MMPR* and any related federal legislation. Further, there are no requirements of Health Canada's producer's license to show such compliance with municipal by-law and building permit requirements.

Municipal and Industry Response

Municipalities across Canada are now evaluating ways to regulate the new medical marihuana production use, and contemplating what zones may be best suited for the use. The regulatory approaches range from interpretations that the use is as-of-right in industrial or agricultural zones, to specifically defining the use and allowing it in a particular zone or zones, to a blanket prohibition of the use with requirement for a site specific rezoning. In some cases, zoning by-laws include regulations such as a minimum separation distance from sensitive land uses (e.g. residences, schools) or permission of the use in a stand-alone building only. Appendix 2 outlines examples of regulatory approaches taken by various municipalities.

Simultaneously, proprietors are moving ahead with securing medical marihuana production sites and buildings, applying to Health Canada for their producer's licenses, and notifying municipalities of their intended site as required under the *MMPR*. However, the process to find a suitable business location, acquire a site and building and prepare an application for a producer's license is complex.

Significant capital investment is required for a site and production building(s), for security equipment to meet the *MMPR* requirements, and to outfit a building with commercial-scale facilities such as a ventilation system, storage vault, and potentially an on-site laboratory for product testing. The Health Canada producer's license application is scrutinized to ensure *MMPR* compliance and may result in a lengthy review timeline. Before a license can be issued, the site and facility must be available for pre-license inspection by Health Canada for compliance with the *MMPR*.

Status of Producer's Licenses in Ontario

As of January 2014, Health Canada had received over 400 applications for medical marijuana production and distribution facilities, with approximately 160 of those for facilities in Ontario. To date, a total of 13 licenses have been issued with four of these for Ontario-based facilities in Clearview, Markham, Smiths Falls, and Toronto. Several more license applications for Ontario-based facilities are in advanced stages of review, including the Lakeshore proposal and a greenhouse growing operation located in Leamington, Ontario that has received a pre-production license to commence growing.

With about 37,000 licensed medical marihuana users today and a projected approximately 435,000 users by 2024, interest from commercial producers for medical marihuana facilities will only increase.

Prospects for Production Facilities in Mississauga

The Life Sciences sector is one of the key sectors under the City of Mississauga's Economic Development Strategy, including companies involved in biotechnology, pharmaceuticals, and health care and laboratories. Medical marihuana production fits within this sector.

The medical marihuana business also supports economic development goals as an employment generator. The business requires skilled personnel such as horticulturalists, botanists and lab technicians, as well as a team of growers to cultivate the marihuana plants and customer support agents to respond to patient questions and process orders. Security personnel and information technology specialists are also required for site operations. Outreach and support job positions may also be created to help educate medical practitioners about medical marihuana and provide them with research updates. One licensed company, Tweed Inc., expects to employ about 100 people when operating at full capacity with 50,000 plants growing over a 1.6 hectare (4 acre) area.

The *MMPR* require distribution of medical marihuana orders directly to clients or to the individual responsible for a client, via a secure shipping method such as by courier. Given this, Mississauga may be a favourable business location for medical marihuana companies, given its proximity to major highways and the Toronto Pearson International Airport.

Methadone Clinics

Planning staff were directed to research methadone clinics along with the review of medical marihuana. Issues pertaining to methadone clinics are a separate matter to be addressed through licensing. Legal Services is preparing a report in response to methadone clinics.

PRESENT STATUS: Existing Official Plan and Zoning Provisions

Mississauga Official Plan (MOP) permits manufacturing, warehousing and distribution uses on lands designated "Business Employment" and "Industrial". Based on Zoning By-law definitions for these uses, all of the activities associated with a medical marihuana production facility are permitted, with exception of commercial growing of marihuana plants.

Specific land use designations or uses that would permit commercial growing, such as "agriculture" or "horticulture", do not exist in MOP, particularly since no agricultural lands remain in Mississauga.

In the Zoning By-law, the manufacturing, distribution and warehousing of medical marihuana would represent permitted uses in

all "Employment" zones, with the exception of commercial growing of marihuana plants. Growing, cultivating or related activities are not listed as activities under any of the permitted uses in "Employment" zones, and there are no defined "agriculture" or "horticulture" uses in the Zoning By-law.

Response to Inquiries and Committee of Adjustment Applications

The City of Mississauga (the "City") has received several inquiries since the new *MMPR* were announced in June 2013 and has approved two applications made to the Committee of Adjustment for medical marihuana production facilities in E2 -Employment zones, with conditions that:

- Limit the variance to a temporary in effect period for up to five years;
- Limit the medical marihuana growing area (agricultural) to 20% of total Gross Floor Area (GFA) of the unit/building;
- The building shall only be tenanted by the proposed medical marihuana production facility;
- Require the applicant to obtain and maintain a valid Health Canada license for all uses associated with the operation;
- Require the applicant to certify that notice has been provided to the Peel Regional Police and Mississauga Fire Services; and
- No signage be permitted.

In response to the growing interest in medical marihuana, regulatory issues have been reviewed and a regulatory approach identified for Mississauga, in consultation with staff from Policy Planning, Development and Design, Zoning, Building, Compliance and Licensing, Fire and Emergency Services, Legal Services, and Economic Development. Peel Regional Police have also outlined the benefits and concerns associated with medical marihuana production facilities and distribution under the new *MMPR*.

This report highlights the issues considered in developing a proposed regulatory approach for Mississauga, and recommends an approach that recognizes all aspects of medical marihuana production as a manufacturing process.

COMMENTS:

In developing an approach to regulating medical marihuana production facilities, many zoning and planning issues were considered, with each addressed below.

The proposed approach is premised on the fact that medical marihuana production is a drug manufacturing process, not unlike a pharmaceutical drug manufacturing process that takes place in a highly controlled environment that includes laboratory testing, and results in a final product that is used for medical purposes.

Medical marihuana production involves the cultivation, growing, harvesting, and drying of the marihuana plant, followed by the testing, packaging and storage of the dried marihuana. The dried medical marihuana is distributed to authorized customers for medical use. Any plant waste is destroyed on-site or removed by a licensed disposal company.

Unique to medical marihuana production is the requirement for on-site plant growing since marihuana is a controlled substance subject to stringent security requirements. In contrast, other medicinal plants such as Echinacea, ginseng or goldenseal, are not controlled substances and therefore may be grown or wildcrafted (collected from the wild) in a non-secure, agricultural environment and then transported to a manufacturing facility.

1.0 Zoning

Mississauga's "Employment" zones would permit the manufacturing, distribution and warehousing of medical marihuana as-of-right, with the exception of commercial growing of marihuana plants. However, the growing of plants is an integral component of the medical marihuana production process and should be recognized as a manufacturing activity.

The current "Manufacturing Facility"² definition limits the ability to recognize the growing of plants as part of a manufacturing process since the definition only allows for the production of non-living things. The definition does not consider that the "items" being altered,

² Manufacturing Facility: means a building, structure or part thereof, used for altering, assembling, fabricating, finishing, inspecting, making, processing, producing, treating or repairing, items either by hand or through the use of machinery and may include the temporary on-site storage of commercial motor vehicles (ie. trucks, tractors and/or trailers) for freight handling including the pick-up, delivery and transitory storage of goods incidental to motor freight shipment directly related to the permitted use(s). (OMB, 2008 November 10)

processed, produced, etc., could involve a living organism such as a plant.

This challenges Mississauga's life sciences sector companies that have manufacturing facilities, including those from the pharmaceutical and biotechnology industries, classified under the "Manufacturing Facility" definition. These companies may use living organisms such as cells in a biomanufacturing³ process to produce a biopharmaceutical⁴ product (e.g. vaccine, plasma proteins). The living organisms may be grown under controlled conditions within a manufacturing facility.

It is evident that a new Zoning By-law definition is required to address all medicinal product-based manufacturing that may use living organisms in the production process.

Recommendation: That the Zoning By-law be amended to include the following new definition:

Medicinal Product Manufacturing Facility means a building, structure or part thereof, used for altering, assembling, fabricating, finishing, inspecting, making, processing or producing, medical products, including medical marihuana, or herbal or natural medicines, that may use living organisms or parts of living organisms, and includes the growing or cultivation of living organisms used in the manufacturing process, either by hand or through the use of machinery and may include the temporary on-site storage of commercial motor vehicles (ie. trucks, tractors and/or trailers) for freight handling including the pick-up, delivery and transitory storage of goods incidental to motor freight shipment directly related to the permitted use(s).

It is proposed that the term "medical marihuana" also be defined to relate back to the MMPR:

³ Biomanufacturing: means the manufacturing component of the biotechnology industry. Source: Wiktionary

⁴ Biopharmaceutical: means "a pharmaceutical product manufactured by biotechnology methods (involving live organisms; bioprocessing)". Source: Radar, Ronald. "What is a Biopharmaceutical? Part 1: (Bio) Technology-Based Definitions". BioExecutive International. March 2005.

Recommendation: That the Zoning By-law be amended to include the following new definition:

Medical Marihuana means marihuana, cannabis or its constituent or derivative forms, produced, tested, stored, distributed and/or sold pursuant to the Marihuana for Medical Purposes Regulations, SOR/2013-119, as amended from time to time.

2.0 Planning Considerations

2.1 Land Use Designations

MOP permits manufacturing uses on lands designated "Business Employment" and "Industrial". A "Medicinal Product Manufacturing Facility", as proposed for the Zoning By-law, would be considered a permitted use under the existing "manufacturing" use permission in "Business Employment" and "Industrial" designations.

Employment Areas contain diverse industrial and business employment operations. A medical marihuana production facility would be appropriate in an Employment Area amongst other manufacturing, warehouse and distribution operations.

There are a few scattered, remnant "Business Employment" designated parcels located within the Port Credit, Sheridan and Streetsville Neighbourhood Character Areas. These would not be appropriate locations for medical marihuana production facilities.

Corporate Centres contain a mix of high density employment uses with a focus on major office development. Many prestigious research and manufacturing business are found in Corporate Centres, often in facilities exhibiting high architectural and urban design standards. Medical marihuana production facility security requirements may conflict with the urban design policies for intensification areas that encourage prominent built form with active facades, reducing the likelihood that these facilities will locate in Corporate Centres.

2.2 Public Health and Safety

2.2.1 Environmental Compliance

There are no Ontario Ministry of the Environment (MOE) approval requirements specific to medical marihuana production facilities. However, similar for any industrial facility, there may be requirement for environmental compliance approvals (ECA) for air discharges or waste disposal and management, pursuant to the *Environmental Protection Act*, R.S.O. 1990, c. E.19. It is the responsibility of the proponent of a medical marihuana production facility to obtain any required MOE environmental approvals.

The *MMPR* require that in areas within a site where cannabis is present, those areas be equipped with an air filtration system to prevent the escape of odours and, if present, pollen. The filtration system is reviewed by Health Canada prior to the issuance of a producer's license.

The *MMPR* allow for the destruction of cannabis on the production site "in accordance with a method that (i) conforms with all federal, provincial and municipal environmental legislation applicable to the location at which it is to be destroyed, and (ii) does not result in any person being exposed to cannabis smoke." Destruction methods may include composting or incineration. The Zoning By-law would consider cannabis destruction as an accessory use to a "Medicinal Product Manufacturing Facility" use.

Given that the growing of plants is a large part of the medical marihuana production process, there is potential for more organic waste product than might usually result from a manufacturing facility. To address potential odour issues, it is proposed that waste destruction and specifically composting, be in an enclosed area. The following is proposed for inclusion in the General Provisions section of the Zoning By-law:

Recommendation:

Medical Marihuana Production

All uses shall be located wholly within a building or structure, or part thereof, inclusive of waste destruction or composting.

2.2.2 Separation Distances from Sensitive Land Uses

The City has the ability to impose separation distances between industrial uses and sensitive land uses to avoid or minimize the potential for land use conflicts that extend beyond the property limits of the industrial activity. Typical emissions that may affect the amenity of nearby sensitive land uses include gaseous and particulate emissions, noise, dust and odour. Although not always the case, it is generally assumed that impacts on the environment will generally decrease with increased distance from the source of the emission.

To separate medical marihuana production facilities from sensitive land uses (e.g. residences, schools, day nurseries, places of worship), some municipalities have included separation distances in their zoning by-laws that range from 70 metres up to 200 metres. Appendix 2 outlines examples of separation distances proposed by various municipalities.

The Ministry of the Environment's Guideline D-6, "Compatibility Between Industrial Facilities and Sensitive Land Uses", applies to industrial land uses "which have the potential to produce point source and/or fugitive air emissions such as noise, vibration, odour, dust and others, either through normal operations, procedures, maintenance or storage activities, and/or from associated traffic/transportation."

Guideline D-6 categorizes industrial facilities into three classes based on noise, odour and vibration outputs, the scale of the operation, the type of process, and operation intensity, and provides guidance on appropriate separation distances. A minimum separation distance and potential influence area are provided for each industrial class. Lower impact industrial uses may fall within the Class I category, with a recommended minimum 20 metre (65 ft.) separation distance and a 70 metre (230 ft.) potential influence area.

Medical marihuana production activities are wholly enclosed in a building and do not involve noisy, large scale industrial machinery; vehicle traffic is limited to employees and delivery vehicles; and sophisticated filtration and ventilation systems would eliminate air emissions and odours.

A medical marihuana production facility will have no more impact than any other manufacturing, warehouse and distribution use in an Employment zone and may in fact have less impact compared to other operations. Considering this, Guideline D-6 is not considered to be applicable and no separation distance from sensitive land uses is recommended specific to a medical marihuana production facility.

Mississauga's existing E2 and E3 Employment Zone setbacks from Residential Zones include a 30 metre (98 ft.) front yard setback and 15 metre (49 ft.) side and rear yard setbacks. Urban design guidelines in MOP provide further guidance on mitigating impacts from Employment Areas adjacent to residential areas and other sensitive land uses. Overall, the City's employment areas are intended to accommodate a wide variety of business operations, that may include truck traffic, noise, dust and odour.

However, there are a few scattered, remnant "Business Employment" designated parcels located within Neighbourhood Character Areas. While it is not likely that these parcels would be desirable for medical marihuana production due to their small or awkward parcel size or isolated location, it is recommended that Exception Zones be developed for these parcels to prohibit medical marihuana production.

Recommendation:

That Exception Zones be developed for lands designated "Business Employment" within Neighbourhood Character Areas to prohibit medical marihuana production.

2.2.3 Security Risk

Any facility that stores a controlled substance is subject to security risk. The *MMPR* remove this risk from residential neighbourhoods and introduces stringent requirements to deal with security in commercial facilities.

The *MMPR* requires that all marihuana production and storage activities must occur indoors under secure conditions. Required security measures to prevent unauthorized access include 24-hour surveillance, intrusion detection, and restricted access to areas where cannabis is present. There is no requirement for enclosed loading spaces related to product distribution; however, the shipping/receiving

area would be a secure area, separated from the overall facility operations.

Health Canada's *Directive on Physical Security Requirements for Controlled Substances* (Security Directive) also establishes security requirements for the storage of dried marihuana, marihuana seeds, and cannabis, including the requirement for a storage vault. Health Canada's Security Directive is also applicable to pharmaceutical companies that may be producing pain medication drugs such as codeine or morphine. These drugs have a higher illicit market price compared to marihuana, potentially placing them at a higher security level.

Peel Regional Police are supportive of the *MMPR* and commercial production facilities, but still have concerns regarding criminal activity (e.g. robbery), the safety of nearby residents and businesses and secure product distribution. One of the main benefits for police is the *MMPR* requirement to notify the local police force of the site address and proposed activities, allowing for monitoring and surveillance of the site. This is a significant improvement from the previous *MMAR* that had no notification requirement so police did not know the whereabouts of legal medical marihuana operations.

2.2.4 Building and Fire Protection

Medical marihuana production may be accommodated in a new or existing building that may be stand-alone or part of a multi-tenant building. To create the highly controlled environment required for growing and storing marihuana, the building will need to be outfitted with specialized grow lighting and sophisticated systems controlling heat, humidity and air filtration/ventilation. Security requirements will also influence building components such as wall construction and entranceway and storage vault specifications.

In the case of retrofitting an existing building for medical marihuana production, it is highly likely that building upgrades to accommodate security, mechanical and HVAC requirements will trigger the need for a building permit. However, building inspection, including a Fire Code compliance review, will be limited to the permitted works.

Of concern to Fire and Emergency Services (FES) is whether a building retrofitted for medical marihuana production complies with the Fire Code and if there are any combustion or explosion risks associated with the operation or product. FES would like for there to be a requirement for a Fire Code compliance review of an existing building prior to any work being undertaken.

Fire Code compliance reviews for building retrofits would be limited to the applicable code in effect when the building was constructed. However, an overall building Fire Code review would ensure compliance with the applicable code and provide FES with information about the building for emergency response awareness.

3.0 Licensing

To address matters not captured through zoning or building permitting, it is proposed that a business license be required for all medical marihuana production facilities.

Licensing will assist in protecting public safety by requiring conformity with Building and Fire Codes. Licensing will also track the total number of medical marihuana facilities in Mississauga and be an information source to police and fire services to allow for informed facility monitoring and emergency response. Hours of operation may also be imposed through licensing.

General licensing provisions may include:

- Copy of approved Health Canada license and notice within 30 days after renewal, amendment, suspension, reinstatement or revocation.
- Notifying the Licensing section of any changes of information related to the license such as name or address change.
- Right of entry for Enforcement staff to inspect the premise during the term of the license period.
- A floor plan of the building including dimensions and proposed use of each room and a site plan showing the location and dimensions of all parking spaces available on the property.
- A letter from the Fire Chief which states that an inspection has been conducted of the location, within 180 days of the date of the application for the license, and its compliance with all the provisions of the Fire Protection and Prevention Act, S.O. 1997.

- Documentation confirming the building complies with applicable provisions of the Ontario Building Code Act and the Ontario Building Code.
- A Certificate of Inspection report issued by the Electrical Safety Authority certifying that an inspection has been conducted on the location, within 180 days of the date of the application for the license and that there are no visible fire, shock or electrical hazards and the property is in compliance with the requirements of the Ontario Electrical Safety Code.
- Ensure that no construction, renovation, alteration or addition is carried out on the licensed premise without first obtaining the necessary building permit, as may be required.
- Ensure that the property owner/occupants comply with all City by-laws including the Property Standards By-law, Nuisance Weeds and Long Grass By-law, Nuisance Lighting By-law, Nuisance Noise and Noise Control By-laws and the Open Air Burning By-law; Zoning By-law and all other applicable law.

Policy Planning staff will work with Fire and Emergency Services, Building and Compliance and Licensing to further develop the licensing provisions.

OPTIONS:

Not applicable.

STRATEGIC PLAN:

Under the Move: Cultivating Creative and Innovative Businesses strategic pillar, the Strategic Plan identifies the need to develop knowledge-based industries including those in the life sciences sector, and the need to promote Mississauga as an international centre of health care excellence with more health care options for the community,

FINANCIAL IMPACT:

Not applicable.

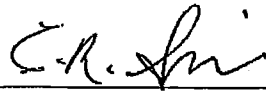
CONCLUSION:

In response to the new *Marihuana for Medical Purposes Regulations*, Zoning By-law amendments are proposed to allow medical marihuana production as-of-right in Employment Zones, and licensing is proposed to address matters of facility tracking and building safety. The proposed amendments are made in light of the fact that medical marihuana production is a drug manufacturing process not unlike a

pharmaceutical drug manufacturing process and that the growing of plants is part of that process.

ATTACHMENTS:

- Appendix 1: Marihuana Medical Access Program (MMAP) – Major Program Changes under New *Medical Marihuana for Medical Purposes Regulations* (MMPR)
Appendix 2: Regulatory Approaches – Municipal Examples



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Commissioner of Planning and Building
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APPENDIX 1

Marihuana Medical Access Program (MMAP) – Major Program Changes under New Medical Marihuana for Medical Purposes Regulations (MMPR)	
<i>Marihuana Medical Access Regulations (MMAR)</i> – Repealed March 31, 2014	<i>NEW Marihuana for Medical Purposes Regulations (MMPR)</i> – In force June 2013
Process to produce medical marihuana	
<ul style="list-style-type: none"> • Require “Authorization to Possess” • Authorized individuals may be licensed to produce own medical marihuana supply or designate an individual to produce on their behalf • Personal/small scale production 	<ul style="list-style-type: none"> • Require producer’s license, subject to MMPR provisions • Commercial production
Process for authorized individuals to obtain dried medical marihuana	
<ul style="list-style-type: none"> • Individual submits an application to Health Canada for “Authorization to Possess” dried marihuana for a medical purpose, accompanied by a medical declaration made by the medical practitioner treating the patient. • Authorized individuals have three options to obtain dried medical marihuana supply: <ul style="list-style-type: none"> ○ Personal-Use Production License (PUPL) – Authorized individuals producing own supply. ○ Designated-Person Production License (DPPL) – Authorized individuals designating an individual to produce on their behalf. ○ Authorized individuals can purchase a single strain of dried marihuana available through Health Canada, which contracts a private company to produce and distribute marihuana for the MMAP.¹ 	<ul style="list-style-type: none"> • Individual obtains a medical document completed by a health care practitioner, similar to a prescription. • Individual registers with a licensed producer (licensed under the MMPR). Individuals will have a variety of licensed producers to choose from that will offer a variety of medical marihuana strains - licensed producers are not limited in the type or number of strains they may offer. • Licensed producer fills the order and ships via secure shipping method, the dried marihuana order directly to the individual, or to the health care practitioner, as specified. Must ship only one shipment per order. • No permission for personal pick-up (e.g. from a pharmacy).

Production Site	
<ul style="list-style-type: none"> No production site location restrictions; allow for in-home production. Allow for indoor and/or outdoor production, provided outdoor production site is not adjacent to a school, public playground, day care facility or other public place frequented mainly by persons under 18 years of age. Dried marihuana must be kept indoors.ⁱⁱ 	<ul style="list-style-type: none"> Production site limited to a building or a place in a building. All activities permitted under the <i>MMPR</i> are prohibited in a dwelling place. Production, distribution and call-centre sites can be separate, but each require separate licensing. Storefronts or retail outlets are not permitted. Indoor production and storage only and at the producer's site.
Security Requirements	
<ul style="list-style-type: none"> No security clearance for initial PUPL application (but if revoked due to a designated marihuana offence under the license, no license issued for 10 years after the revocation); Historical (10 years preceding the application, as an adult) designated drug offence check for DPPL. Non-specific building security measures, requiring only a "description of the security measures that will be implemented at the proposed production site" 	<ul style="list-style-type: none"> Security clearance for producer's license applicant. If a producer's license is sought by a corporation, each officer and director of the corporation requires a security clearance. Building security measures to prevent unauthorized access, including: physical barriers, intrusion detection system, visual monitoring and recording devices, monitoring by personnel, and secure storage of cannabis in accordance with Health Canada's Security Directive (e.g. vault).
Notify Local Authorities	
<ul style="list-style-type: none"> No requirement. 	<ul style="list-style-type: none"> Written notice required to local government, fire authority and police force officials, advising of proposed site address.
Marihuana Plants and Dried Marihuana Limits	
<ul style="list-style-type: none"> Formula used to calculate the maximum number of plants that may be under production at the production site at any time that factors in the prescribed daily 	<ul style="list-style-type: none"> No limit to number of marihuana plants or marihuana strains that can be offered by commercial producers.

<p>amount of dried marihuana.</p> <ul style="list-style-type: none"> • Formula used to calculate the maximum quantity of dried marihuana that may be stored on site. 	
Air Filtration	
<ul style="list-style-type: none"> • No requirements 	<ul style="list-style-type: none"> • Areas within a site where cannabis is present must be equipped with an air filtration system to prevent escape of odours, pollen.
Production Practices	
<ul style="list-style-type: none"> • No requirements 	<ul style="list-style-type: none"> • Requirements for dried marihuana to undergo analytical testing, quality assurance approval, and be produced, packaged, labelled and stored under sanitary conditions and in accordance with a sanitation program.

ⁱ Marihuana for Medical Purposes Regulations – Regulatory Impact Analysis Statement. Canada Gazette. Vol. 146, No. 50. December 15, 2012. <http://gazette.gc.ca/rp-pr/p1/2012/2012-12-15/html/reg4-eng.html>

ⁱⁱ Consolidation Marihuana Medical Access Regulations. SOR/2001-227. Current to September 16, 2013. Minister of Justice.

Regulatory Approaches – Municipal Examples

Municipality	Where Permitted	Distance Separation	Other Comments
Clearview Township, ON	Permitted as-of-right as a "greenhouse" primary use in agricultural and rural zones	No	
Markham, ON	Permitted as-of-right in Employment Zones as an industrial use that allows for the manufacturing of goods, with plant growing considered incidental to the principal use	No	
Smith Falls, ON	Permitted as-of-right in industrial zones (Processing plant use)	No	
City of Windsor, ON	Permitted in industrial zones	No	
Fort Erie, ON	Permitted in agricultural, industrial, rural and existing open space zones	70 m setback from residential zones and sensitive uses	Defined Medical Marihuana Grow and Production Facilities
Town of Milton, ON	Permitted in general industrial zone	70 m setback from various zones and sensitive uses	Defined Medical Marijuana Production Facility Appealed to OMB
City of Toronto, ON	Permitted in industrial zones	70 m separation distance from sensitive land uses, including residential, public/private schools, place of worship, day nursery	Defined Medical Marihuana Production Facility
City of Ottawa, ON	Permitted in industrial zones	150 m separation distance from residential and institutional zones	Defined Medical Marihuana Production Facility

Municipality	Where Permitted	Distance Separation	Other Comments
District of Maple Ridge, BC	Permitted in agricultural zones only	200 m separation distance from elementary/secondary schools	Defined Medical Marihuana, Commercial Production
City of Kamloops, BC	Permitted in industrial zones	150 m separation from sensitive land uses	Defined Medical Marihuana Grow Operation (MMGO) Permitted subject to regulations including: description of all discharges; ventilation plan; stand-alone buildings only; no ancillary uses; require Business Licence
City of Surrey, BC	Permitted only in Community Commercial B Zone, requiring site-specific rezoning for permissions outside of this zone	No	Defined medical marihuana
City of Delta, BC	Prohibited in all zones and require site-specific rezoning	No	Defined medical marihuana

NOTE: No municipalities surveyed have size restrictions

K:\PLAN\POLICY\GROUP\2014 Special Projects\Medical Marihuana\Regulatory Approaches - Municipal Examples Chart.docx

APPENDIX 2: Record of Oral Submissions

Excerpt of Draft Minutes from Planning & Development Committee, September 8, 2014,
Evening Session, to be approved at December 8, 2014 PDC Meeting

Planning & Development Committee

- 11 -

September 8, 2014

- (a) That the owner agree to gratuitously dedicate the agreed upon hazard lands
3. That the Transportation and Works Department be directed to initiate a project to identify the preferred solution to rehabilitate the stream bank erosion issues along Moore Creek within the Greenbelt lands and the surrounding impacted lands as appropriate to protect property and infrastructure;
4. That staff be requested to bring forward the Moore Creek erosion rehabilitation project as part of the 2015 Capital Budget.

12. PUBLIC MEETING

Proposed Mississauga Zoning By-law Amendments and Licensing Respecting Medical Marihuana Production
File: BL.09.MED

Dave Marcus, representing Abide Inc., advised that the organization is in favour of the staff recommendations but it is important that in the event set-backs are contemplated that additional exemption should be required as Medical Marihuana Production Facilities established under the by-laws cannot be deemed non-compliant at a later date due to subsequent erection of buildings or other businesses close by.

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

PDC-0067-2014

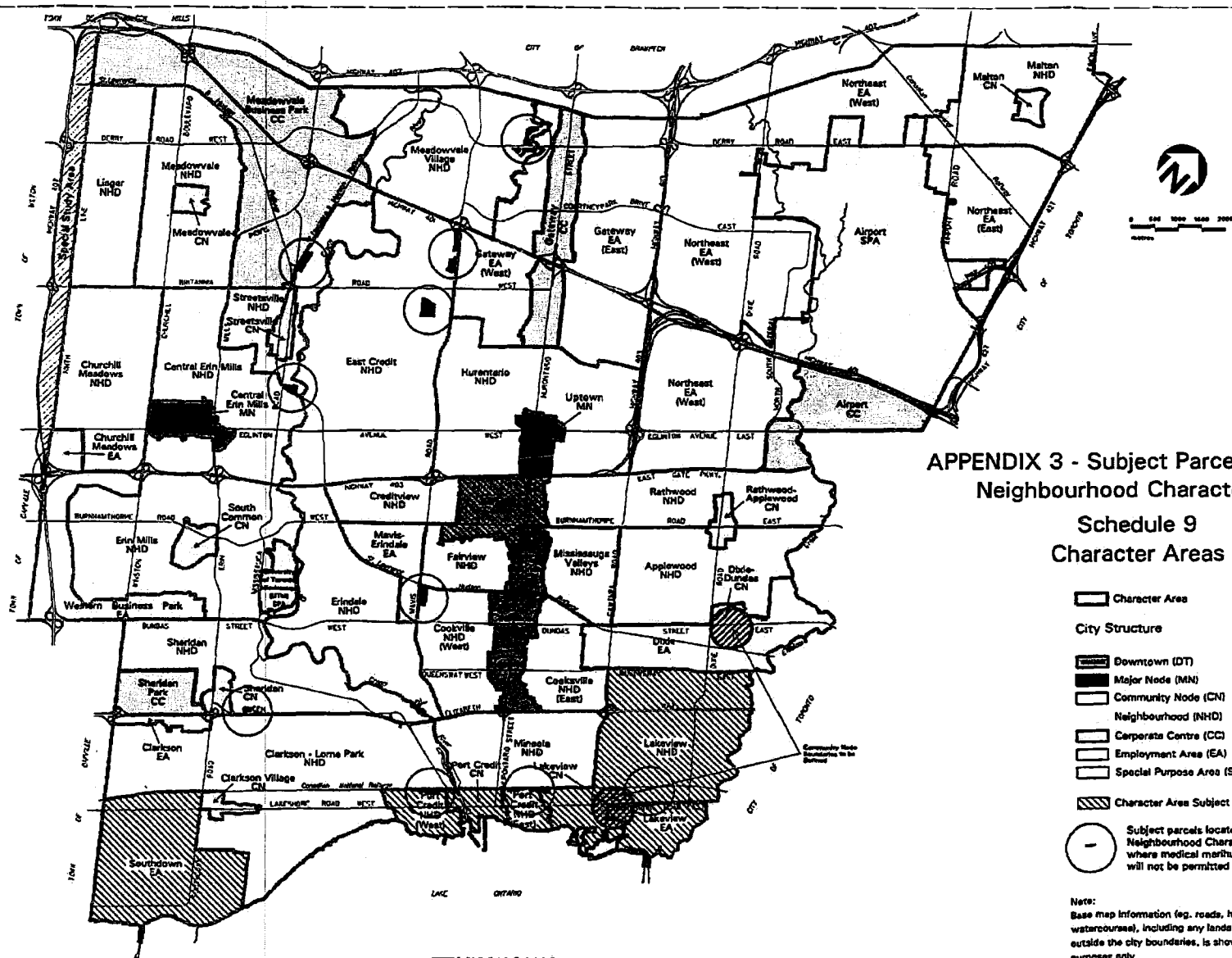
That the submissions made at the public meeting to consider the report titled "Proposed Mississauga Zoning By-law Amendments and Licensing Respecting Medical Marihuana Production" dated June 3, 2014, from the Commissioner of Planning and Building, be received.

RECEIVED (Councillor R. Starr)
File: BL.09.MED

13. PUBLIC MEETING

Information Report on Rezoning and Draft Plan of Subdivision Applications to permit seven (7) detached dwellings, 6155 Ninth Line, Southeast corner of Ninth Line and Osprey Boulevard
Owner: Centreville Homes (Ninth Line) Inc.
Applicant: Weston Consulting, Bill 51 Ward 10
File: OZ 13/015 W10, T-M13005 W10

Councillor McFadden wished to go on record that contrary to what is stated in the Corporate Report, a community meeting was held and over 65 residents were in attendance.





Corporate Report

Clerk's Files

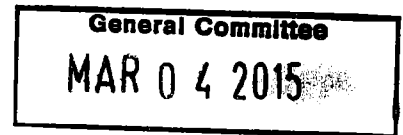
Originator's
Files

DATE: February 19, 2015

TO: Chair and Members of General Committee
Meeting Date: March 4, 2015

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

SUBJECT: **Downtown Paid Parking Off-Street Rates (Ward 4)**



RECOMMENDATION: That a by-law be enacted to amend By-law 555-2000, as amended to increase the 2015 downtown employee paid parking rates as outlined in this report to General Committee from the Transportation and Works Department dated February 19, 2015, entitled "Downtown Paid Parking off-Street Rates".

REPORT HIGHLIGHTS:

- Employee paid parking, along with programs and facilities to encourage and support staff that carpool, take transit and/or cycle or walk to work, supports the development of the Downtown 21 Master Plan.
- The initial monthly rate for downtown employee paid parking was established at \$35 per month with a deferred phase-in of future increases to reach the downtown market rate of \$65 per month.
- It is proposed that the downtown employee paid parking rate be \$65 per month effective April 1, 2015, with an annual payroll deduction rate of \$600.
- Increased parking rates in the downtown will result in additional gross revenues of \$37,000 (\$50,000 annualized) assuming an April 1, 2015 start date.

BACKGROUND:

On June 16, 2010, Council approved the introduction of Employee and Public Off-street paid parking, as outlined in the report dated June 7, 2010, from the Transportation and Works Department entitled *Off-Street Paid Parking in the City Centre (Ward 4)*.

It was recommended that Transportation and Works staff report to the Leadership Team and General Committee annually regarding any recommended employee parking rate increases. The initial monthly rate for employee paid parking was established at \$35 per month with a deferred phase-in of future increases to reach the downtown market rate of \$65 per month.

COMMENTS:

The parking fee structure in place today offers a variety of rate options including annual or monthly passes; alternatively staff and visitors can choose to pay only for the days they need to drive, through competitively priced multi-visit passes. The variety of rate plans combined with the employee Smart Commute program is helpful for those who choose to not always drive and take transit, cycle or walk to work, or for part-time staff who do not require daily parking.

Proposed Employee Parking Rates 2015 (April 1 start)

In 2010, the monthly rate for employee paid parking was established at \$35 per month. At that time it was proposed that the monthly parking rate increase by \$10 each year until the established market rate of \$65 is met. Since 2010, monthly parking rates have increased in the downtown and surrounding municipalities (Appendix 1).

It was recommended that Transportation and Works staff report to the Leadership Team and General Committee for approval on an annual basis any recommended employee parking rate increases.

Table 1 on the following page illustrates the recommended 2015 Employee Paid Parking Rates to be effective April 1, 2015.

Full time employees not on payroll deduction that purchase permits monthly will see the parking rate increase from \$55 to \$65 per month. Employees currently on payroll deduction will see the annual rate

increase by \$100 per year, which will result in a monthly payroll deduction of \$50.00. The employee carpool groups will see the monthly carpool rate increase by \$5.75 and reserved carpool parking located in the Celebration North and Celebration South parking garages will continue to be available to these employees. Multi-visit card users will see the rates increase by approximately 20% across the board. The 32 visit and 64 visit cards are the most discounted at \$2.59 and \$2.57 per day and are the preferred cards for employees choosing the multi-visit card option.

Table 1
Recommended 2015 Employee Parking Rates

Permit Type	Current Rates	Proposed Rates (April, 2015)	# of Permits Issued in 2014
Monthly	\$55.00	\$65.00	154
PT Monthly	\$31.00	\$37.25	50
Carpool	\$34.50	\$40.25	47
Annual (payroll deduction)	\$500.00 (\$41.67 / mo.) (\$2.13 / day)	\$600.00 (\$50.00 / mo) (2.56 / day*)	576
8 Visit - MVC	\$34.50	\$40.00	735
16 Visit - MVC	\$46.00	\$55.25	
24 Visit - MVC	\$57.50	\$69.00	
32 Visit - MVC	\$69.00	\$82.75	
64 Visit - MVC	\$138.00 \$2.15 / day	\$165.75 \$2.57 day	

*Note: the above rates have been calculated assuming each employee works 234 days

In 2015, the Transportation and Works Department plans to undertake a Parking Master Plan and Implementation Strategy (PMPIS), which will provide a coordinated approach for the implementation of parking policy, rates and operations across the City. No further employee parking rate increases will be recommended until the PMPIS is completed and approved by Council.

Next Steps

Following approval at General Committee, an Employee Parking Communications Strategy will be implemented to allow for a sufficient notice period to impacted employees and union groups.

STRATEGIC PLAN:

The implementation of off-street paid parking in the downtown is consistent with the following Strategic Pillars for Change, Goals and Actions put forth in the City's Strategic Plan:

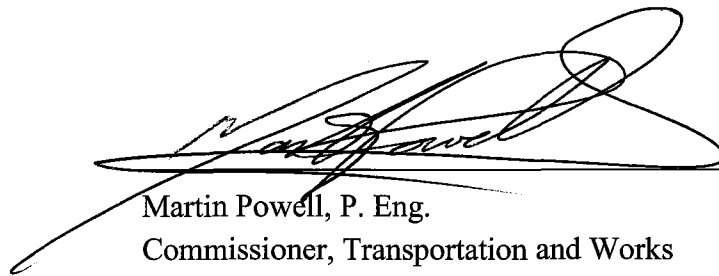
- Develop a Transit-Oriented City:
 - Develop Environmental Responsibility: Action 3 – Implement a Parking Strategy that Supports Public Transit
 - Build a Reliable and Convenient System: Action 11 – Accommodate the Needs of Cyclists
- Completing Our Neighbourhoods:
 - Provide Mobility Choices: Action 14 – Create More Bike-Friendly Facilities
 - Provide Mobility Choices: Action 15 – Use Incentives to Encourage Work Commutes by Public Transit
- Living Green:
 - Lead and Encourage Environmentally Responsible Approaches.

FINANCIAL IMPACT:

The financial impact of increasing the off-street parking rates in the downtown will result in additional revenues of \$37,000 (\$50,000 annualized) assuming an April 1, 2015 start date.

CONCLUSION: It is recommended that the employee paid parking rates be increased for 2015 to align the City with the established market rate for downtown parking.

ATTACHMENTS: Appendix 1: 2015 Off-Street Parking Fee Comparison

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

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

Prepared By: Tomasz Brzeziak, Parking Coordinator

Off-Street Parking Fee Comparison

LOCATION	2014 MONTHLY Rate	2015 MONTHLY Rate
City Centre Drive (33,55, 77, 201) Office Buildings	\$50.00 - 60.00	\$50.00 - 60.00
Mississauga Executive Centre	Garage: \$62.75	Garage: \$62.75
Sussex Centre	\$35.00	\$68.00
Sheridan College (Oakville Campus & Brampton Campus)	\$80.00 Yearly permit: \$435	\$95.00 Yearly permit: \$495
Trillium Hospital	\$40.00	\$90.00 Daily \$25.00
University of Toronto - Mississauga	Yearly permit: \$607 – \$880 (depending on location)	Yearly permit: \$665 – \$934 (depending on location)
LOCATION	2014 MONTHLY Rate	2015 MONTHLY Rate
Barrie	Garage: \$80.00	Garage: \$85.00
Brampton	Garage: \$40.00 Surface: \$20.00	Garage: \$44.00 Surface: \$22.00 \$1.00 per ½ hour \$9.00 Daily
Hamilton	\$35.00 - \$85.00	\$40.00 - \$125.00
Kitchener	City Hall Garage: \$175.00	City Hall Garage: \$175.00
London	\$50.00 – \$120.00	\$50.00 – \$120.00
Oshawa	Garage: \$73.00 - \$87.00	Garage: \$83.00 - \$98.00
Ottawa	\$42.00 - \$179.00	\$55.00 - \$190.00
Region of Peel	\$35.00	\$35.00
Toronto	\$230.00	\$270.00
Windsor	\$22.00-\$67.00	\$34.00-\$89.00



Corporate Report

Clerk's Files

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Files

MG.23.REP

DATE: February 18, 2015

TO: Chair and Members of General Committee
Meeting Date: March 4, 2015

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

General Committee

MAR 04 2015

SUBJECT: **Cooksville Creek Storm Trunk Sewer Realignment - Contribution Agreement with Kaneff Holdings Inc. (Ward 4)**

- RECOMMENDATION:**
1. That a by-law be enacted to authorize the Commissioner of Transportation and Works and the City Clerk to execute an Agreement, and any ancillary documents, between Kaneff Holdings Inc. and The Corporation of the City of Mississauga regarding the funding of the incremental cost of realigning the Cooksville Creek Storm Trunk Sewer from its current alignment crossing 3575 Kaneff Crescent to the Obelisk Way and Elm Drive rights-of-way, in a form acceptable to the City Solicitor; and
 2. That a by-law be enacted to authorize the Commissioner of Transportation and Works and the City Clerk to execute any necessary agreements with the Regional Municipality of Peel for the purpose of incorporating the sanitary sewer works in the Storm Trunk Sewer Replacement - Hurontario Street to Cooksville Creek Project.

**REPORT
HIGHLIGHTS:**

- The corrugated steel pipe (CSP) storm trunk sewer between Hurontario Street and Cooksville Creek is in very poor condition, has reached the end of its design life and is putting public safety and private and public infrastructure at risk.
- On December 17, 2014 Council approved additional funding for the *Storm Trunk Sewer Replacement - Hurontario Street to Cooksville Creek project (TWSD00098 - 15132)* for a total 2015 Budget of \$10.3 million to allow for full replacement of the sewer.
- Subsequent to Council approval, Kaneff Holdings Inc. requested, as part of the Cooksville Creek Storm Trunk Sewer replacement, that the sewer be realigned out of the easement that crosses the Kaneff Holdings Inc. property at 3575 Kaneff Crescent and into the Obelisk Way and Elm Drive rights-of-way.
- Kaneff Holdings Inc. is to be wholly responsible for the incremental cost of realigning the storm trunk sewer in accordance with the Contribution Agreement between Kaneff and the City.

BACKGROUND:

Upon City Council's December 17, 2014 approval of the budget for the *Storm Trunk Sewer Replacement - Hurontario Street to Cooksville Creek project (TWSD00098 - 15132)*, staff initiated the detailed design on the project. Given that a significant portion of the CSP storm trunk sewer is located within easements on private property, staff contacted the impacted property owners to advise them of the upcoming work and to seek permission to enter onto the various properties. In response to this notification Kaneff Holdings Inc. contacted staff and requested that the storm trunk sewer encumbering 3575 Kaneff Crescent be realigned to the Obelisk Way and Elm Drive rights-of-way.

Kaneff Holdings Inc. put forward a similar request to the Region of Peel for the realignment of the sanitary sewer that is currently within the same easement.

Appendix 1 illustrates the location of 3575 Kaneff Crescent and the easement containing the storm trunk sewer and the sanitary sewer.

COMMENTS:

In order to accommodate Kaneff Holdings Inc.'s request, the realignment of those portions of the storm trunk sewer and sanitary sewer that cross 3575 Kaneff Crescent must be included in the upcoming City tender for the replacement of the CSP storm trunk sewer. As a result, both Kaneff and the City must enter into a Contribution Agreement that outlines roles and responsibilities with respect to the project. Due to the immediate need to proceed with the Storm Trunk Sewer Replacement Project, the Contribution Agreement must be executed within the original project timelines to ensure that the work is tendered and awarded without delay.

Through discussions with representatives from Kaneff Holdings Inc., Region of Peel and City staff an agreement in principle has been reached with respect to the terms and conditions of the Contribution Agreement. These terms and conditions include:

- Kaneff Holdings Inc. is responsible for the full incremental cost of realigning the new storm trunk sewer and the sanitary sewer from the easement crossing 3575 Kaneff Crescent to the Obelisk Way and Elm Drive rights-of-way;
- Kaneff Holdings Inc. is to provide the City with an irrevocable Letter of Credit for the total estimated cost of the storm trunk sewer and sanitary sewer work, upon execution of the Contribution Agreement;
- the City is responsible for the detailed design of the realigned storm trunk sewer, the tender and award of the construction project, overall project management and construction inspection;
- Kaneff Holdings Inc. is responsible for preparing the detailed design for the realignment of the sanitary sewer, including the preparation of engineering drawings, tender documents and securing the Region of Peel's approval for the design; and
- the City will reduce and/or release the Letter of Credit upon receipt of payment for the construction of the realigned storm trunk sewer and sanitary sewer.

FINANCIAL IMPACT: There is no financial impact arising from the adoption of this report.

CONCLUSION:

The City of Mississauga can accommodate Kaneff Holdings Inc.'s request to have the new storm trunk sewer and the sanitary sewer that cross 3575 Kaneff Crescent realigned to the Obelisk Way and Elm Drive rights-of-way as part of the larger Cooksville Creek Storm Trunk Sewer Replacement Project, subject to the timely execution of a Contribution Agreement.

ATTACHMENTS

Appendix 1: Key Plan of 3575 Kaneff Crescent

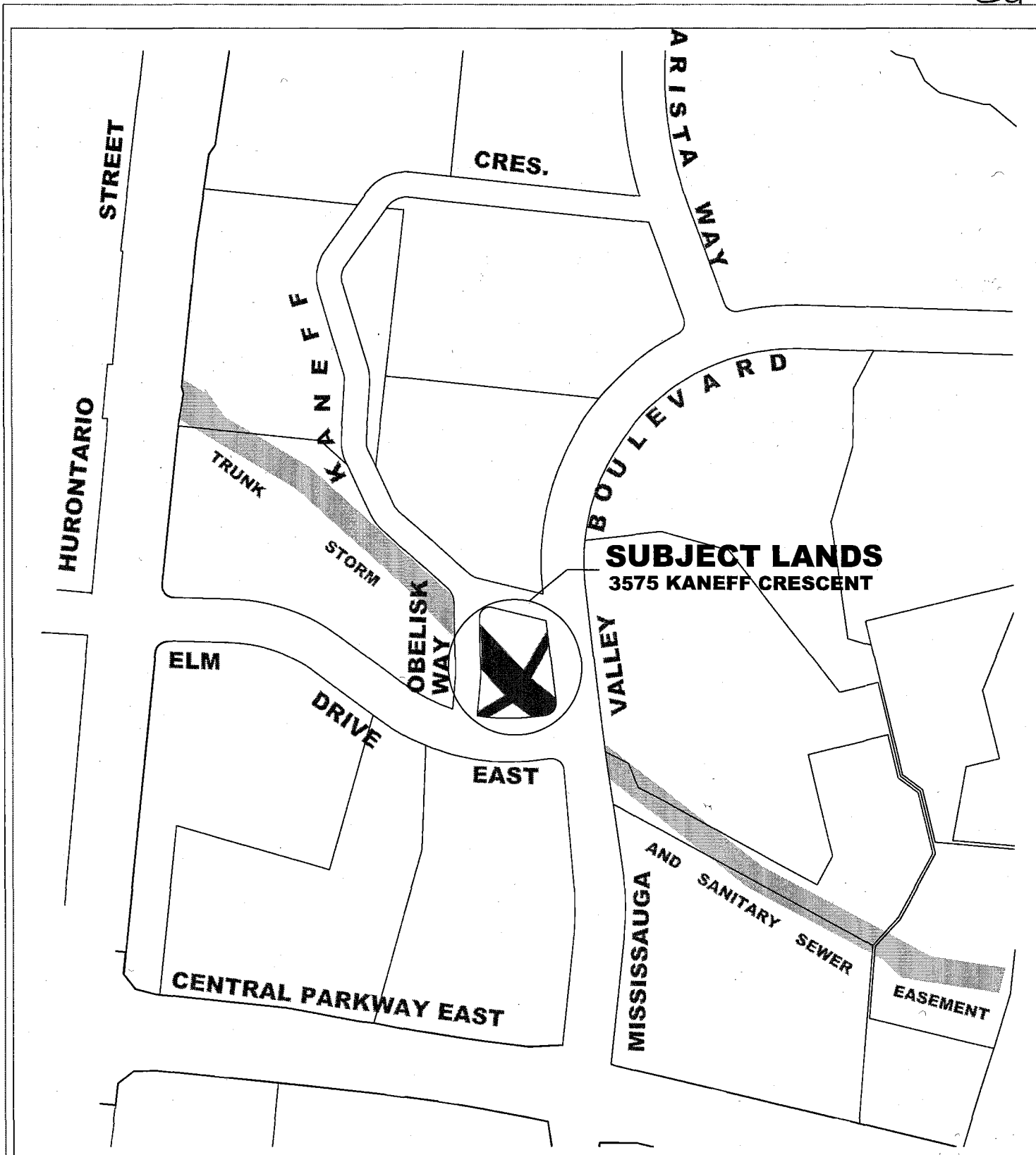


Martin Powell, P. Eng.

Commissioner of Transportation and Works

Prepared By: Helen Noehammer, P.Eng.

Director, Transportation & Infrastructure Planning



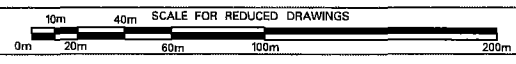
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Transportation and Works

Transportation & Infrastructure Planning

Appendix 1
Cooksville Creek Trunk Sewer Realignment
Contribution Agreement with Kaneff Holdings Inc.
3575 Kaneff Crescent





Corporate Report

Clerk's Files

Originator's
Files

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RT.10.Z-1

4

DATE: February 11, 2015

General Committee

MAR 04 2015

TO: Chair and Members of General Committee
Meeting Date: March 4, 2015

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

SUBJECT: **Proposed Temporary Road Closure –
Lakefront Promenade from immediately south of Lakeshore Road
East to a point approximately seventy-five (75) metres (250 feet)
southerly thereof (Ward 1)**

RECOMMENDATION: That a by-law be enacted to implement the temporary closure of Lakefront Promenade from immediately south of Lakeshore Road East to a point seventy-five (75) metres (250 feet) southerly thereof commencing at 7:00 a.m. on Monday, March 23, 2015 and ending at 7:00 p.m. on Friday, March 27, 2015.

BACKGROUND: The Transportation and Works Department is in receipt of a request from the Regional Municipality of Peel to close Lakefront Promenade immediately south of Lakeshore Road East to facilitate the removal of the Tunnel Boring Machine (TBM) from Shaft 1 of the Hanlan Feedermain Project Contract 1.

COMMENTS: Contract 1 of the Hanlan Feedermain project involves the installation of a water feedermain via tunnelling along Lakeshore Road East between Lakefront Promenade and Dixie Road. It is anticipated that the TBM will complete this section and reach Shaft 1 during the week of March 23, 2015. At that point in time the temporary road closure

will be needed to facilitate the removal of the TBM.

The Region of Peel has informed the Transportation and Works Department that the TBM removal, under ideal conditions, could be completed within two working days. However, as unforeseen circumstances can and often do arise, the road closure for five days was requested.

Lakefront Promenade businesses will have full property access with no interruption to their services or driveways.

Throughout the road closure, a full time paid duty officer will be present during construction activities.

Upon approval, the Region of Peel will supply and install the appropriate detour signage, barricades and advance information signs to notify the public of the closure. In addition, public notices will be sent to surrounding businesses and local residents prior to the road closure.

The Transportation and Works Department will notify all emergency services, 311 Customer Service Centre, Student Transportation and Mississauga Transit.

The local Ward Councillor has been made aware of the requested road closure.

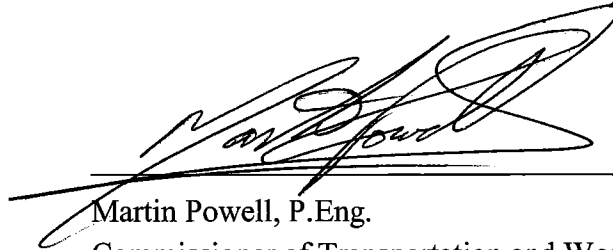
FINANCIAL IMPACT: Not Applicable.

CONCLUSION

In recognition of the need to complete the construction of the Hanlan Feedermain, the Transportation and Works Department supports the closure of Lakefront Promenade from immediately south of Lakeshore Road East to a point seventy-five (75) metres (250 feet) southerly thereof commencing at 7:00 a.m. on Monday, March 23, 2015 and ending at 7:00 p.m. on Friday, March 27, 2015.

ATTACHMENTS:

Appendix 1: Location Map: Temporary Road Closure – Lakefront Promenade from immediately south of Lakeshore Road East to a point seventy-five (75) metres (250 feet) southerly thereof (Ward 1)

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: John Magno, Traffic Technician





Corporate Report

Clerk's Files

Originator's
Files

DATE: February 19, 2015

TO: Chair and Members of General Committee
Meeting Date: March 4, 2015

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

SUBJECT: Consultation on Ontario's Default Speed Limit

General Committee

MAR 04 2015

- RECOMMENDATION:**
1. That the report from the Commissioner of Transportation and Works dated February 19, 2015 entitled "Consultation on Ontario's Default Speed Limit" be received.
 2. That the Transportation and Works Department participate in the MTO planned workshops regarding potential changes to the default speed limit for local roads.
 3. That the Transportation and Works Department prepare a report back to General Committee following the MTO workshops and finalize a new policy for lower posted speed limits once the recommended option for the default speed limit in Ontario is known.
 4. That a copy of the report from the Transportation and Works Department entitled "Consultation on Ontario's Default Speed Limit" dated February 19, 2015 be sent to the Minister of Transportation of Ontario.

BACKGROUND:

A letter dated January 29, 2015 (Appendix 1) from the Ministry of Transportation (MTO) is seeking stakeholder input on whether to consider changing the default speed limit for local roads within urban areas. The MTO has invited the City of Mississauga to provide comments and participate in planned workshops to consult with municipalities and other stakeholders regarding the options under consideration for a potential change to the default speed limit.

A report entitled "40 km/h Speed Limits" dated June 7, 2013, from the Commissioner of Transportation and Works was presented to General Committee (Appendix 2) recommending the Transportation and Works Department develop a new policy for implementing lower posted speeds which utilizes an evaluation process that considers roadway geometry, parking conditions, pedestrian facilities, adjacent land use, and existing operating speeds.

The development of the policy is currently underway and considers the practices and policies of surrounding municipalities while based on the provincial statutory speed limit of 50 km/h in a built up area.

COMMENTS:

Speed limits have a defined purpose of providing safe and efficient traffic flow and reducing the severity and frequency of conflict and collision. They have a direct impact on both driver and road safety, and therefore should be appropriately applied. It is important to establish speed limits based on sound engineering principles and the development of a new policy for lower posted speed limits will be an evaluation process to determine if lower posted speed limits would be suitable.

A letter dated January 29, 2015 (Appendix 1), from the MTO offers the City of Mississauga an opportunity to engage in the stakeholder consultation and to provide comments on the following options for the default speed limit for local roads within the Province of Ontario:

- Maintain the current default speed limit of 50 km/h;
- Through a legislative change, reduce the default speed limit from 50 km/h to 40 km/h;

- Through a legislative change, permit municipalities to set a default speed limit of 50 km/h or 40 km/h inside municipal boundaries, and require the posting of a sign at each entry point of the municipality; or
- Through a legislative change, permit municipalities to set a different default speed inside municipal boundaries or neighbourhoods, and require the posting of a sign at each entry point of the municipality/neighbourhood.

The development of a revised policy for lower posted speed limits was based on the current provincial legislation. As indicated by the MTO, there is the potential for the provincial legislation to significantly change based on the feedback from the stakeholder consultation.

Staff are hesitant to recommend any option that would result in conflicting default speed limit between neighbouring municipalities. It is important to remain consistent in the unsigned posted speed limit as many motorists may not be aware of changes in road jurisdiction and subsequent changes to the unsigned posted speed limit.

If a change to the default speed limit is recommended, the preferred option would be a variation of the last option proposed by the MTO which would permit municipalities to set a different default speed inside neighbourhoods, and require the posting of a sign at each entry point of the neighbourhood.

FINANCIAL IMPACT: Not Applicable.

CONCLUSION:

It is of the utmost importance that 40 km/h speed limits be applied appropriately so that these lower posted speed limits maintain a level of credibility from motorists. Moving forward, 40 km/h posted speed limits should continue to be applied in a consistent manner and utilized where the majority of motorists would be in compliance with the posted speed limit.

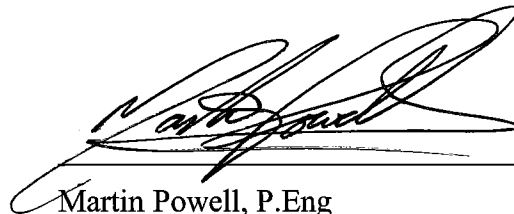
It is therefore important that the City of Mississauga participate in the MTO stakeholder workshops regarding any potential changes to the

default speed limit and to determine the impact any legislative changes may have on the City. Upon the conclusion of the consultation period, the Transportation and Works Department can then prepare a report outlining the potential legislative changes and their impacts on speed limits within the City, and develop a policy for lower posted speed limits, if necessary.

ATTACHMENTS:

Appendix 1: Letter from the Ontario Ministry of Transportation – Consultation on Ontario's Default Speed Limit

Appendix 2: Corporate Report – 40 km/h Speed Limits dated June 7, 2013

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: Colin Patterson C.E.T., Coordinator, Road Safety

Ministry of Transportation

Ministère des Transports

Traffic Office

Bureau de la circulation routière

Highway Standards Branch
301 St. Paul Street, 2nd Floor
St. Catharines, Ontario L2R 7R4
Tel Number: (905) 704-2960
Fax Number: (905) 704-2888

Direction des normes routières
301 rue St. Paul, 2^e étage
St. Catharines (Ontario) L2R 7R4
Tél. : (905) 704-2960
Télec. : (905) 704-2888



29 January 2015

Clerk's Office
The City of Mississauga
Civic Centre
Mississauga, ON L5B 3C1

Dear Clerk's Office,

RE: Consultation on Ontario's Default Speed Limit

The Ontario Ministry of Transportation (MTO) is seeking stakeholder input on whether to consider changing the default speed limit for local roads within urban areas. As a representative of The City of Mississauga, we welcome your comments and invite you to participate in the consultation activities for Ontario's default speed limit.

The current default maximum speed limit for local roads within urban areas in Ontario is 50 km/h. MTO would like to consult with stakeholders on the following options:

- + Maintain current default speed limit of 50 km/h;
- + Through a legislative change, reduce the default speed limit from 50 km/h to 40 km/h;
- + Through a legislative change, permit municipalities to set a default speed limit of 50 km/h or 40 km/h inside municipal boundaries, and require the posting of a sign at each entry point of the municipality; or
- + Through a legislative change, permit municipalities to set a different default speed limit inside municipal boundaries or neighbourhoods, and require the posting of a sign at each entry point of the municipality/neighbourhood.

You are invited to provide comments and/or complete a questionnaire available on-line at <https://www.surveymonkey.com/s/SpeedLimitOntario> by February 27, 2015.

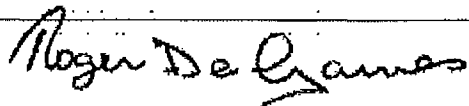
Following the public comment period, MTO will host a series of workshops to consult with municipalities and various stakeholders regarding the options under consideration for a potential change to the default speed limit. Stakeholder workshops are currently scheduled for March, 2015. Each workshop will be held in a different geographic jurisdiction of MTO (e.g., Central, Eastern and Southwestern and Northern Ontario).

You are encouraged to provide comments and/or complete the on-line questionnaire, and/or attend a stakeholder workshop on these possible changes to the default speed limit. I kindly ask you to complete and forward the attached workshop reply form indicating your interest in participating in future workshops by February 27, 2014 to me as follows:

Roger De Gannes
Head, Traffic Operations
Traffic Office
Ministry of Transportation Ontario
2nd Floor, 301 St. Paul Street
St. Catharines, Ontario L2R 7R4
Phone: (905) 704-2947
Email: Roger.DeGannes@mto.gov.on.ca

Thank you in advance for your input. We welcome and appreciate your feedback. Should you have any questions or difficulty accessing the on-line questionnaire, please do not hesitate to contact me at 905-704-2947 or by email at Roger.DeGannes@mto.gov.on.ca.

Sincerely,



Roger De Gannes
Head, Traffic Operations

REPLY FORM (Please print)

RE: Consultation on Ontario's Default Speed Limit

Date: _____

Name: _____

Title: _____

Agency: _____

Address: _____

Postal Code: _____

Phone: _____ Fax: _____

Email: _____

Do you wish to participate in workshops on the default speed limit in Ontario?

(Circle yes or no)

Yes

No

Comments: _____

Please return this form to the contact below by February 27, 2015:

Roger DeGannes
Manager, Traffic Office
Ministry of Transportation Ontario

301 St. Paul Street
St. Catharines, Ontario L2R 7R4
Phone: (905) 704-2947
Email: Roger.DeGannes@mto.gov.on.ca



Corporate Report

Clerk's Files

Originator's
Files

General Committee

JUN 26 2013

DATE: June 7, 2013

TO: General Committee
Meeting Date: June 26, 2013

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

SUBJECT: 40 km/h Speed Limits

- RECOMMENDATION:**
1. That the report from the Commissioner of Transportation and Works dated June 7, 2013 entitled "40 km/h Speed Limits" be received.
 2. That the Transportation and Works Department develop a new policy for implementing lower posted speeds which utilizes an evaluation process that considers roadway geometry, parking conditions, pedestrian facilities, adjacent land use, and existing operating speeds.

**REPORT
HIGHLIGHTS:**

- The statutory speed limit within the Province of Ontario is 50 km/h unless otherwise posted within a village, town, city or built-up area.
- Lower posted speed limits are currently implemented in accordance with City of Mississauga Corporate Policy 10-03-01 'Traffic Safety in School Zones' and is very specific to where 40 km/h speed limits are implemented.
- 40 km/h posted speed limits should be implemented in a consistent manner so that the speed limits maintain a level of credibility and compliance with the posted speed limit.
- An evaluation process which includes a review of the roadway

geometry, parking conditions, pedestrian facilities, adjacent land use, and existing operating speeds would be a reasonable and technically sound approach to implementing lower posted speeds.

- An education and awareness component should be included as part of any new 40 km/h speed limit policy to raise awareness and manage expectations of reduced posted speed limits.

BACKGROUND:

A report entitled "40 km/h Speed Limits" dated May 28, 2012, from the Commissioner of Transportation and Works was presented to Road Safety Mississauga Advisory Committee summarizing the City's policy and the current practices of area municipalities with respect to the use of 40 km/h posted speed limits. The report suggested that there may be merit in reducing the statutory speed limit for local residential roadways in the City from the current 50 km/h to 40 km/h, or expanding the use of 40 km/h posted speed limits within Mississauga beyond their current application.

The Road Safety Mississauga Advisory Committee accepted the information within the report and supported the approach currently used in determining 40 km/h posted speed limits, which limits the use of 40 km/h to school zones on local and collector roadways and on roadways which because of geometry cannot safely support higher posted speed limits.

On April 10, 2013, City Council directed staff to review the policy with respect to the implementation of 40 km/h posted speed limits on a City-wide basis.

A report entitled "40 km/h Speed Limits" dated May 13, 2013, from the Commissioner of Transportation and Works was presented to Road Safety Mississauga Advisory Committee. The Road Safety Mississauga Advisory Committee received the report and provided comments for consideration.

COMMENTS:

The authority for a municipality to set speed limits is provided through the Highway Traffic Act (H.T.A). The statutory speed limit or default speed limit within the Province of Ontario is 50 km/h in a village, town, city, or built-up area. A municipality must enact a by-law and

install the appropriate signage on the roadway to implement speed limits other than the statutory speed limit of 50 km/h. City of Mississauga Corporate Policy 10-03-01 'Traffic Safety in School Zones' limits the use of 40 km/h to school zones on local and collector roadways and on roadways which because of geometry cannot safely support higher posted speed limits. Speed limit signs are installed in accordance with City of Mississauga Corporate Policy 10-04-03 'Speed Limit Signs'.

The objective of speed limits is to provide safe and efficient traffic flow while reducing the probability and severity of collisions. When determining appropriate posted speed limits, consideration is given to road geometrics, roadside development, and vehicle operating speeds. Appropriately assigned speed limits tend to promote uniform travel speeds and this is generally associated with fewer conflicts and collisions.

There are many misconceptions pertaining to speed limits and the manner in which they are applied. Perhaps the most common is that simply reducing the posted speed limit will change motorist driving habits resulting in a corresponding reduction in vehicle operating speeds. Lowering the posted speed limit in isolation without concurrent changes to the physical characteristics of the road can have negative consequences. Speed limits that are inconsistent with driver expectations can lead to driver frustration and low compliance with the posted speed limit. Some drivers will obey the lower speed limit while others will feel it is unreasonable and therefore ignore it. It can be stated that most drivers tend to drive at a speed deemed to be comfortable. If drivers consider a speed limit to be inappropriate or unrealistic on one street, they are likely to doubt the validity of an identical yet fully justifiable speed limit on a neighbouring roadway. Therefore the credibility of speed limits should be ensured everywhere.

Except in special circumstances, such as school zones, it is unreasonable to expect motorists to travel at a speed significantly less than the design speed of the roadway. This creates a disruption in vehicular traffic and increases the potential for collisions due to significant speed variances. Research has shown that when the majority of motorists travel at the same speed, the likelihood of a

collision is minimized. When motorists do not travel at similar speeds, all road users including pedestrians and cyclists have difficulty judging the speed of approaching vehicles and, hence chances of a collision are increased. This places an unnecessary burden on Peel Regional Police (cost and resources) with limited long-term results.

The desire to reduce speed limits is often based on the decrease in the probability of a pedestrian fatality resulting from a decrease in impact speed. Unfortunately, reducing the speed limit in isolation has a very limited effect on operating speed. Without a reduction in operating speed, the benefit of reduced impact speed in terms of reduced collision severity is not realized. In addition, the overwhelming majority of collisions which involve a pedestrian have not occurred on local residential roadways where a change to a lower posted speed limit would be introduced.

Given the difficulties with compliance of the 40 km/h speed limit in school zones, reducing the speed limit from the standard 50 km/h to 40 km/h on all residential streets without physically changing the street environment would not be considered prudent. In addition, it should be noted that the 50 km/h statutory or default speed limit is consistent across the province due to the regulations contained within the H.T.A. It would be very costly to implement 40 km/h on all streets, as each street and street segment would have to be individually signed.

While many residents often support the implementation of by-law changes such as parking prohibitions which require the installation of new signs on their roadway, the new signs and posts are often seen as an intrusion and staff often receive negative feedback after the installation.

It is important to establish speed limits based on sound engineering principles. While the majority of the municipalities within the province utilize 40 km/h speed limits in a manner consistent with the City, others utilize an evaluation process to determine if lower posted speed limits would be suitable on other sections of roadway. This evaluation includes a review of the roadway geometry, roadway function, parking conditions, pedestrian facilities, adjacent land use, and existing operating speeds. The evaluation process considers

multiple factors such as the horizontal and vertical alignment of the roadway, any presence of a sidewalk, park or a school abutting the roadway, road width which impact vehicle operating speeds.

The suitability and success of a posted speed limit is often determined by a combination of these factors, which creates a posted speed limit which motorists believe to be reasonable and thereby obey. A 40 km/h posted speed limit is only recommended when the current operating speeds would be considered acceptable, should the posted speed limit be reduced to 40 km/h. This is important in that the overall success of the speed limit is determined by the compliance level.

To further increase the likelihood of compliance with a reduced speed limit of 40 km/h within neighbourhoods, the Road Safety Mississauga Advisory Committee recommended that an education and awareness component be included with proposed 40 km/h speed limit reductions. Simply adding additional speed limit signs within a neighbourhood may go unnoticed by local residents who often travel the same routes each day. Therefore, it was recommended that a letter from the local ward councillor be distributed to area residents in advance of a 40 km/h speed limit change to help raise awareness and manage expectations of a new posted speed limit. A letter distributed to area residents would also serve to notify the public of the aesthetic impacts of new sign installations and inform the public that minimal changes to the operating speeds would be expected without any physical changes to the characteristics of the roadway.

FINANCIAL IMPACT: The cost to install signing for a 40 km/h posted speed limit is dependent on the length of the speed zone involved. Speed signs must be located a maximum of every 300 metres (985 feet) apart and signs are required to be posted in both directions of travel immediately following an intersection. On average, a typical speed limit change will require four (4) new signs with an approximate cost of \$650. The material cost to sign the approximately 3,000 local residential roadways within the City of Mississauga is estimated at \$2,000,000.

In addition to the sign purchases, there are costs associated with staff's time to investigate the request and prepare the necessary documentation. Further, Staff are required to schedule utility locates,

when new posts are required in order to install the signs on the municipal right of way.

CONCLUSION:

It has been proven that arbitrary speed limit reductions do not reduce vehicle operating speeds and tend to frustrate motorists. It has also been proven that motorists drive at a speed deemed comfortable based on road geometry and roadside development. Speed limits have a defined purpose of providing safe and efficient traffic flow and reducing the severity and frequency of conflict and collision. They have a direct impact on both driver and road safety, and therefore should be appropriately applied.

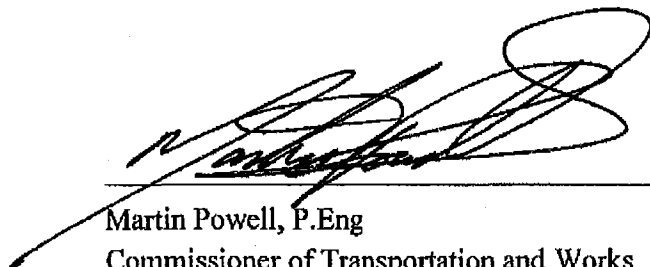
Speed compliance in general is a serious issue that needs to be addressed. It is of the utmost importance that 40 km/h speed limits be applied appropriately so that these lower posted speed limits maintain a level of credibility from motorists. The majority of the 40 km/h posted speed limits within the City would be considered reasonable and met the criteria at the time of their installation. Moving forward, 40 km/h posted speed limits should continue to be applied in a consistent manner and utilized where the majority of motorists would be in compliance with the posted speed limit.

The Traffic Calming Pilot Project which is currently being developed by Transportation and Works staff presents an opportunity to change the design speed of a roadway by altering the physical characteristics, and therefore, the desired travel speeds of local residential roadways. Implementing traffic calming techniques provides an opportunity to change the posted speed limit to better suit the intended travel speeds. These physical changes to the roadway will influence vehicle speeds and can therefore be reinforced by a lower posted speed limit.

Developing a realistic speed limit policy for lower posted speed limits on local residential roadways to balance road user expectations with roadway function is essential. Although the City of Mississauga Corporate Policy 10-03-01 'Traffic Safety in School Zones' is very specific to where 40 km/h speed limits are implemented, the evolution of a new policy is necessary to deal with the implementation of lower posted speeds. While 40 km/h speed limits should always be used appropriately, an evaluation process which includes a review of the

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roadway geometry, parking conditions, pedestrian facilities, adjacent land use, and existing operating speeds would be a reasonable and technically sound approach to implementing lower posted speeds.



Martin Powell, P.Eng
Commissioner of Transportation and Works

Prepared By: Colin Patterson C.E.T., Coordinator, Road Safety



Corporate Report

Clerk's Files

Originator's
Files

DATE: February 18, 2015

General Committee**MAR 04 2015**

TO: Chair and Members of General Committee
Meeting Date: March 4, 2015

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

SUBJECT: **Updating of Schedule 3 Exemption Activities Under Noise Control
By-law 360-79, as amended.**

RECOMMENDATION: That a by-law (Appendix 1) be enacted to amend the Noise Control By-law 360-79, as amended, to update the list of exempted activities under Schedule 3 as outlined in the report from the Commissioner of Transportation and Works, dated February 18, 2015 and entitled "Updating of Schedule 3 Exemption Activities Under Noise Control By-law 360-79, as amended."

BACKGROUND: This report will provide the rationale for amending the exempted activities under Schedule 3 of Noise Control By-law 360-79, as amended.

PRESENT STATUS: Exempted activities under Schedule 3 of Noise Control By-law 360-79, as amended, are not current and have not been revised significantly since 2009. On average, Compliance and Licensing Enforcement staff process 25 noise exemption applications annually.

COMMENTS: Enforcement staff have worked with staff from Community Services who have recommended revisions that would continue to foster the City's support for community festivals and events by streamlining the

approval process for groups with a history of respect for the concerns of area residents.

In addition, amending Schedule 3 also provides additional benefits to both the City and the event applicant such as savings in staff processing time and volunteer time spent on administration, as well as no requirement for the applicant to apply and pay an application fee.

Recommendations for community festivals and events suitable for inclusion in Schedule 3 are based on the following criteria:

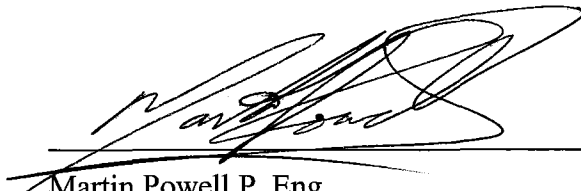
- number of years the event has operated without incident or community concern;
- nature of the event;
- size (attendance) of the event;
- location(s) associated with each event, proximity to residents; and,
- timing (operational hours of the event).

In addition, the Mayor and members of Council were also provided an opportunity to recommend community festivals and events for consideration. Appendix 1 incorporates the input provided by the Mayor and members of Council.

FINANCIAL IMPACT: The changes to the list of exempted activities has no financial impact on the City as the number of new exempt activities is minimal.

CONCLUSION: Compliance and Licensing Enforcement staff support amending Schedule 3 of the Noise Control By-law 360-79, as amended, as it will provide benefits to both the City as well as community festivals and events.

ATTACHMENTS: Appendix 1: Draft By-law Amendments

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: Douglas Meehan, Manager, Compliance and
Licensing Enforcement*

A by-law to amend By-law 360-79, as amended,
being the Noise Control By-law

WHEREAS sections 8, 9 and 11 of the *Municipal Act, 2001*, S.O. 2001, c.25, authorize a municipality to pass by-laws necessary or desirable for municipal purposes;

AND WHEREAS section 129 of the *Municipal Act, 2001*, as amended, empowers a local municipality to prohibit and regulate with respect to noise;

AND WHEREAS the Council of The Corporation of the City of Mississauga is desirous to make amendments to City of Mississauga By-law 360-79, as amended, being the Noise Control By-law;

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

1. That the exempted activities and locations in Schedule 3 of the Noise Control By-law 360-79, as amended, be deleted and replaced with the following list of activities and locations:

SCHEDULE 3

ACTIVITIES TO WHICH THE BY-LAW DOES NOT APPLY	LOCATION
BMW Car Show	Bradley Museum 1620 Orr Road
Can-Sikh Festival	Wildwood Park 3430 Derry Road West
Carolling in the Park	Port Credit Memorial Park 32 Stavebank Road North
Desh Bhagat	Wildwood Park 3430 Derry Road West
Driftwood Theatre Group – formerly known as Shakespeare Under the Stars	Benares Historic House 1507 Clarkson Road North Leslie Log House 4415 Mississauga Rd
Filming activities authorized by a Film Permit issued in accordance with City Corporate Policy and Procedure No. 06-03-02 "Filming on City of Mississauga Property"	City-wide
Home for the Holidays	Bradley Museum, 1620 Orr Road Banares Museum, 1507 Clarkson Rd N Leslie Log House, 4415 Mississauga Rd
Historic Halloween Fun	Benares Museum 1507 Clarkson Road North
Lakeside Park	Lakeside Park 2268 Lakeshore Rd West All APPROVED events at this location
Malton Festival	Wildwood Park 3430 Derry Road West
Malton Canada Day	Westwood Mall 7205 Goreway Drive
Maple Magic	Bradley Museum 1620 Orr Road

Meadow-Wood Rattray Ratepayers Picnic	Bradley Museum 1620 Orr Road
Mississauga Celebration Square Exemption applies to appropriately approved events and activities that appear on the MCS calendar of events, programs and activities	Civic Square 300 City Centre Drive, Library Square 301 Burnhamthorpe Road West Living Arts Centre Park 4141 Living Arts Centre Drive
The Mississauga Fall Festival	Bradley Museum 1620 Orr Road
Mississauga Marathon	City Centre Drive, Lakefront Promenade Park 800 Lakefront Promenade and designated parks along the Waterfront trail
Mississauga Waterfront Festival	Port Credit Memorial Park 32 Stavebank Road North
Mount Zion Apostolic Church Picnic	Wildwood Park 3430 Derry Road West
Movies In The Park Series	Port Credit Memorial Park 32 Stavebank Road North
On the Verandah Concert Series	Benares Museum 1507 Clarkson Road North
Palestine House Educational and Cultural Centre Annual Bar-b-que	Mississauga Valley Park 1275 Mississauga Valley Boulevard
Port Credit Art Show	Port Credit Memorial Park, 32 Stavebank Road North Credit Village Marina, 22 Stavebank Road South / JJ Plaus Park
Port Credit Paint the Town Red / Canada Day Celebration	Port Credit Memorial Park 32 Stavebank Road North PLUS event designated sites throughout the Village
Port Credit Busker Fest	Port Credit Memorial Park 32 Stavebank Road North PLUS event designated sites throughout Port Credit Village
Rebel – National Youth Week / National Youth Arts Week	Mississauga Celebration Square PLUS event designated locations Citywide
Safe City Mississauga – Neighbours Night Out	Designated APPROVED Locations
Theatre Under the Stars / Sheridan Homelands Rate Payers Association	Thornlodge Park 2405 Homelands Dr
Starlite Candle Light Gala	Bradley Museum 1620 Orr Road
Sherwood Forrest Family Fun Day	Sherwood Green Park 1864 Deer's Wold
St Gabriel Lebanese Festival	Streetsville Memorial Park 335 Church Street
Streetsville Canada Celebration	Streetsville Memorial Park 335 Church Street
Streetsville Founders Bread & Honey Festival	Streetsville Memorial Park 335 Church Street
Streetsville Village Square	0 Main Street (between Queen Street South and Church Street) – during the hours of approved events as authorized by the Commissioner of Transportation and Works or his/her designate
Sunset Concert Series	Port Credit Memorial Park

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	32 Stavebank Road North
Southside Shuffle	Port Credit Memorial Park 32 Stavebank Road North PLUS event designated sites throughout the Village
Teddy Bears' Picnic	Benares Museum 1507 Clarkson Road North
University of Santos Thomas Alumni Annual Picnic	Mississauga Valley Park 1275 Mississauga Valley Boulevard

ENACTED and PASSED this day of , 2015.

MAYOR

CLERK



Corporate Report

Clerk's Files

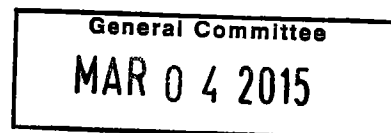
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DATE: February 18, 2015

TO: Chair and Members of General Committee
Meeting Date: March 4, 2015

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

SUBJECT: MiWay Ticket Agent Network



RECOMMENDATION: That the report entitled MiWay Ticket Agent Network dated February 18, 2015 from the Commissioner of Transportation and Works be received for information.

**REPORT
HIGHLIGHTS:**

- Approximately 40% of customers now use the Presto smartcard as their form of payment on MiWay. As Presto use continues to grow, MiWay paper fare media sales decrease.
- All fare sales agents are required to enter into a legal agreement with the City to sell MiWay fare media.
- Additional sales locations could oversupply the local market and cause current agent sale totals to fall below the minimum requirement in the contract with the City.
- MiWay does not have the capacity or resources to accommodate bulk sales for fare media.
- MiWay does not recommend adding fare sales agents as customers move away from tickets and passes to the Presto smartcard.

BACKGROUND:

At the Budget Committee meeting of December 10, 2014 the Corporate Report entitled MiWay 2015 Fare Strategy was presented. The Committee requested a report on allowing fare sales to be widely available versus the current practice of selected fare sales agents. A further request was made to explore the possibility of allowing interested vendors to purchase tickets in bulk instead of MiWay staff providing direct distribution to fare sales agents.

Over the past several years MiWay has been successful in promoting the Presto smartcard and growing its user base. Approximately 40% of customers currently use the Presto smartcard as their method of fare payment. As a result, MiWay fare media agents have experienced a lower sales volume of paper fare products and the ticket agent network has been reduced by 41 agents over the past few years. MiWay's current fare sales agent network consists of 44 agents with whom the City has active legal agreements.

In addition to the fare agents, customers can also purchase fare media through the City's eStore online website, at all Mississauga Community Centres, City Hall Cashiers, the City Centre Transit Terminal and the MiWay booth at Islington Subway.

Council approved the requirement for all sales agents to enter into agreements with the City to protect the City interest. Any amendments to the agreements are subject to the approval of the Commissioner of Transportation and Works and the City Solicitor.

COMMENTS:**Customers Moving to Presto Smartcard**

MiWay is moving customers from paper tickets and passes to the Presto smartcard. MiWay has eliminated the adult and student weekly pass, this June the student monthly pass will be eliminated, and for 2016 there will no longer be a seniors' annual pass. Over the next few years MiWay will systematically eliminate all paper fare media and customers will ride MiWay with Presto or cash fares.

Brampton Transit has eliminated all paper fare media and other GTHA transit systems are also changing their fare offers with the addition of the Presto smartcard.

As a result, MiWay has reduced its fare sales agents to 44 from 85 over the past few years as customers switch to the Presto card. MiWay has also reduced its staff resources by one fare media delivery person. Adding any further agents at this time would be contrary to MiWay's Fare Strategy with Presto.

Legal Agreements Required for MiWay Fare Media Sales

All fare sales agents are required to enter into a legal agreement with the City which stipulates the sales terms and conditions. This mitigates the risk to the City, allows payment by cheque, and provides an element of control for inventory distribution and revenue collections. Staff record all orders placed by fare sales agents for tickets, passes and unsold pass returns therefore any deviation in quantities is immediately apparent and easily investigated.

Any new fare sales agents would be required to enter into an agreement with the City. This process would require legal time and cost for both parties to review and execute a new agreement. MiWay also pays a commission of 1.5% to formalized fare sales agents as a part of the agent contract. Commissions for sales cannot be paid to vendors who have not entered into a legal contract with the City.

MiWay occasionally receives reports of stores illegally selling tickets individually or in bulk at higher unauthorized prices. Agents who are under contract with the City can only sell MiWay fare media at the published prices to customers. Stores who are not under contract with the City may not sell MiWay fare media. Any reports of illegal selling of MiWay fare media are investigated by Transit Enforcement staff and by-law fines are issued as warranted.

Market Saturation of Fare Sales Agents

The fare agent agreement also requires agents to maintain a minimum in sales volume to ensure that there is value to City as an agent.

If additional sales locations were allowed it could over saturate the local market and cause current agents' sales totals to fall below the minimum requirement in the contract with the City. It is for this reason that MiWay has turned down some requests to become a fare agent due to the close proximity to existing agents.

MiWay Fare Sales Facilities At Capacity

MiWay does not have the counter facilities at the transit campus to sell MiWay fare media to vendors in bulk quantities. Any fare media sales for interested vendors would have to take place at the City Centre Transit Terminal. Stock needs to be housed and controlled in a secure environment. Other City facilities do not carry sufficient ticket inventory and are not equipped for bulk fare media purchases. The City Centre Transit Terminal is already at capacity with lines for customers especially during the end of each month. To utilize the transit terminal would place an additional strain on resources and increased delays to customers waiting to purchase fare media or load their Presto card.

STRATEGIC PLAN:

This program achieves the City's strategic goals by:

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

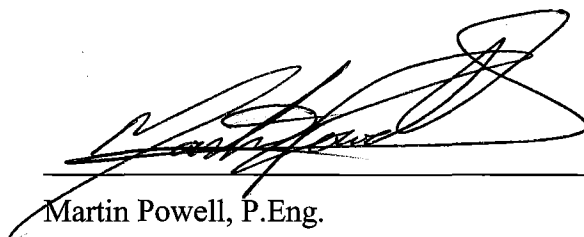
FINANCIAL IMPACT:

The current process of utilizing an agent network minimizes the financial risk to the City due to the agent agreements in place. If an informal purchasing option to any interested store vendor was offered, this reduces the City's control over the distribution and tracking of fare media. This type of program is at risk to counterfeiting or fraud and may result in a revenue loss to the City. Adding any new fare sales agents also generates additional administration and therefore poses further costs to the program.

CONCLUSION:

As Presto acceptance continues to grow, MiWay paper fare media sales continue to decrease. MiWay's Fare Strategy will eventually see all customers using Presto or cash as fare payment. All paper fare

products will be decommissioned and there will be no further requirement for ticket agents or vendors to sell fare media on behalf of MiWay. Therefore MiWay does not recommend the addition of new fare sales agents.

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: Margaret Johnston, Supervisor of Transit Revenue



Corporate Report

Clerk's Files

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DATE: February 10, 2015

TO: Chair and Members of General Committee
Meeting Date: March 4, 2015

<p align="center">General Committee MAR 04 2015</p>

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

SUBJECT: **Cost Sharing and Park Development Agreement
with Amacon (City Centre) Corp (Application SP 12/052)
West of Parkside Village Drive and North of
Burnhamthorpe Road West
(Ward 4)**

- RECOMMENDATION:**
1. That the Commissioner of Community Services and the City Clerk on behalf of the Corporation of the City of Mississauga be authorized to enter into a cost sharing and a park development agreement with Amacon Development (City Centre) Corp for the design and construction of private parkette, Block 1, on plan 43M-1808, and crossing of the City owned swale in Zonta Meadows Park (P-294).
 2. That all necessary by-laws enacted.

**REPORT
HIGHLIGHTS:**

- Amacon Development (City Centre) Corp submitted a site plan application (SP 12/052) in 2012 for a townhouse development.
- Private parkette included within the site plan that has a public easement registered on title for recreational, open space, trail and walkway.

- The design for the private parkette is unique, artistic and provides connection to the downtown park system.
- Estimated construction cost for private parkette is \$242,100.
- Amacon will contribute \$71,035 towards the construction of private parkette and the City to provide \$171,065 using a portion of an Amacon art contribution funding.
- Estimated construction cost for the City owned swale crossing is \$161,400.

BACKGROUND:

Block 1, on plan 43M-1808, is a private parkette subject to public easement for passive recreational, open space, trail and walkway (See Appendix 1). Under SP 12/052, Amacon proposed a townhouse development that includes the private parkette. The private parkette design was attractive however not harmonious with the City's vision to create vibrant downtown public spaces. Community Services Department provided an alternative design for the private parkette that also incorporated the City owned swale crossing. The City design is artistic, creative and makes the two spaces seamless and unique.

The estimated cost associated with City's design for the private parkette is higher versus the original design. It is recommended that the City provide appropriate funding for the additional costs towards the parkette development. Consequently, a Cost Sharing Agreement is required between the City and Amacon to outline the terms. In addition, as it would be prudent to have one contractor undertake construction for both the Amacon parkette and the City owned swale crossing, it is recommended that Amacon construct both projects. Thus a Park Development Agreement is required.

COMMENTS:

In keeping with the Downtown21 vision, new urban parks are to be connected, vibrant and unique spaces. The design (see Appendix 2) of the private parkette extends over the City owned linear park crossing to maximize the useable space and reinforce the connections in the urban core. It combines the beauty of trees with a series of artistic rolling ribbons of color to invite passive and playful use of this unique urban space. The parkette and crossing will be a gem to discover and an important piece in the overall downtown park system.

Through the subdivision development approval process, Amacon contributed \$350,000 towards public art to be used within Zonta Meadows Park.

The proposed design is considered artistic and appropriate to use a portion of the Amacon contribution towards the publically accessible parkette on the Amacon lands. Culture Division is in support of using a portion of the public art funding towards the private parkette based on its artistic merits.

The park development and cost sharing agreement for the design and construction of the parkette and City owned swale crossing will be based on the following principles:

- Amacon will be responsible for the construction of the private parkette and the City owned swale crossing;
- Ongoing maintenance of the private parkette will be provided by Amacon and their successors;
- The City will issue payment to Amacon upon receipt of an acceptable invoice, in accordance with Standard Payment Terms referenced in Corporate Policy and Procedure;
- An out clause that will allow the City not to proceed with the design should the cost for the new parkette design come in higher than anticipated at the time of project tender;
- Amacon to contribute \$71,035 towards the private parkette based on the estimated costs of their original design.

The objective is to have construction started by May 2015 for both the private parkette and the City owned swale crossing and completed in line with the townhouse occupancy.

FINANCIAL IMPACT: The estimated cost for the private parkette is \$242,100. Amacon's contribution based on their original design is \$71,035 and is recommended that the City contribute approximately \$171,065 towards the new design. The funds will be allocated from the \$350,000 art contribution that Amacon has previously provided (Developers Contribution Fund 35219). The remaining art funds will be used within Zonta Meadows park for other art installations.

Funding is available for the City owned swale crossing estimated at \$161,400. Upon receipt of the final construction costs there may be adjustments to these values.

CONCLUSION:

The partnership proposed between the City and Amacon to design and construct the private parkette and the crossing of the swale will provide a direct connection between the existing and new neighbourhoods. The unique and vibrant design of this project will enhance the overall townhouse development and provides connection to the existing and future downtown park system.

ATTACHMENTS:

Appendix 1: Context Map

Appendix 2: Parkette design concept

Appendix 3: Parkette design concept images






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

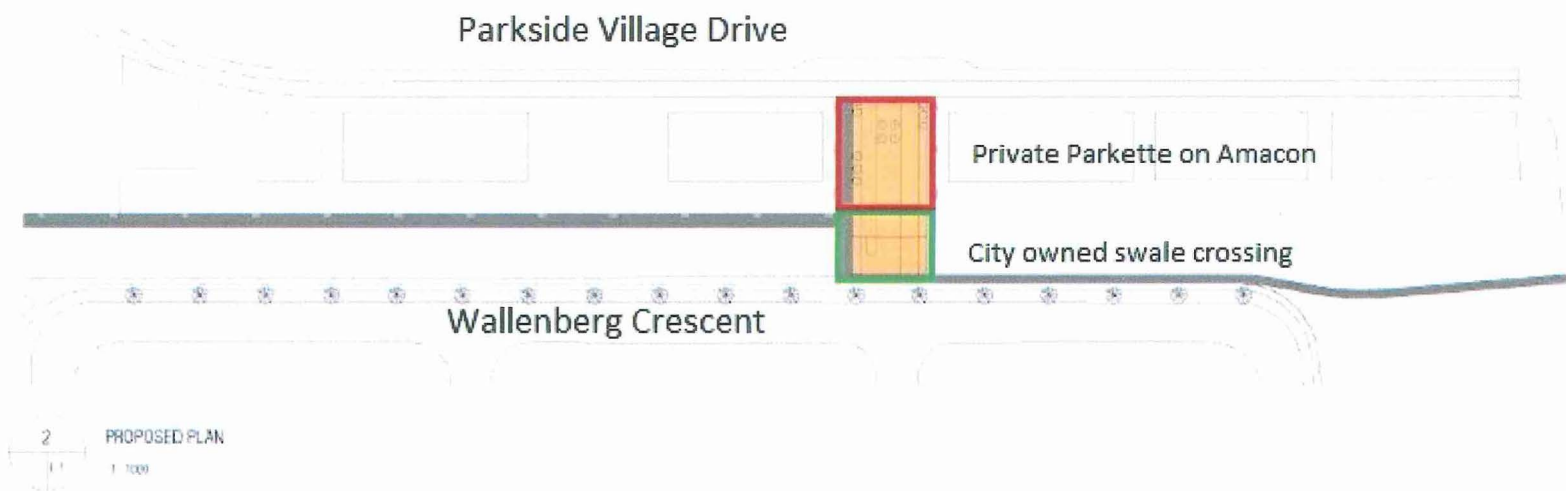
Prepared By: Sangita Manandhar, Planner



APPENDIX 1: CONTEXT MAP

-  PRIVATE PARKETTE
-  CITY OWNED SWALE CROSSING

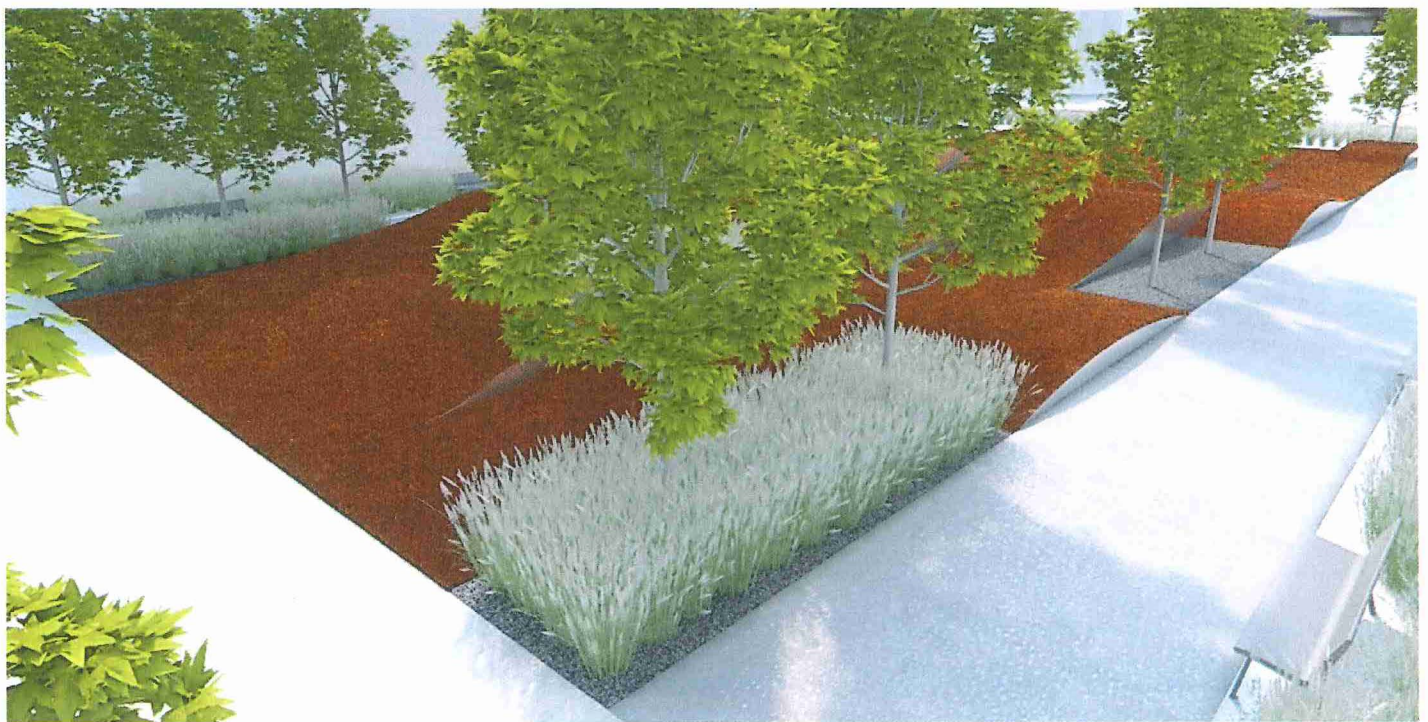

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Appendix 3: Parkette Design Concept Images
(Colour of artificial turf to be determined)



Looking West towards Wallenberg Crescent



Looking West towards Wallenberg Crescent

Appendix 3: Parkette Design Concept Images
(Colour of artificial turf to be determined)



Looking East towards Parkside Village Drive



Looking West towards Wallenberg Crescent



Corporate Report

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DATE: February 10, 2015

TO: Chair and Members of General Committee
Meeting Date: March 4, 2015

General Committee

MAR 04 2015

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

SUBJECT: **Minor Variance Application to the Committee of Adjustment
permitting a Bird Nesting Structure and continued use of an
existing Windmill in Timothy Street Park (P-127)
155 Church Street
(Ward 11)**

RECOMMENDATION: That the Community Services Department be authorized to submit a minor variance application to the Committee of Adjustment to permit the installation of a bird nesting structure in Timothy Street Park (P-127) and maintain the use of an existing windmill.

**REPORT
HIGHLIGHTS:**

- The City currently leases the land from Credit Valley Conservation Authority (CVC) and has managed the property since 1971.
- It is the City's desire to install a bird nesting structure in Timothy Street Park to encourage habitat opportunities for a threatened local bird species known as the Chimney Swift.
- The Chimney Swift has been on the Species at Risk in Ontario List since September 10, 2009.
- There is an existing windmill within the park and is one of the site's prominent features.
- A minor variance is required to permit the installation of the bird structure in a Greenbelt (G1) zone and to allow the continued use of the existing windmill.

BACKGROUND:**Proposed Bird Nesting Structure**

The City has been working with interested members of the public and CVC to counter the decline of a provincially threatened bird species known as the Chimney Swift.

The Chimney Swift is a relatively small bird that breeds in the south and southwest areas of Ontario, including Mississauga. They are found in and around urban settlements where they nest in manmade structures like chimneys for which they take their common name. Their populations have declined because modern building design provides fewer traditional chimneys and other suitable structures for nesting.

An alternative habitat opportunity is a bird nesting structure (artificial chimney) for these local birds. A preferred location for an artificial chimney is found in Timothy Street Park (P-127), located northeast of the Water Street and Church Street intersection (Appendix #1).

In the fall of 2013 staff and the local ward councillor met with neighbouring residents. Positive support was indicated for the proposal.

The proposed chimney structure has already been built at no cost to the City. It was donated by a local masonry school and created as part of a class project. The structure is currently in storage. The City will install the foundation and the chimney.

Existing Windmill

Prior to the City of Mississauga assuming responsibility of the park a local resident named Chester "Red" Rundle had taken care of the site for a number of years. One of the additions he had provided to beautify the park was a windmill he had acquired from a nearby farm, which still remains on the property.

COMMENTS:

The subject lands in Timothy Street Park are currently zoned Greenbelt G1 which permits accessory uses such as trails, passive recreational uses, fencing and parking.

Since the proposed bird nesting structure and the existing windmill do not conform to current zoning requirements, a minor variance is required to permit both uses.

CVC has given support for the location of the proposed bird nesting structure on their property and has confirmed that no permit or geotechnical report is required.

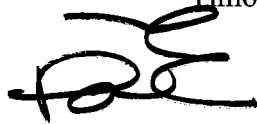
Planning and Building has also confirmed that no building permit will be required as the structure is less than 10 m² (100 sq. ft.).

STRATEGIC PLAN: Mississauga's Strategic Plan under the "Living Green" pillar states that our future, as a city, is one that co-exists in harmony with its ecosystems, where natural areas are enhanced, and forests and valleys are protected. The objective is to be responsible stewards of the land by conserving and enhancing the natural environment.

FINANCIAL IMPACT: Not applicable at this time.

CONCLUSION: That the Community Services Department be authorized to submit a minor variance application to the Committee of Adjustment to permit the installation of a bird sanctuary in Timothy Street Park (P-127) and maintain the use of an existing windmill.

ATTACHMENTS: Appendix 1: Proposed location for the bird nesting structure in Timothy Street Park (Ward 11)



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

Prepared By: Roger da Cunha, Planner, Park Planning





Corporate Report

Clerk's Files

Originator's
Files

DATE: February 6, 2015

TO: Chair and Members of General Committee
Meeting Date: March 4, 2015

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

SUBJECT: Corporate Policy and Procedure – Vacancy Tax Rebates

General Committee

MAR 04 2015

RECOMMENDATION: That the proposed Corporate Policy and Procedure, Vacancy Tax Rebates, attached as Appendix 1 to the Corporate Report dated February 6, 2015 from the Commissioner of Corporate Services and Chief Financial Officer be approved.

BACKGROUND: The City is required to provide property tax vacancy rebates to commercial and industrial properties that have vacancies during the year. The *Municipal Act*, 2001 and Ontario Regulation 325/01 establish eligibility requirements, rebate amounts, information which must be included in the application, deadlines for application, criteria for payment of interest, and appeal provisions.

COMMENTS: Vacancy tax rebates have been provided since 2001 within the parameters set out in legislation. The purpose of this policy is to document the City's requirements where the Act or the Regulation provides for discretion on the part of the municipality and to clarify the City's policy where legislation is ambiguous. The draft Vacancy Tax Rebate Policy and Procedure, Appendix 1, specifies:

- Who can apply for a rebate;
- Application deadlines and responsibility for making application;

- Documentation requirements and alternatives where documentation is unavailable;
- The City's intent to inspect properties in order to verify information and determine eligibility;
- Rebate recalculation provisions.

The proposed Vacancy Tax Rebate Policy and Procedure was circulated to the Extended Leadership Team for their review and comment. Any comments or issues received from the Extended Leadership Team have been addressed.

FINANCIAL IMPACT: Approximately 850 vacancy tax rebates are issued annually at a cost of \$8 million. The City portion is approximately \$1.4 million.

CONCLUSION: The proposed Vacancy Tax Rebate Policy and Procedure will ensure clarity and consistency with administration of the rebate program and reflects current business practices.

ATTACHMENTS: Appendix 1: Corporate Policy and Procedure – Vacancy Tax Rebates



Gary Kent

Commissioner of Corporate Services and Chief Financial Officer

Prepared By: Connie Mesih, Manager, Revenue and Taxation

Corporate Policy and Procedure



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TAB: FINANCE AND ACCOUNTING
SECTION: TAXES
SUBJECT: VACANCY TAX REBATES

POLICY STATEMENT Vacancy tax rebates will be provided to owners of commercial or industrial class properties where the property was entirely or partially vacant during the taxation year.

PURPOSE The *Municipal Act, 2001* (the "Act") as amended which includes Ontario Regulation 325/01 (the "Regulation"), provides for vacancy tax rebates for certain classes of properties. The Act establishes eligibility requirements; amounts of rebates; information which must be included in the application; deadlines for applications; interest payments; and appeal provisions.

The purpose of this policy is to establish the City of Mississauga's requirements with respect to applications for vacancy tax rebates, where the Act or the Regulation provides for discretion on the part of the municipality.

SCOPE This policy applies to all applications for vacancy tax rebates for commercial or industrial class properties.

LEGISLATIVE REQUIREMENTS

This policy complies with Section 364 of the *Municipal Act, 2001*, as amended, including Ontario Regulation 325/01.

DEFINITIONS

Application Date

For the purposes of this policy:

"Application Date" means the date on which a valid application, along with all documents outlined in the Documentation Required and/or the Other Documentation sections of this is received by the

Corporate Policy and Procedure



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City.

Current Owner	"Current Owner" means the individual or business that owns a property on the date a vacancy rebate is being issued or owns a property on the date a rebate is being recovered due to a recalculation of a previously issued rebate.
Eligible Property	"Eligible Property" means property that is in one of the commercial or industrial property classes as defined in the Act.
Owner	"Owner" means the individual or business that owns a property during the vacancy period for which a vacancy tax rebate application is being submitted to the City.
Property Assessment Change Notice	"Property Assessment Change Notice" means a notice sent by the Municipal Property Assessment Corporation indicating that changes have been made to the assessed value, classification or tax liability of a property or a portion of it.
ADMINISTRATION	Vacancy tax rebates are administered by the Revenue and Taxation Section, Revenue and Materiel Management Division, Corporate Services Department.
ELIGIBLE PROPERTIES	<p>To be eligible for a vacancy tax rebate, an Eligible Property must have a building and must satisfy one of the following conditions:</p> <p>A. <u>Commercial or Industrial Buildings that are Entirely Vacant</u></p> <ul style="list-style-type: none"> the entire building must be unused for at least 90 consecutive days. <p>B. <u>Commercial Buildings that are Partially Vacant</u></p> <ul style="list-style-type: none"> the vacant portion of the building must be unused for at least 90 consecutive days; and

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- the vacant portion of the building must be clearly delineated or physically separated from the used portion(s) of the building; and
- the vacant portion of the building must be either:
 - capable of being leased for immediate occupation; or
 - capable of being leased but not for immediate occupation because it was in need of or undergoing repairs or renovations or was under construction; or
 - unfit for occupation.

C. Industrial Buildings that are Partially Vacant

- the vacant portion of the building must be unused for at least 90 consecutive days; and
- the vacant portion of the building must be clearly delineated or physically separated from the used portion(s) of the building.

PROPERTIES NOT ELIGIBLE

Properties are not eligible for a vacancy tax rebate if during the period being claimed a building or portion of a building is:

- used for commercial or industrial activity on a seasonal basis; or
- leased to a tenant who is in possession of the leasehold interest; or
- included in a vacant land subclass for the purposes of providing tax reductions, in accordance with Section 8.1 of the *Assessment Act*.

WHO CAN APPLY

The Owner of the property may apply for a vacancy rebate for the period of time during the year that they own the property. If a property is sold during a year in which a vacancy rebate is being sought, the Owner who is selling the property may only apply for a rebate for the period during which they owned the property.

The new or subsequent Owner must apply for the vacancy for the

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period of time that they own the property. Both the vendor and purchaser must meet the eligibility criteria for the rebate.

The Owner's lawyer or a registered paralegal may apply for a vacancy rebate on behalf of the Owner without having a letter of authorization. Note: Paralegal candidates must be listed on the Candidates list of the Law Society of Upper Canada to act on the Owner's behalf.

The Owner may designate another person other than a lawyer or registered paralegal to apply for a vacancy rebate on their behalf, in which case the application must include a written authorization from the Owner or it will not be accepted.

APPLICATION

Vacancy tax rebates will be issued only following an application process.

The required application, available at www.mississauga.ca, must be submitted in the City's standard form established for this purpose, be accompanied by the documentation outlined in the Documentation Required section of this policy and signed by the applicant.

If a discrepancy exists between the roll number, address and legal description provided in an application, the address provided will take precedence.

Incomplete applications (i.e. without all required fields completed) and/or unsigned applications will not be accepted.

APPLICATION DEADLINE

A maximum of two applications per property per year may be submitted, in the form of:

- a) one application for all vacancies on the property for the

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entire year; or

- b) one application for all vacancies during the first six months of the year (Interim Application) and a second application for all vacancies during the last six months of the year (Final Application).

Interim Applications being submitted for vacancies during the first six months of the year must be received by the City by July 31st of the year for which the application is being made.

Final Applications must be received by the City by the last day of February of the year following the taxation year for which the application is made.

If an additional application containing additional vacant units or vacancy time periods is received before the deadline for submitting either an Interim or Final Application, it will be combined with and processed with the original application. If an additional application is received after the deadline for submitting either an Interim or Final Application, it will not be accepted.

Application for vacancies in respect of assessments made under Section 33 of the *Assessment Act* (Omitted Application) must be received by the City no later than 90 days after the "mailed on or before date" appearing on the Property Assessment Change Notice, in accordance with section 35 of the *Assessment Act*.

Where an application deadline falls on a statutory holiday, Saturday or Sunday, applications will be accepted on the first business day immediately following.

Any applications received after the deadlines set out in this policy will not be accepted.

The Owner of an Eligible Property is responsible for ensuring that

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the application is received by the City on time and for retaining proof of submission of application. Proof of submission can be in the form of:

- registered or certified mail receipt;
- proof of delivery from a courier service company;
- fax confirmation report along with a copy of the application;
- if delivered in person, a copy of the application stamped "Received" by the City of Mississauga.

DOCUMENTATION REQUIRED

Applications must include information as prescribed by the Regulation. In addition, the City requires the following:

- a sketch of vacant area(s) claimed including site dimensions of area(s); and
- copies of monthly rent rolls for the property for the entire year containing the vacancy time period(s) claimed; and
- if the vacant area has become occupied subsequent to the vacancy, one (1) copy of a fully executed current lease for the vacant unit(s) claimed, including all signature pages and any sections that allow rent free use or early occupancy to the tenant before the commencement period begins; and
- if the vacant area was occupied immediately prior to the vacancy, one (1) copy of a fully executed expired lease for the vacant unit(s) claimed, including all signature pages; and
- where despite the existence of a lease(s) for the period claimed, it is no longer in force because of abandonment or other reasons, a copy of a Termination or Bailiff Notice (when a tenant has broken the terms of their lease); and
- where the property is in the commercial class, a copy of a real estate agent's listing agreement or newspaper/internet advertisement offering the property for lease. Advertisements must contain the date of the advertisement and must fall within the vacancy claim period; and

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- for an Omitted Application, a copy of the Property Assessment Change Notice.

OTHER DOCUMENTATION

In addition, the City may, but is not limited to, request at its discretion any of the following documentation:

- photo of vacant area;
- rent invoices or correspondence that would support the vacancy application;
- copy of utility bills or notices;
- copy of locksmith invoices; or
- any other documentation required to verify vacancy eligibility.

AFFIDAVIT

Where documentation supporting the vacancy tax rebate application does not exist, an applicant must submit an affidavit. The affidavit must reference that an application is being made pursuant to Section 364 of the Act and identify the following:

- property address;
- assessment roll number;
- taxation year for which application is being made;
- vacant unit or description of vacant area;
- vacancy period;
- square footage of the vacant area claimed;
- confirmation that the required document(s) does not exist;
- where neither a rent roll or lease exists, a statement detailing the reason the documentation is not available and details of last tenancy;
- where a tenant has broken the terms of their lease, confirmation of the specific termination date;
- where neither a copy of a real estate agent's listing agreement or newspaper/internet advertisement exists, a statement detailing what form of advertisement was undertaken and the

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period of time the property was advertised for lease; and

- name, address and telephone number of the individual notarizing the affidavit. (A person with personal knowledge of the facts must swear the affidavit.)

An affidavit cannot be submitted in place of a sketch.

One original affidavit per application must be submitted. An affidavit from a previous application cannot be submitted to support a subsequent application.

REQUEST FOR ADDITIONAL INFORMATION

The City may require information in addition to that submitted with the application in order to make an assessment. In this case, the Owner or the Owner's representative will be notified in writing. The information or records required must be submitted by the date specified in the notice. If the information as requested is not provided within the specified time period, the City will consider the application incomplete and no rebate will be provided. Penalties as established by the Act may apply.

PROPERTY INSPECTION

City staff may attend and make entry to the buildings and structures on the property for the purpose of:

- verifying information accompanying the application;
- confirming eligibility and entitlement; or
- obtaining information or documentation relevant to the determination of the applicant's entitlement to the vacancy tax rebate.

CALCULATION OF REBATE PAYABLE

A copy of the application will be forwarded to the Municipal Property Assessment Corporation (MPAC) for determination of the assessed value of the vacant area. The amount of the rebate

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will be 30 per cent of the tax attributable to the eligible vacant space and will be determined in accordance with the Act, based upon the assessed value provided by MPAC. No rebate can be issued until the information is received from MPAC.

INTEREST

Interest on vacancy tax rebates will be paid in accordance with the Act.

REBATE APPLIED TO TAX ACCOUNT

Vacancy tax rebates will be applied to the tax account of the property at the time of processing and credited to the outstanding tax liability of the Current Owner. Payments to previous Owners will be made only when the Current Owner gives the City written direction of the amount to be paid to the previous Owner.

REBATE RECALCULATION

If a property's assessment is subsequently changed as a result of an assessment appeal, court decision, Request for Reconsideration or tax appeal, the vacancy tax rebate amount for that taxation year will be recalculated.

If a vacancy tax rebate has already been issued, the Current Owner will be notified of the recalculated rebate amount. Any additional rebate amount will be applied to the tax account. Any rebate amount that had been provided in excess of the recalculated rebate amount will be added to the tax account and recovered as taxes.

RECOVERY

If within two years of the Application Date, it is determined that the vacancy tax rebate or any portion of the rebate was paid in error, the Current Owner will be notified and the amount of the overpayment will be added to the tax account and recovered as taxes.

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REFERENCE:

LAST REVIEW DATE:

CONTACT:

For more information, contact the Revenue and Materiel
Management Division, Corporate Services Department.

DRAFT



Corporate Report

Clerk's Files

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PO.11.EGL

DATE: February 13, 2015

TO: Chair and Members of General Committee
Meeting Date: March 4, 2015

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

SUBJECT: **Section 42 of the Expropriation Act and the Sale of a 33 foot Strip of Land located on the south side of Eglinton Avenue, east of 1120 Eglinton Avenue East (Ward 3)**

General Committee

MAR 04 2015

- RECOMMENDATION:**
1. That Council for the City of Mississauga, as the approving authority under the *Expropriations Act*, R.S.O., 1990, c. E.26, (the "Act") hereby provides approval to the City of Mississauga, as the expropriating authority under section 42 of the Act, to dispense with the requirement to offer the party from whom lands were expropriated, with the first chance to repurchase the lands on the terms of the best offer received by the expropriating authority, such lands consisting of a 33 foot wide strip of land located on the south side of Eglinton Avenue, east of 1120 Eglinton Avenue East, containing an area of approximately 2,108 square metres (0.52 acres) and legally described as PT LT 7 CON 2 NDS Toronto PTS 2 & 3, R0968028; in the City of Mississauga, Regional Municipality of Peel, in Ward 3 (the "Lands").
 2. That Council enact by-laws authorizing the Commissioner of Transportation and Works and the City Clerk to execute and affix the Corporate Seal to Agreements of Purchase and Sale, and all documents ancillary thereto, between the City of Mississauga (the

“City”), as Vendor and the following:

- a. Charles Hardy Investments Ltd., as purchaser, for approximately 491 square metres (5,287 square feet) of the subject Lands, on terms detailed herein. The purchase price is \$74,018. The subject Lands are legally described as Part of Lot 7, Concession 2, North of Dundas Street, Toronto Township, City of Mississauga, Regional Municipality of Peel, being described as Part 1 on Sketch prepared by the Vendor’s Surveyor and attached hereto as Appendix 2;
- b. Vassallo Investment Corporation, as purchaser, for approximately 491 square metres (5,288 square feet) of the subject Lands, on terms detailed herein. The purchase price is \$74,032. The subject Lands are legally described as Part of Lot 7, Concession 2, North of Dundas Street, Toronto Township, City of Mississauga, Regional Municipality of Peel, being described as Part 2 on Sketch prepared by the Vendor’s Surveyor and attached hereto as Appendix 2;
- c. Ferkul Brothers Limited & F-F Construction Company Limited, as purchaser, for approximately 1,036 square metres (11,146 square feet) of the subject Lands, on terms detailed herein. The purchase price is \$100,314. The subject Lands are legally described as Part of Lot 7, Concession 2, North of Dundas Street, Toronto Township, City of Mississauga, Regional Municipality of Peel, being described as Part 1 on Sketch prepared by the Vendor’s Surveyor and attached hereto as Appendix 3.

**REPORT
HIGHLIGHTS:**

- The subject Land was expropriated by the City in 1991 from the estates of David Coulter and John Moore as part of the required land assembly for the North Dixie (Tomken) Arena and the recently widened road allowances of Tomken Road and Eglinton Avenue.

- Not all of the subject Land were used by the City and one of the remnant sections was sold in 1995 to Laidlaw Waste Systems to facilitate the expansion of a recycling centre.
- The City has recently received offers from three adjacent landowners to purchase the remaining remnant sections of the subject Land.
- The revenue from the sale of the remaining sections of the subject Land collectively totals \$248,364 and is supported by an appraisal that concluded that this is reasonable for the City to accept these offers. This revenue will be deposited into Capital Reserve Fund account.

BACKGROUND:

Based on information contained in a 1991 Corporate Report, the City expropriated an abandoned strip of land from the estates of David Coulter and John Moore. The primary purpose of the expropriation was to provide sufficient parking for the North Dixie (Tomken) Twin Arena; and to create a buffer area between the arena and the adjacent Hydro One corridor. In addition, portions of the expropriated lands were required so that they can be incorporated into the municipal road allowance in regards to the widening of Tomken Road and Eglinton Avenue.

Not all of the expropriated lands were used by the City and in 1995, a portion of the residual lands were declared surplus and sold to Laidlaw Waste Systems, located at 1126 Fewster Drive, to facilitate the expansion of a recycling centre. Another remnant portion of the 1991 expropriated lands are the subject Lands that extend onto Eglinton Avenue.

On June 25th, 2014 General Committee made the recommendation GC-0347-2014 to declare the subject Lands surplus to the City's requirements and authorized Realty Services to dispose of these Lands to the adjacent landowners.

Subsequent to the General Committee recommendation, Realty Services complied with the requirements of Section 2. (1) of City

Notice By-law 215-08 and in July 2014 provided two weeks' notice of the proposed sale on the City of Mississauga website. In February 2015, the City received offers from three adjacent landowners located at 1120 Eglinton Avenue East, 1150 Eglinton Avenue East, and 1135 Crestlawn Drive to purchase respective portions of the subject Lands.

Due to the narrow width of the subject Lands, it was concluded that the Lands are not developable on their own merit and it is therefore appropriate to appraise the land based on its 'Value in Contribution' to the adjacent lands. This in turn creates a non-competitive bilateral market situation which affects the price relative to a regular developable lot. The appraisal determined that it is reasonable to accept offers of \$14 per square foot for land that fronts onto Eglinton Avenue and \$9 per square foot for land located to the rear.

COMMENTS:

Section 42 of the Act provides as follows:

"Where lands that have been expropriated and are in the possession of the expropriating authority are found by the expropriating authority to be no longer required for its purposes, the expropriating authority shall not, without the approval of the approving authority, dispose of the lands without giving the owners from whom the land was taken the first chance to repurchase the lands on the terms of the best offer received by the expropriating authority."

The City of Mississauga was the expropriating authority and no longer requires the lands for the purposes it was expropriated. In order to sell the subject lands, the City of Mississauga as the expropriating authority wishes to secure the approval of the approving authority to dispense with the repurchase requirement under the said section 42 of the Act. The task of tracking down and compiling an accurate list of all the rightful heirs of David Coulter and John Moore would be very time consuming for City Staff and costly for the City. Moreover, this task would not necessarily result with any one of the heirs being interested in making an offer on the same terms as the offers currently being considered by the City. Finally, the Lands would have very little value to anyone except one of the abutting landowners wishing to expand their parking areas.

FINANCIAL IMPACT: The City will receive total revenue of \$248,364 from the sale of the subject Lands, broken down as \$74,018 from Part 1, \$74,032 from Part 2, and \$100,314 from Part 3. These funds will be deposited into the Capital Reserve Fund Account, with exception of approximately \$6,000 to be deposited to the Realty Services Surplus Lands Disposal Account to pay for the anticipated cost of preparing a new Reference Plan.

CONCLUSION: It is reasonable to dispense with the requirement that the expropriated party have the first chance to repurchase the subject Lands, as outlined in Section 42 of the Act. The previous owners consisted of two individuals who were deceased at the time of expropriation in 1991 and attempting to track down all of their rightful heirs would be time consuming and not necessarily result in any one of them wishing to repurchase the subject lands. Accordingly, selling the subject Lands to the abutting landowners should be permitted as being the more prudent course of action.

ATTACHMENTS: Appendix 1: Location of the subject Lands (Ward 3).
Appendix 2: Sketch of the subject Lands



Gary Kent
Commissioner of Corporate Services and Chief Financial Officer

Prepared By: Kevin Bolger, Project Leader



MISSISSAUGA



Corporate Services

Realty Services

**Location of Subject Lands – Eglinton Avenue East
Laneway Between 1120 and 1150 Eglinton Avenue East
PO11 – EGL**

SCALE FOR REDUCED DRAWINGS



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SKETCH SHOWING DIVISION
OF CITY LANE

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NOT TO SCALE

2014/10/22



MISSISSAUGA
Leading today for tomorrow





Corporate Report

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PO.13.FAL.

DATE: January 29, 2015

General Committee

MAR 04 2015

TO: Chair and Members of General Committee
Meeting Date: March 4, 2015

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

SUBJECT: **Surplus declaration Part of Park 317 located on the east side of
Falbourne Street (Ward 5)**

- RECOMMENDATION:**
1. That City owned lands, being part of Park 317 located on the east side of Falbourne Street containing an area of approximately 1297 square metres (0.32 acres) and legally described as Part of Part of Blocks 3, 4, 5 and 12, Plan 43M-832, Parts of Blocks 4 and 7 and Parts of Blocks 5 and 6, Plan 43M-900, in the City of Mississauga, Regional Municipality of Peel, in Ward 5, be declared surplus to the City's requirements.
 2. That Realty Services staff be authorized to proceed to negotiate with the Municipality of the Region of Peel for the disposition or long term ground lease of the lands to be declared surplus at fair market value for the purpose of the construction of a Satellite Paramedic Station, pursuant to the Acquisition and Disposal of Real Property Corporate Policy 05-04-01.
 3. That all steps necessary to comply with the requirements of Section 2.(1) of City Notice By-law 215-08 be taken, including giving notice of the proposed sale on the City of Mississauga's website for a two week period, where the expiry of the two week period will be at least one week before the execution of the

agreement for the sale of subject lands.

BACKGROUND:

The Municipality of the Region of Peel (the "Region") has requested the opportunity to either purchase or enter into a long term ground lease for a portion of the City's Park 317 to construct a satellite paramedic station. The subject lands, are adjacent to the City's existing Fire Station # 114, located at 5845 Falbourn Street. The Region is seeking an area of approximately 0.32 acres to locate the paramedic station (see Appendix 2).

COMMENTS:

The proposed surplus declaration for the purpose of sale or long term ground lease of the subject lands to the Region has been circulated to all City departments, and no objections were received.

This requirement was previously identified in the October 10, 2013 In Camera Corporate Report entitled "Acquisition of Lands at 7300 West Credit Avenue for the purpose of a Mississauga Transit Facility". That report authorized entering into a Right of First Opportunity and Right of First Refusal agreement ("ROFO" agreement) with Orlando Corporation over a portion of Park 317. The ROFO agreement includes an exception which protects this opportunity.

The Region will complete, at their sole cost, a reference plan identifying the exact dimension of the lands to be sold or leased.

The subject lands are located within the Gateway Employment Character Area under the Mississauga Official Plan and designated "Business Employment". Community infrastructure uses are permitted with all land use designations including paramedic stations.

In accordance with Corporate Policies 09-08-02 (Applications for Development of Contaminated or Potentially Contaminated Sites) and 05-04-01 (Acquisition and Disposal of Real Property), prior to disposing of the subject property, a Phase One Environmental Site Assessment (ESA) should be completed to identify potential and/or actual environmental liability associated with historic and/or current uses of the site and surrounding lands.

Prior to any potential sale of the subject lands public notice will have been given by the posting of a notice of the proposed sale on the City

of Mississauga's website for a two week period, where the expiry of the two week period will be at least one week before the execution of the agreement for the sale of said lands. This notice satisfies the requirements of the City Notice By-law 0215-2008 as amended by By-law 0376-2008.

FINANCIAL IMPACT: Any costs associated with a sale or ground lease of the subject lands (environmental reports, appraisal etc.) are to be charged to the Various Surplus Land Disposals account PN11850, with a portion of the revenue generated from a sale to be credited to this account to offset these costs.

CONCLUSION: It is reasonable to declare the subject lands surplus to the requirements of the City of Mississauga and negotiations be entered into with the Region for the disposition or long term ground lease of the lands to be declared surplus at fair market value for the purpose of the construction of a Satellite Paramedic Station,

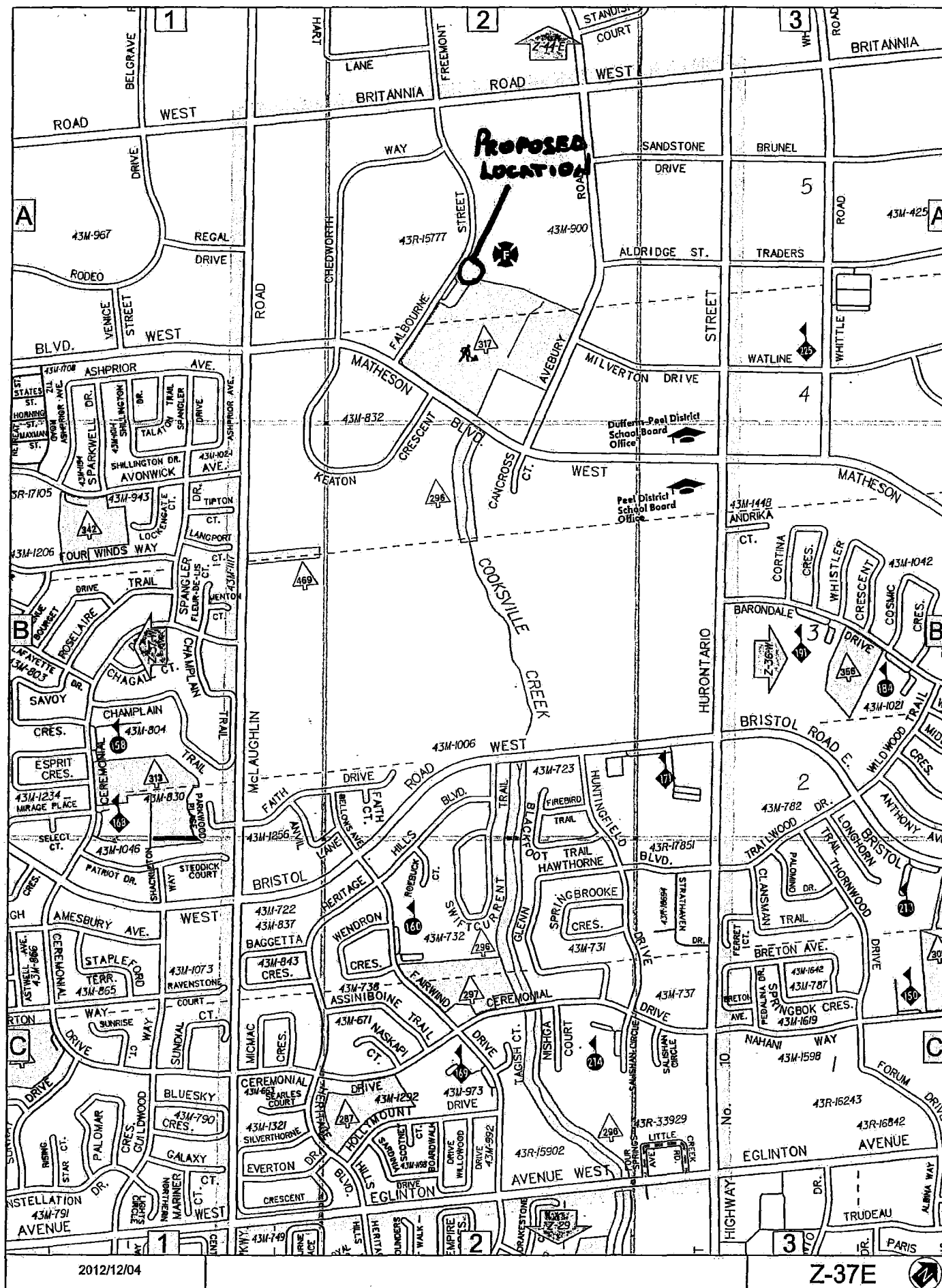
ATTACHMENTS: Appendix 1: Sketch showing the location of the lands to be declared surplus. (Ward 5)

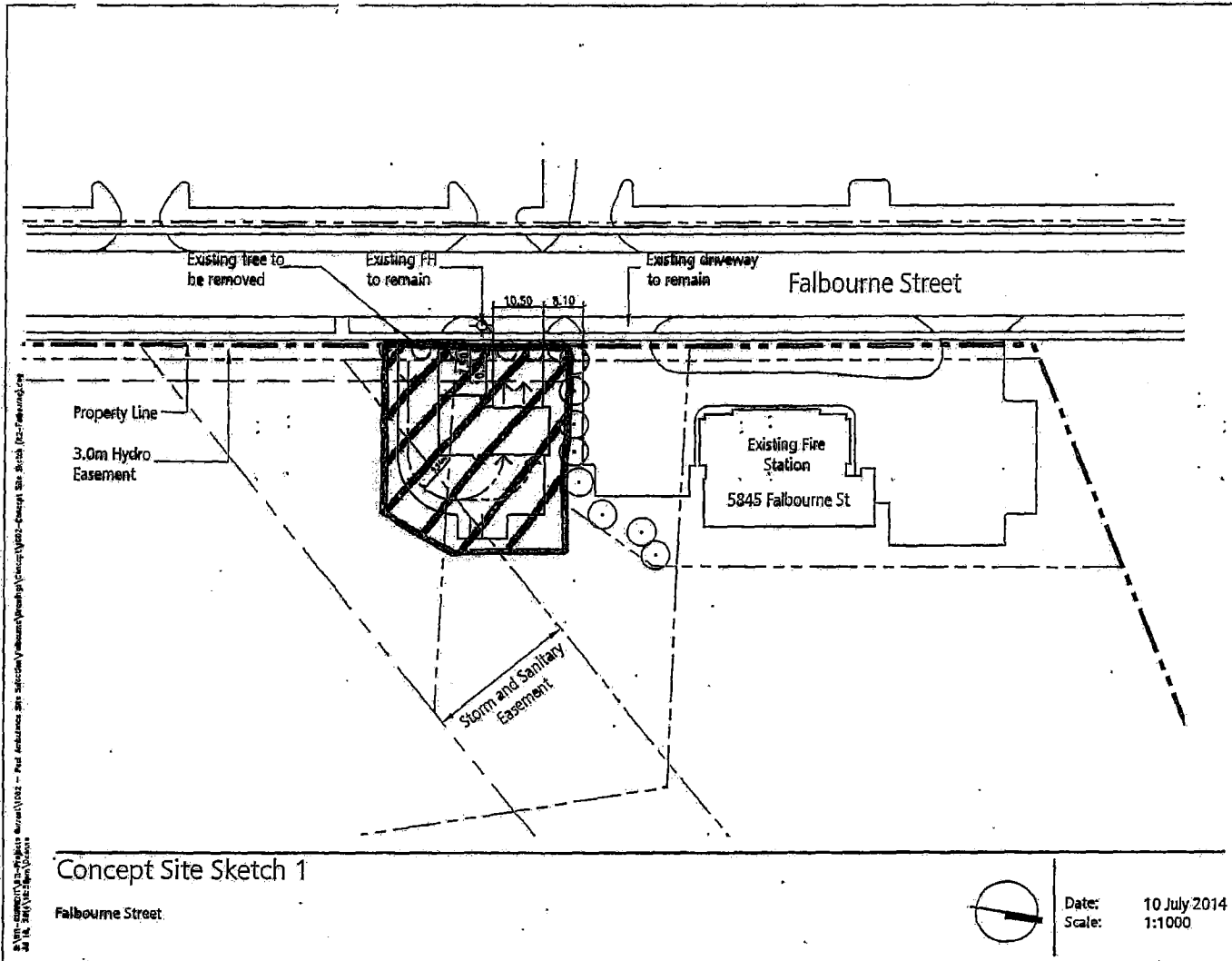
Appendix 2: Sketch of the proposed satellite paramedic station.



Gary Kent
Commissioner of Corporate Services and Chief Financial Officer

Prepared By: Kevin Nutley, Realty Services







Corporate Report

Clerk's Files

Originator's
Files

MG.23.REP

DATE: February 18, 2015

TO: Chair and Members of General Committee
Meeting Date: March 4, 2015

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

SUBJECT: **Historical Background on Rapid Transit in Mississauga**

General Committee
MAR 04 2015

RECOMMENDATION: That the report "Historical Background on Rapid Transit in Mississauga", dated February 18, 2015 from the Commissioner of Transportation and Works be received for information.

REPORT HIGHLIGHTS:

- This report provides additional information to the report "Rapid Transit in Mississauga", dated November 21, 2014, from the Commissioner of Transportation and Works as directed by Transportation Committee on December 3, 2014.
- Transit, and specifically rapid transit, is a vital aspect of the transportation network but there is a need to prioritize the investment in transit initiatives based upon a variety of factors that includes an assessment of the benefits and costs of each project.
- The planning for rapid transit has evolved over the past 40 years and has shifted from local service to a regional approach to providing rapid transit service. Metrolinx's objective of delivering Regional Express Rail across the GO Transit network over the next 10 years will provide significant improvements to Mississauga's emerging rapid transit service by providing better east-west inter-regional connectivity.

BACKGROUND:

Further to the report "Rapid Transit in Mississauga", dated November 21, 2014, from the Commissioner of Transportation and Works to Transportation Committee on December 3, 2014, direction was given to provide additional supporting information to the various issues and questions raised by the Transportation Committee members. This report attempts to summarize some of the historical decisions related to planning for rapid transit in Mississauga.

COMMENTS:

Since the City of Mississauga was established in 1974, it has grown to be the sixth largest municipality in Canada with 757,000 residents and over 417,000 jobs. The provision of transportation infrastructure is an essential component in responding to the increased demand for trips related to work, shopping, school and recreation.

Based upon the 2011 Transportation Tomorrow Survey (conducted every 5 years), over 1.6 million daily trips originate within Mississauga, with many more destined to or passing through our community. Looking at automobile trips specifically, in the morning peak period alone, Mississauga generates approximately 295,000 trips with 95,000 trips destined to places outside the municipality, while over 156,000 trips originating in other jurisdictions are destined here. In terms of destinations, Toronto remains a key attracter, accounting for over 31,000 automobile trips from Mississauga.

From a transportation perspective, opportunities to support growth through the continued expansion of the City's road network are limited and as a result, the City is transitioning from a practice of moving traffic to focusing upon the overall movement of people and goods.

It is this paradigm shift that supports the development of a more multi-modal and sustainable transportation system. There are many factors that influence travel choice, which can include but are not limited to cost, convenience, time and reliability. Investing in better rapid transit service and improving overall efficiency of the network has been shown to have a positive impact on overall ridership.

There are numerous studies that have been conducted over the years attempting to identify and prioritize transportation and rapid transit alternatives for Mississauga. The following summarizes some of the key milestones:

Pre-Amalgamation (to 1974)

Historical records on “rapid transit” can be traced back in Toronto Transit Commission (TTC) archives, when the Toronto and Mimico Electric Railway and Light Company received permission to extend their existing streetcar operations west to Hamilton in 1903. They entered an agreement with the Hamilton Radial Electric Railway that would develop a line east to Oakville. However, the Toronto and Mimico Railway and Light Company had difficulty making it to Port Credit. The railroad reached Hurontario Street on December 24, 1905, and the Credit River on November 19, 1906 before experiencing financial problems. The gap between Port Credit and Oakville, although surveyed, would never see operation and the line would eventually be converted to bus operations on February 9, 1935. Heritage Mississauga records have some photos of streetcar service which would be replaced by TTC bus service until it was transferred to Mississauga Transit in 1974.

In 1967, GO Transit was created by the Government of Ontario and initially ran diesel multiple rail units from Oakville to Pickering along the Lakeshore rail corridor carrying over 2.5 million riders in its first year with stops in Port Credit and Clarkson.

Municipal Amalgamation (1974)

The Mississauga Transportation Planning Study (1974) and the Mississauga Urban Development and Transportation Study (1975) were completed as part of the municipal amalgamation process. The reports examined long-term rapid transit network development that based upon projected demands recommended the new City of Mississauga support:

- Enhanced GO rail service especially for the Milton Corridor;
- Light Rail Transit development along Burnhamthorpe Road (Toronto to Erindale Station) and Hurontario Street (Port Credit to Burnhamthorpe Road);
- Future expansion of Light Rail Transit along Burnhamthorpe Road to Erin Mills Parkway and the development of a new Light Rail Transit corridor on Erin Mills Parkway (Clarkson to Meadowvale); and

- Longer-term rapid transit expansion north on Hurontario Street and from the Milton GO rail corridor to Brampton

The Official Plan for the City Mississauga was developed with inclusion of the GO rail network and rapid transit corridors on Burnhamthorpe Road, Hurontario Street and Erin Mills Parkway.

Rapid Transit Planning in the 1980's

The Mississauga Transportation Strategy (1985) was undertaken to review the transportation network and to establish priorities in response to the 1982 GO Advanced Light Rail Transit (ALRT) Provincial funding initiative for the development of a network of advanced light rail transit facilities. The report concluded that based on growth patterns and ridership projections, a priority should be the development of the east-west bus-based Highway 403 transitway with connections to the Bloor subway, the airport and the future Eglinton Rapid Transit corridor. The subsequent Mississauga Ten Year Transit Strategy (1989) supported the transitway proposal along with identifying the need for GO Rail improvements especially to the Milton corridor to support growth. The Mississauga Transitway Environmental Assessment Process was initiated in the early 1990's, which led to the design and current construction of today's Transitway alignment.

The proposed Mississauga Transitway incorporated elements of the Province of Ontario Parkway Belt West Plan (1978), in which space for an inter-urban transit facility was protected along segments of the Highway 403 and Highway 407 corridors; this includes the Mississauga Transitway in Mississauga.

East Boundary Rapid Transit Connections

The TTC opened the Bloor Danforth subway line from Keele to Woodbine in 1966 and it was extended to Islington in 1968. The extension to Kipling did not occur until 1980 and the stop incorporated accommodations for a light rail transit exchange facility into the design. The TTC initiated an Environmental Assessment for the Bloor-Danforth Subway Westerly Extension (1993) which identified options to extend the subway corridor to The West Mall, at

an estimated cost of \$330 M and further to the Dixie Road / Dundas Street East node for an additional estimated amount of \$205 M. These estimates are based on an estimated unit cost of \$120 M per kilometer. In addition, the extension of the subway corridor was assessed further through the broader TTC Rapid Transit Expansion Study (2001) which reviewed all TTC Rapid Transit initiatives. Estimates for subway expansion today could be approaching \$350 to \$400 Million per kilometer or approximately \$5 Billion to the Downtown Mississauga area based on recent Metrolinx projects in the City of Toronto. At the time, Mississauga expressed concerns regarding the shift of the subway corridor from the Dundas Street alignment to The West Mall alignment.

Today, a trip from Cooksville GO Station to Downtown Toronto's Union Station takes approximately 32 minutes by train. If the existing Bloor/Danforth subway line were to be extended to Cooksville from its current terminus at Kipling, the same trip to Union Station would require 65 minutes, based on current travel speeds.

In reviewing the City's Rapid Transit planning historical records, no correspondence or records were found that an offer was made by any government to extend the subway into Mississauga at no cost to Mississauga.

During the "Let's Move" Provincial funding initiative in 1990, the number of potential transit infrastructure projects again significantly exceeded anticipated funding. In an effort to better position Mississauga for future provincial funding initiatives, the Mississauga East Boundary Transit review (1993) was conducted to "provide a strategic assessment of transit directions for Mississauga to:

- Provide a long term rapid transit strategy for Mississauga as a context to respond to the environmental assessment studies being conducted by the TTC and Metro Toronto in the Eglinton and Bloor West Corridors;
- Provide input into the Mississauga Official Plan Review;
- Provide basis for provincial/regional/municipal discussion on the development of a Mississauga East Boundary Transit Strategy as part of a larger GTA Transit Strategy."

The report assessed alternatives based upon performance, economic impacts, land use structure, risk/flexibility and jurisdictional issues. It recommended support for the Mississauga Transitway, Milton GO Rail Line, Airport access link, Georgetown GO Rail Line and the Hurontario Rapid Transit link.

Rapid Transit Planning Today

With the continuous and rapid growth of the Greater Toronto and Hamilton Area (GTHA), it was recognized that the greatest demand was for inter-regional travel. As such the focus shifted towards enhancing the service and options for improving longer distance trips across the region and improving local connections to that regional service. The various studies over the years have consistently indicated that east-west movements are critical for Mississauga and hence the priorities have been on supporting GO Transit rail expansion plans and development of the Mississauga Transitway. The Mississauga Transitway benefits are documented elsewhere and extend well beyond the corridor as individual routes can branch out into the local community after gaining the efficiency benefits of using the Transitway. The Transitway also provides opportunities to link to the broader planned rapid transit network with connections to the Airport, Islington/Kipling Subway Stations and the Eglinton West Transit Corridor. While a segment of the Mississauga Transitway has recently opened and other segments are under construction, there are also critical elements within the Downtown Mississauga area that remain unfunded. Council recently approved the budget to expedite the preliminary design and ultimate funding discussion for this link.

The Regional Express Rail (RER) initiative is still being developed by Metrolinx with overall objectives of providing for 15 minute peak, all-day, two-way service on all GO Transit rail corridors. This would include the Milton corridor which has been identified through numerous studies in the past as a key component and priority to accommodating our east-west transportation needs. Metrolinx has indicated that they are planning to conduct extensive consultation with municipalities during the development of their RER plans.

In addition to these east-west movements, transportation planning over the years has also identified the need to develop north-south rapid transit options with the Hurontario Street link being consistently

identified. With the recent completion of the preliminary engineering and the Transit Project Assessment Process (TPAP), along with an established benefit case analysis, this project has been identified as a municipal priority most recently through Council's December 10, 2014 adoption of the "Rapid Transit in Mississauga" Corporate Report. While the Hurontario-Main LRT directly serves the immediate corridor with employment areas in the Gateway/Downtown Districts and high intensity residential in the Hurontario/Fairview/City Centre and Cooksville Districts, the LRT will also act as a rapid transit spine connecting 3 GO Transit lines and, in conjunction with the Mississauga Transitway, will connect to the broader MiWay and GTA rapid transit network through various mobility hubs. This corridor development also goes beyond transportation requirements to being viewed as a catalyst for shaping land use and urban design, especially within Downtown Mississauga.

The Metrolinx "Big Move" Transportation Plan (2008) identifies an extensive rapid transit network for the entire Greater Toronto and Hamilton Area. In addressing implementation concerns, Metrolinx has placed significant emphasis on developing a prioritization process that includes extensive benefit case analysis. Metrolinx is currently conducting an internal assessment of the Regional Express Rail initiative. The City of Mississauga has worked to provide the required supporting information for the Hurontario-Main Light Rail Transit project and will be identifying requirements for further resources to undertake a more thorough analysis on the remaining Downtown Mississauga segments of the Mississauga Transitway in an effort to expedite the timing to advance this vital rapid transit network link.

STRATEGIC PLAN:

The development of rapid transit infrastructure is consistent with the following Strategic Pillars for Change, Goals and Actions put forth in the City's Strategic Plan:

MOVE: Developing a Transit Oriented City:

- Connect our City
 - Action 5: Provide alternatives to the automobile along major corridors
 - Action 7: Create mobility hubs

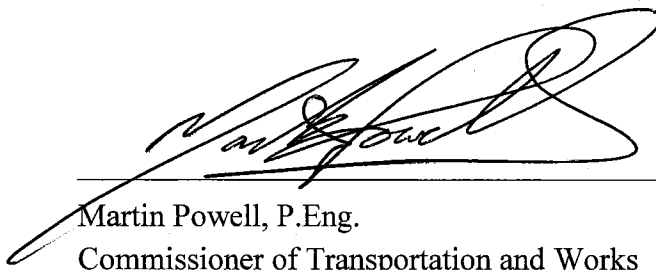
- Action 8: Improve transit service between Mississauga, Union Station and Pearson International Airport
- Increase Transportation Capacity
 - Action 14: Implement transit priority measures
- Direct Growth
 - Action 19: Accelerate the creation of a higher-order transit infrastructure.

FINANCIAL IMPACT: N/A

CONCLUSION:

Transit, and specifically rapid transit, has always been seen as a tool to support land-use patterns and the resulting travel /mobility needs. However, previous studies have also shown there has been a constant recognition that the number of rapid transit initiatives has always exceeded available funding, and therefore, there is a pressing need to prioritize our transit initiatives.

Within Mississauga, east-west movements remain dominant and the work to date indicates that these can best be served by investment in the GO rail network, completion of the Mississauga Transitway and continued effort on the other identified longer-term transit corridors. In the interim, any opportunities to support these efforts through bus transit priority measures should be explored. In addition, to build an effective rapid transit network that supports the projected land-use patterns and travel demands requires the development of a north-south rapid transit spine as identified through the Hurontario–Main Light Rail Transit Study. This corridor will help shape land use patterns and provide important connections to the east-west rapid transit network.



Martin Powell, P.Eng.

Commissioner of Transportation and Works

Prepared By: Joe Perrotta, Manager, Transportation Planning

City of Mississauga Memorandum

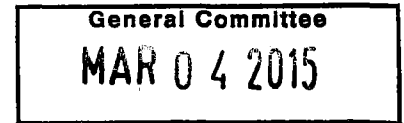


To: Chair and Members of General Committee

From: Sacha Smith, Legislative Coordinator

Date: February 26, 2015

Subject: Traffic Safety Council Site Inspection Report – Shelter Bay Public School
(Ward 9)



Due to the cancellation of the February 25, 2015 Traffic Safety Council meeting and the time sensitive nature of this matter, attached is the Traffic Safety Council Site Inspection Report with recommendations including the placement of a crossing guard at the park path, adjacent to Shelter Bay Public School on the east side.

A handwritten signature in black ink, appearing to read "S. Smith".

Sacha Smith
Legislative Coordinator
Legislative Services
905-615-3200 ext. 4516
sacha.smith@mississauga.ca

14a Site Inspection Report



Corporate Services
Office of the City Clerk

Site			
School:	Shelter Bay Public School	Address:	6735 Shelter Bay Rd. Mississauga ON L5N 2C5
School Times:	8:50 AM	3:10 PM	
Student Population:	439	No. of School Buses:	72 BUSED
School:		Address:	
School Times:			
Student Population:		No. of School Buses:	
Location: (Please identify the location with reference to nearest intersection. Indicate nearest school and address)			
Shelter Bay Road(at park path adjacent to Shelter Bay PS - east side)			
Date of Inspection:	2015	01	28
Inspection Time:	8:20 AM	3:10 PM	
Requested By:	Councillor Saito, a parent		
Prepared By:	H. Relf		Request For: Crossing Guard

Observers			
File Number:	RT.10	File Number:	RT.10
Ward:	Ward 9		
Observed By:	H. Relf	<input type="checkbox"/> AM	<input type="checkbox"/> PM <input checked="" type="checkbox"/> AM & PM
Observed By:	S. Duffin	<input type="checkbox"/> AM	<input type="checkbox"/> PM <input checked="" type="checkbox"/> AM & PM
Observed By:	A. Liya	<input type="checkbox"/> AM	<input type="checkbox"/> PM <input checked="" type="checkbox"/> AM & PM
Observed By:		<input type="checkbox"/> AM	<input type="checkbox"/> PM <input type="checkbox"/> AM & PM
Observed By:		<input type="checkbox"/> AM	<input type="checkbox"/> PM <input type="checkbox"/> AM & PM
Observed By:		<input type="checkbox"/> AM	<input type="checkbox"/> PM <input type="checkbox"/> AM & PM

Details			
Weather Conditions:	AM: <input checked="" type="checkbox"/> Dry <input checked="" type="checkbox"/> Sunny <input type="checkbox"/> Rain <input type="checkbox"/> Snow <input type="checkbox"/> Other: -13C	PM: <input checked="" type="checkbox"/> Dry <input checked="" type="checkbox"/> Sunny <input type="checkbox"/> Rain <input type="checkbox"/> Snow <input type="checkbox"/> Other: -1C	
Type of Crossing:	<input type="checkbox"/> 4 Way Intersection <input type="checkbox"/> 3 Way Intersection <input checked="" type="checkbox"/> Midblock (i.e., not an intersection)		
Type of Control:	<input type="checkbox"/> Traffic Lights <input type="checkbox"/> Yield Signs <input checked="" type="checkbox"/> No Control	<input type="checkbox"/> Stop Signs (Traffic is stopped on one street only)	<input type="checkbox"/> All Way Stop (Traffic is stopped in all directions)

Site Conditions			
School Signs:	<input checked="" type="checkbox"/> School Area Signs <input type="checkbox"/> School Crossing Signs <input checked="" type="checkbox"/> Parking/Stopping Prohibition		
Posted Speed Limit:	<input checked="" type="checkbox"/> 40 km/hr <input type="checkbox"/> 50 km/h <input type="checkbox"/> 60 km/hr <input type="checkbox"/> Other:		
Visibility of Crossing Pedestrians:	<input type="checkbox"/> Poor <input type="checkbox"/> Fair <input checked="" type="checkbox"/> Good	Comments:	if vehicles parked legally
Sight Obstructions:	<input type="checkbox"/> Hedges <input type="checkbox"/> Trees <input type="checkbox"/> Fences <input type="checkbox"/> Bus Shelter <input type="checkbox"/> Newspaper Boxes <input type="checkbox"/> Other (Specify):		
Road Grade:	<input checked="" type="checkbox"/> Flat <input type="checkbox"/> Incline <input type="checkbox"/> Decline		
Road Geometrics:	<input checked="" type="checkbox"/> Straight <input checked="" type="checkbox"/> Curved IC THE WEST	Comments:	
Road Width:	11.7 feet/metres	Curb to Curb:	feet/metres
Road Conditions:	AM: <input checked="" type="checkbox"/> Dry <input type="checkbox"/> Wet <input type="checkbox"/> Snow Covered <input type="checkbox"/> Ice	PM: <input checked="" type="checkbox"/> Dry <input type="checkbox"/> Wet <input type="checkbox"/> Snow Covered <input type="checkbox"/> Ice	
Sidewalks:	<input type="checkbox"/> Not Present <input checked="" type="checkbox"/> North <input checked="" type="checkbox"/> South <input type="checkbox"/> East <input type="checkbox"/> West		
Proximity to School:	<input checked="" type="checkbox"/> BESIDE <input type="checkbox"/> Within <input type="checkbox"/> feet/metres		
Route Survey:	<input type="checkbox"/> Shopping Area <input type="checkbox"/> Construction <input type="checkbox"/> Driveway <input type="checkbox"/> Parked Vehicle(s)	<input type="checkbox"/> Transit Bus Stop <input type="checkbox"/> Underpass Within <input type="checkbox"/> feet/metres	Other (specify):
Comments / Conflicts:	See below		

Crossing Guard Warrant Survey

Location: Shelter Bay Road (at park path adjacent to Shelter Bay PS - east side)

☒ Safe Gap Time Safe Gap Time Calculation (if applicable): $\left(\frac{W}{3.5} + 4 \right) \times 15 = \text{sec.}$
☐ Signalized Intersection turning traffic count

Morning Intervals

Time (AM)	# of Peds	# of Conflicts	Gaps	# of Gaps
7:45 - 7:50				
7:50 - 7:55				
7:55 - 8:00				
8:00 - 8:05				
8:05 - 8:10				
8:10 - 8:15				
8:15 - 8:20				
8:20 - 8:25			53,///,26,17,17,16,12,39,67,///	14
8:25 - 8:30			17,54,20,///,66,17,27	11
8:30 - 8:35	2		58,40,18,23,21,///,17,1,24,///////,17,////	11
8:35 - 8:40			1,25,28,///////,72,///	6
8:40 - 8:45	29		36,///,32,///////,20,///,27,///////,17,1	7
8:45 - 8:50	5		1,20,1,1,1,21,16,18,17,////	5
8:50 - 8:55				
8:55 - 9:00				

Afternoon Intervals

Time (PM)	# of Peds	# of Conflicts	Gaps	# of Gaps
2:45 - 2:50				
2:50 - 2:55				
2:55 - 3:00				
3:00 - 3:05				
3:05 - 3:10				
3:10 - 3:15	20		///////,15,///,24,///,16,21	4
3:15 - 3:20	47		///////,17,1,1,38,21,1,1,4,17,1	5
3:20 - 3:25	1		///,19,17,///,48,///,39,22,27,49	12
3:25 - 3:30			35,1,57,1,64,1,19,///,46,1	13
3:30 - 3:35				
3:35 - 3:40				
3:40 - 3:45				
3:45 - 3:50				
3:50 - 3:55				
3:55 - 4:00				

Recommendations

- 1) That a warrant for a crossing guard has been met at this location; notwithstanding that, there are enough safe gaps. This recommendation is based on road width, driver behaviour and student volume.
- 2) That the Principal of Shelter Bay Public School be requested to encourage parents to use the Kiss & Ride
- 3) That Transportation & Works review signage in front of the school

Observations

Volume of Traffic (see Intersection Plan):
 AM: ☐ Heavy ☐ Light ☒ Intermittant PM: ☐ Heavy ☐ Light ☒ Intermittant

Number of Crossing Pedestrians:
 AM: North ☐ East ☐ 36 South ☐ West ☐ PM: North ☐ East ☐ 68 South ☐ West ☐

Turning Traffic:
 AM: ☐ Heavy ☐ Light ☐ Intermittant PM: ☐ Heavy ☐ Light ☐ Intermittant

14c

Additional Comments/Conflicts

- observed u-turns
- Kiss & Ride under utilized
- vehicles stopped voluntarily for children. However the road is wide enough for vehicles to pass stopped vehicles thereby endangering crossing pedestrians.
- parents stopping illegally to drop off children
- Number of gaps is artificially high; created by vehicles stopping voluntarily for pedestrians .

Additional Recommendations

TOWING INDUSTRY ADVISORY COMMITTEE

February 17, 2015

REPORT 1 - 2015

General Committee

MAR 04 2015

TO: CHAIR AND MEMBERS OF GENERAL COMMITTEE

The Towing Industry Advisory Committee presents its first report for 2015 and recommends:

TIAC-0001-2015

That Section 2 of Schedule 3, of the Tow Truck Licensing By-law 521-04 be amended to increase the all-inclusive flat rate towing fee from two hundred and fifty dollars (\$250.00) to two hundred and eighty dollars (\$280.00).

(TIAC-0001-2015)

TIAC-0002-2015

That the Towing Industry Advisory Committee provide comments to staff, for inclusion in a future report to General Committee, on the report from the Commissioner of Transportation and Works dated January 26, 2015 and entitled "Amendments to the Tow Truck Licensing By-law 521-04, as amended, for Tow Truck Definitions".

(TIAC-0002-2015)

TIAC-0003-2015

That the action list of the Towing Industry Advisory Committee meeting held on February 17, 2015 provided to the Committee to update on the status of initiatives raised at prior meetings be received.

(TIAC-0003-2015)

Hurontario-Main LRT (HMLRT)

-Educational Workshop

Alan Jones, Director, Steer Davies Gleave

City of Mississauga

March 4th, 2015

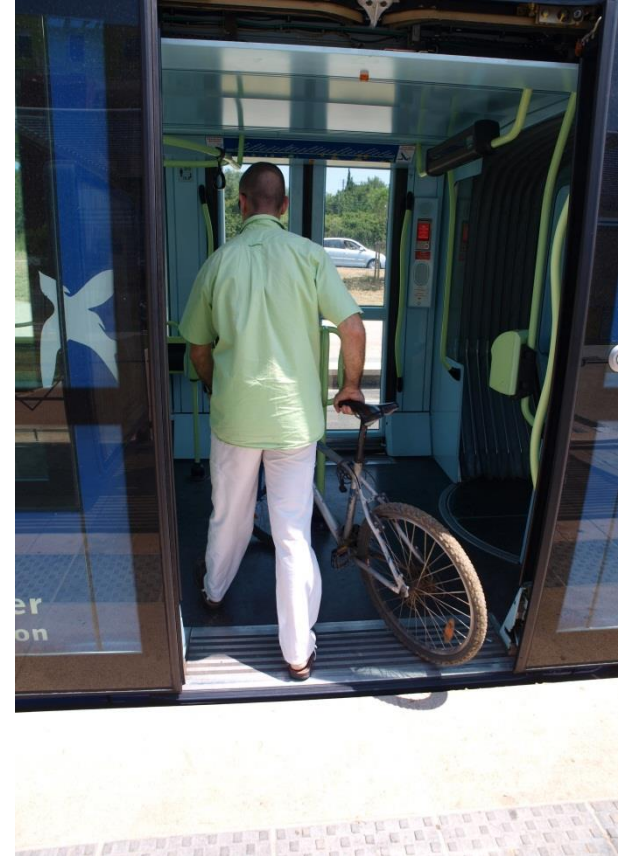


WHAT IS URBAN STYLE LRT ?

Urban Style LRT- Key Components



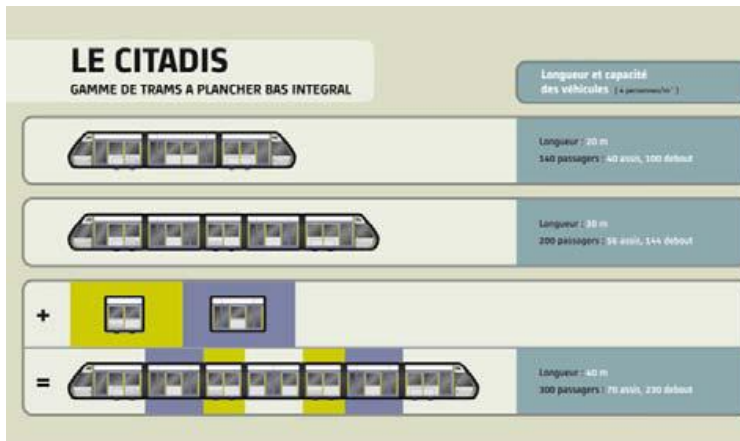
Low floor level boarding- Access for All



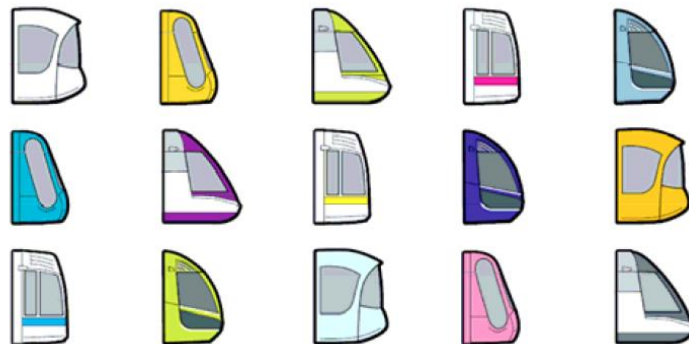
Light Rail Vehicles- modular design, 200+ passengers



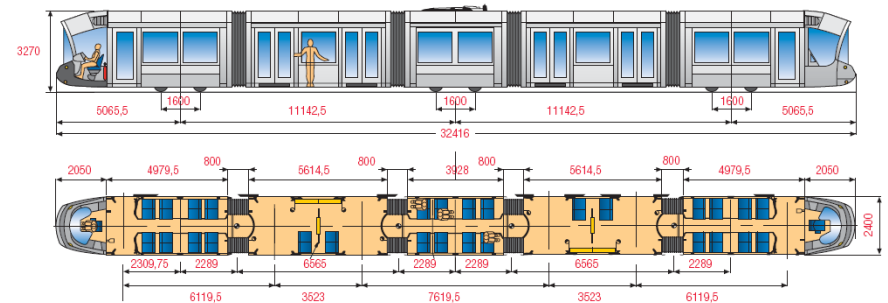
Light Rail Vehicle Options & Examples



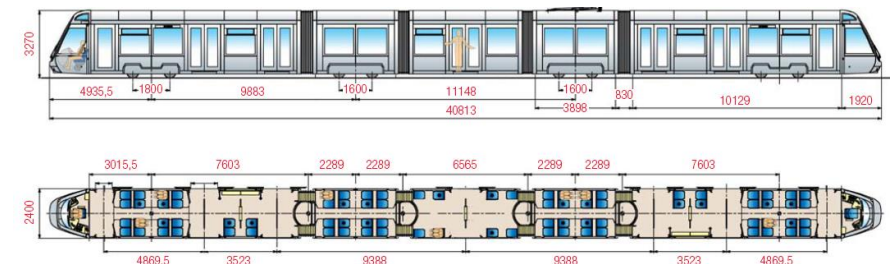
Vehicle Arrangement Options



Vehicle Cab Options



- Lyon, France - 32.4m long (full low floor access)
- 56 seated, 145 standing - 201 passengers total (4 passengers/m²)



- Dublin, Ireland - 40.8m long (partial low floor with full low floor access)
- 80 seated, 230 standing - 310 passengers total (5 passengers/m²)

* Images & information supplied courtesy of Alstom

Light Rail Vehicles- can be coupled to increase capacity



LRT on exclusive right of way- speed & reliability



A Complete Street Design Approach



LRT- as part of an integrated transit network



New LRT and New TOD Development



Designed to operate in all weather conditions

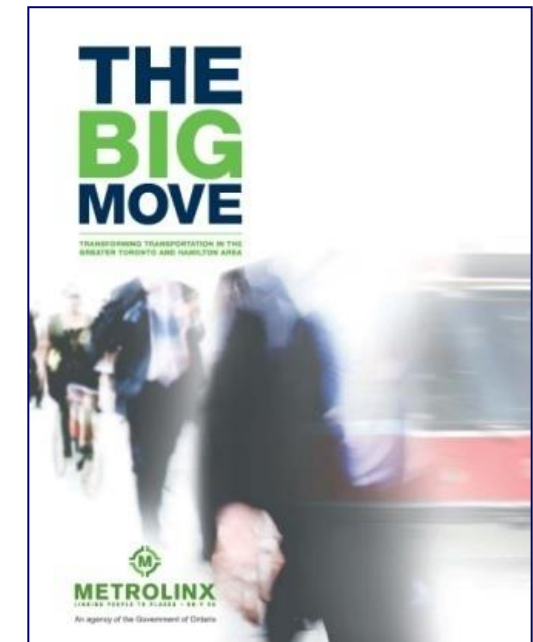
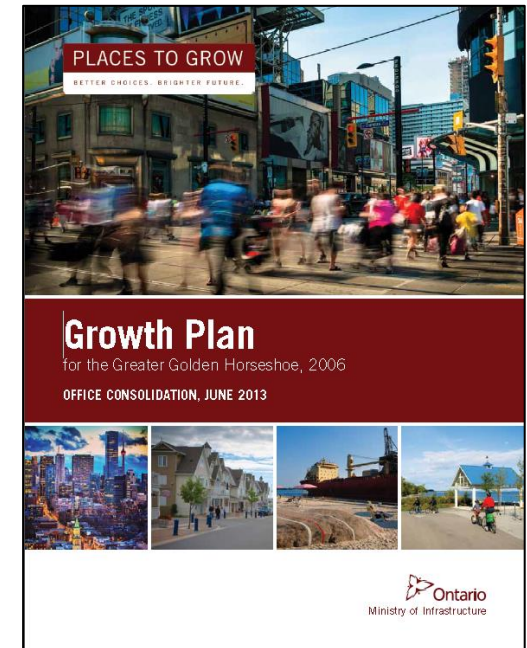




METROLINX

Metrolinx Transit Planning Process

- Complementary to Ontario Places to Grow
 - Urban Growth Centres, Mobility Hubs, Intensification Corridors, Transit Corridors
- Big Move- Review & prioritisation of transit projects
- Benefit case assessment (BCA) of projects
- **Multiple Account Evaluation** approach
 - Transportation
 - Financial
 - Environment
 - Economic development
 - Socio-community
- Hurontario Main LRT in Top 15 Priority Project List
- BCA examined BRT & LRT options





MISSISSAUGA

Our Vision for the Future

Mississauga will inspire the world as a dynamic and beautiful global city for creativity and innovation, with vibrant, safe and connected communities; where we celebrate the rich diversity of our cultures, our historic villages, Lake Ontario and the Credit River valley.
A place where people choose to be.

move
belong
connect
prosper
green


strategicplan
Our Future Mississauga



move developing a transit-oriented city

Direction Our Future Mississauga is a city where people can get around without an automobile, and where transit will directly influence and shape the form of the city. Transit will be a desirable choice that connects people to destinations, and will underpin an environmentally responsible, inclusive, vibrant and successful city.

Principle Mississauga is a city that values clean air and healthy lifestyles through the promotion of transit as a preferred, affordable and accessible choice.

Strategic Goals

Develop Environmental Responsibility – to contribute to environmental responsibility by reducing private automobile use and developing compact mixed-use development.

Connect our City – to contribute to a vibrant, successful city by connecting communities within Mississauga and within the Greater Golden Horseshoe to support a 24-hour city.

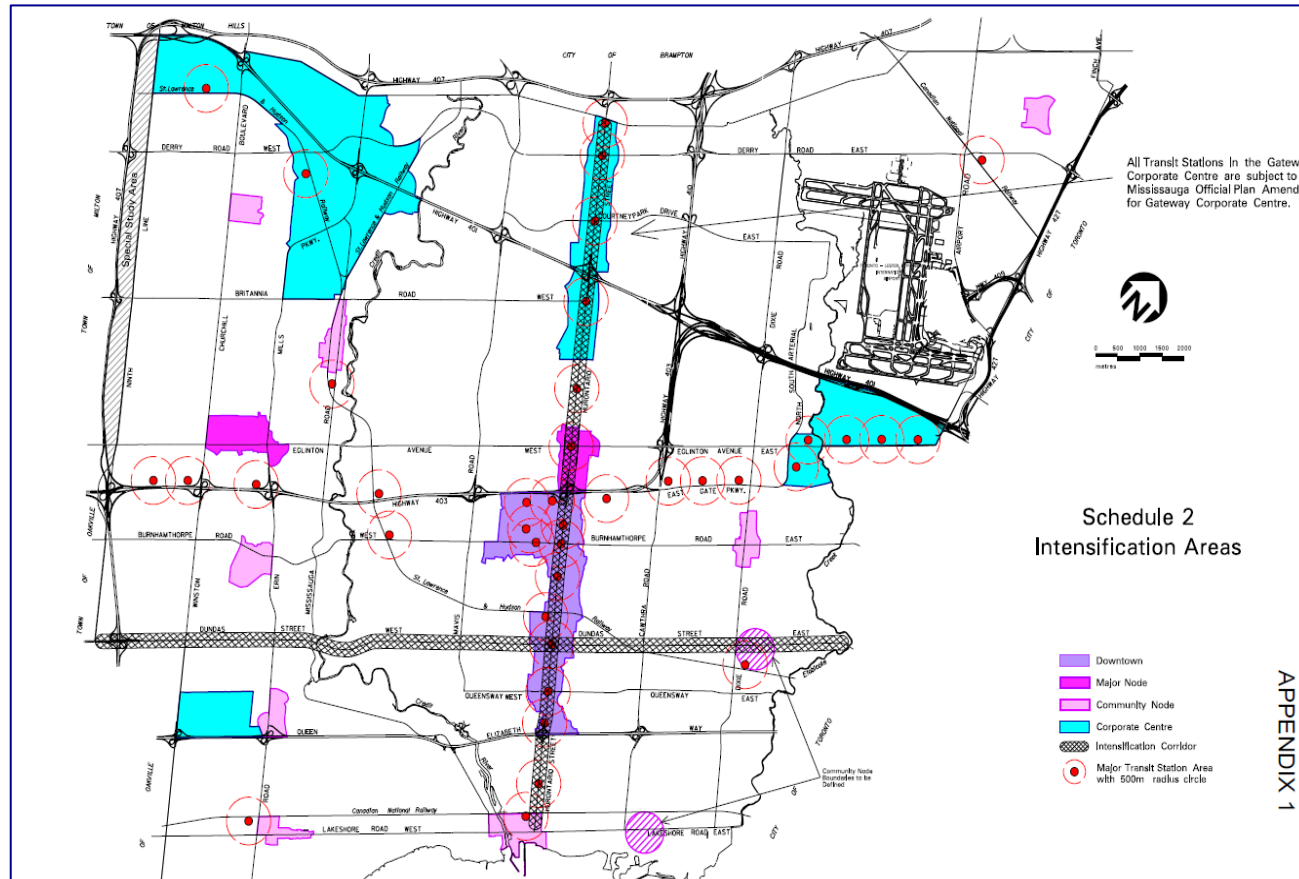
Build a Reliable and Convenient System – to make transit a faster and more affordable alternative to the automobile, one

that is frequent, clean, safe, reliable and convenient, with a transit stop within walking distance of every home and an intricate web of higher order transit.

Increase Transportation Capacity – to add capacity to the transportation system through strategic investments in transit, additional lines in the street network and active mobility choices.

Direct Growth – to direct growth by supporting transit-oriented development policies and deliberate civic actions.

Mississauga's Future Land Use: A focus on Intensification

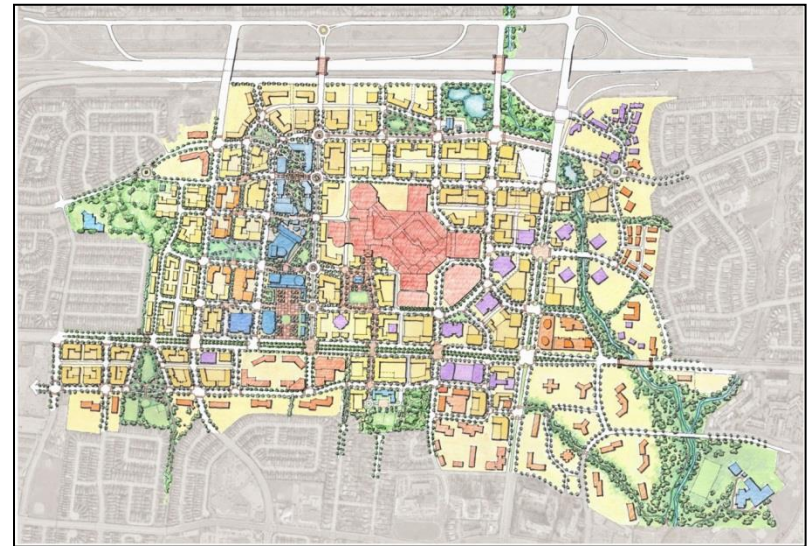
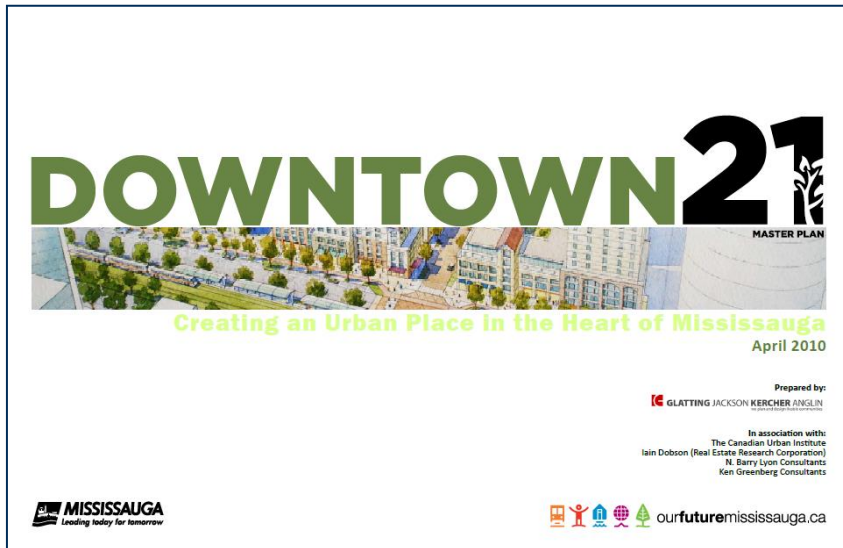


APPENDIX 1

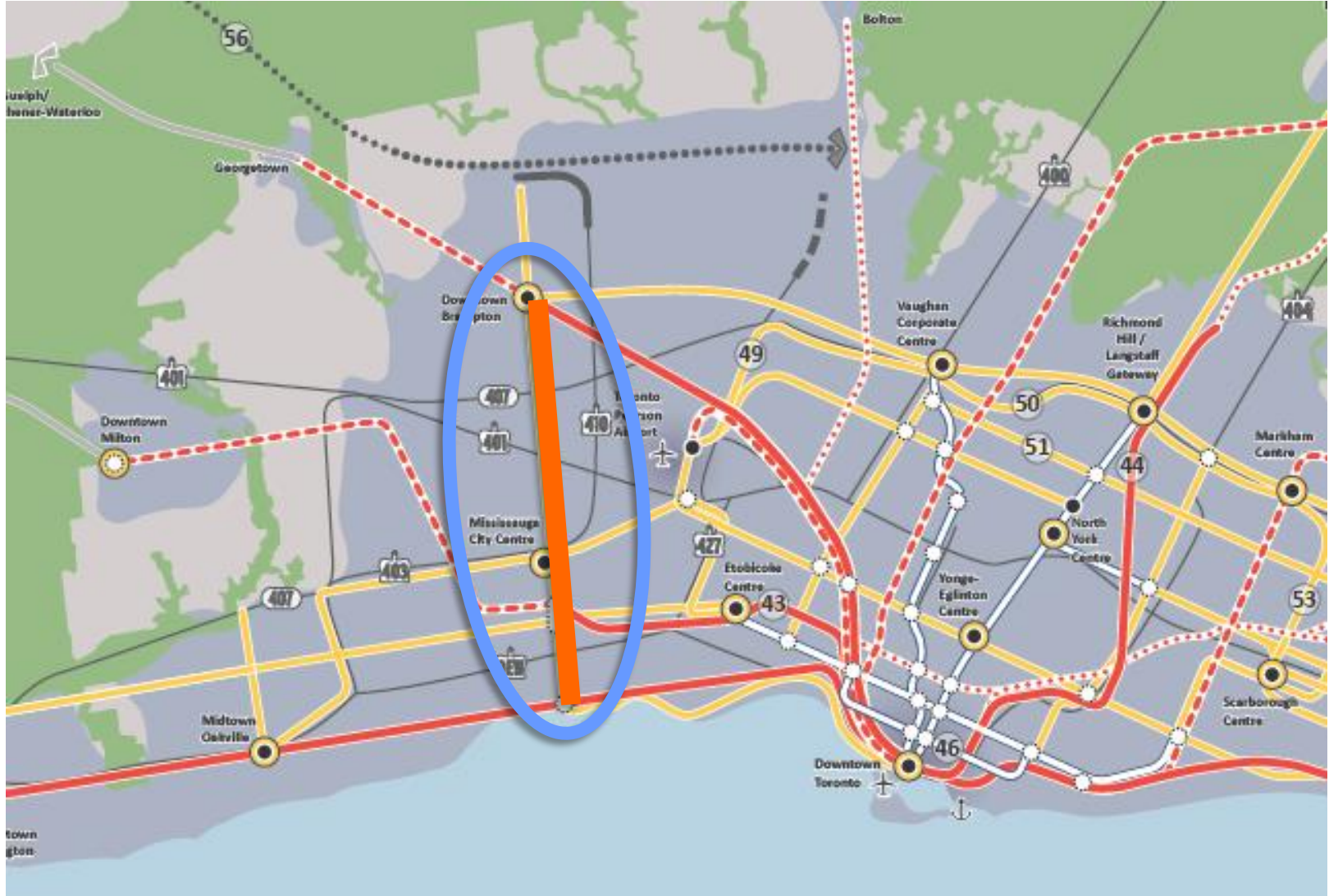
	Population	Employment
2011	743,000	448,000
2031	829,000	527,000
2041	878,000	552,000

Downtown21 Master Plan

- *Creating an Urban Place in the Heart of Mississauga*
- Designated Urban Growth Centre
- Already a focus of major growth- condo development, Sheridan etc
- And the focus for future development



Hurontario Main LRT: Regional Context



Transit Choices



Transit Choice- Key Factors

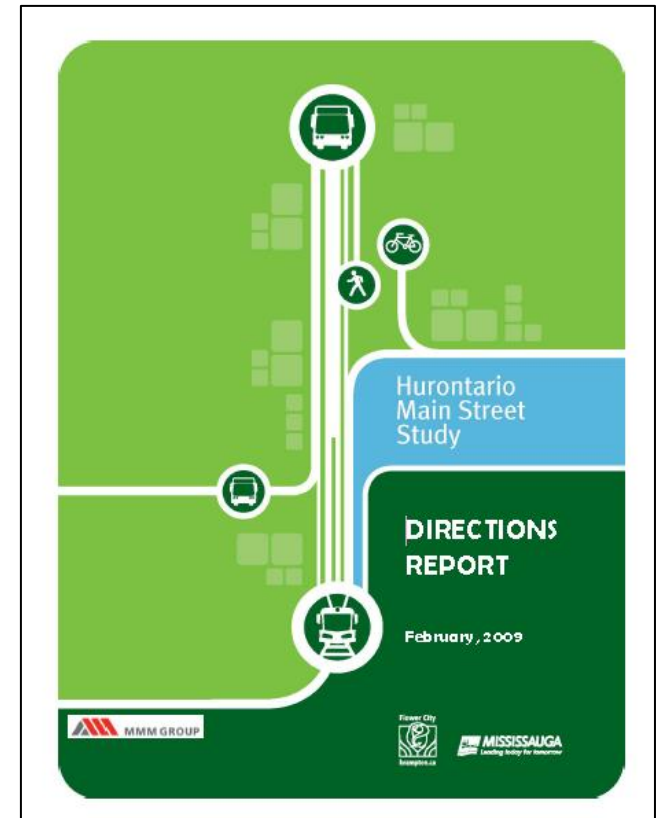
- Land Use- population & employment density- now/future
- Wider city-shaping objectives
- Use hierarchy- pedestrian/cycle/transit/auto
- Think Network !
- Transit Corridor- route length, stop spacing
- Type of operation- local, express, regional
- Right of Way, Technology, Type of Service
- Transit Choices- local bus, express bus, BRT, LRT, Subway
- Comfort, accessibility, available seat, journey length/time
- Capital cost
- Operating cost

Hurontario Main Corridor- Earlier Transit Assessments

- **Hurontario Main Street Directions Report (2009)**
 - Screened out subway, automated guided transit and monorail
 - BRT and LRT options recommended for further assessment
- **Hurontario Main Street Corridor Master Plan (2010)**
 - Alternative A: LRT entire route
 - Alternative B: LRT Port Credit-Downtown Mississauga, BRT to Brampton
 - Alternative C: BRT entire route
- **Metrolinx Benefit Cost Assessment (2010)**
 - Option 1: LRT Port Credit to Downtown Brampton
 - Option 2: BRT Port Credit to Downtown Brampton
 - Option 3: LRT Port Credit to Mississauga City Centre, BRT Mississauga City centre to Downtown Brampton

Backgrounder- Directions Report (2009)

- Review of Hurontario Main Street Corridor
- Consistent with Places to Grow
- Reviewed Land Use and potential for growth
- Focus on Character Areas
- Review of Transit Technologies
- Subway, Automated Guided Transit and Monorail screened out:
 - Capacity requirements
 - Cost considerations
 - Suitability for the Built Environment
 - Effect on surrounding land use to support the 'Main Street' concept
- BRT and LRT taken forward for further study



Transit Ridership- Comparative Assessment

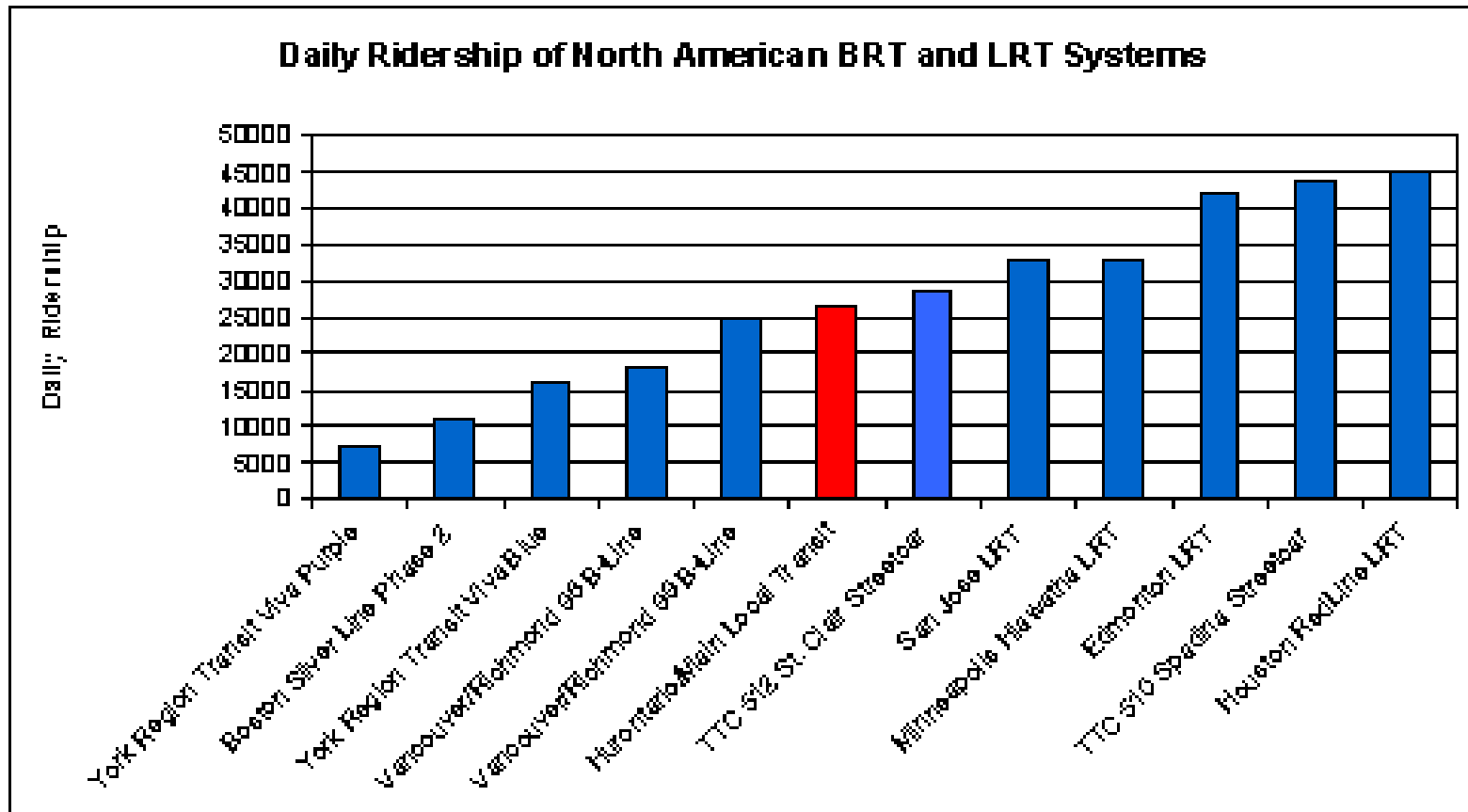


Figure 35: Daily Ridership of Selected North American BRT and LRT Systems

Source: Hurontario Main Street Directions Report,(2009)

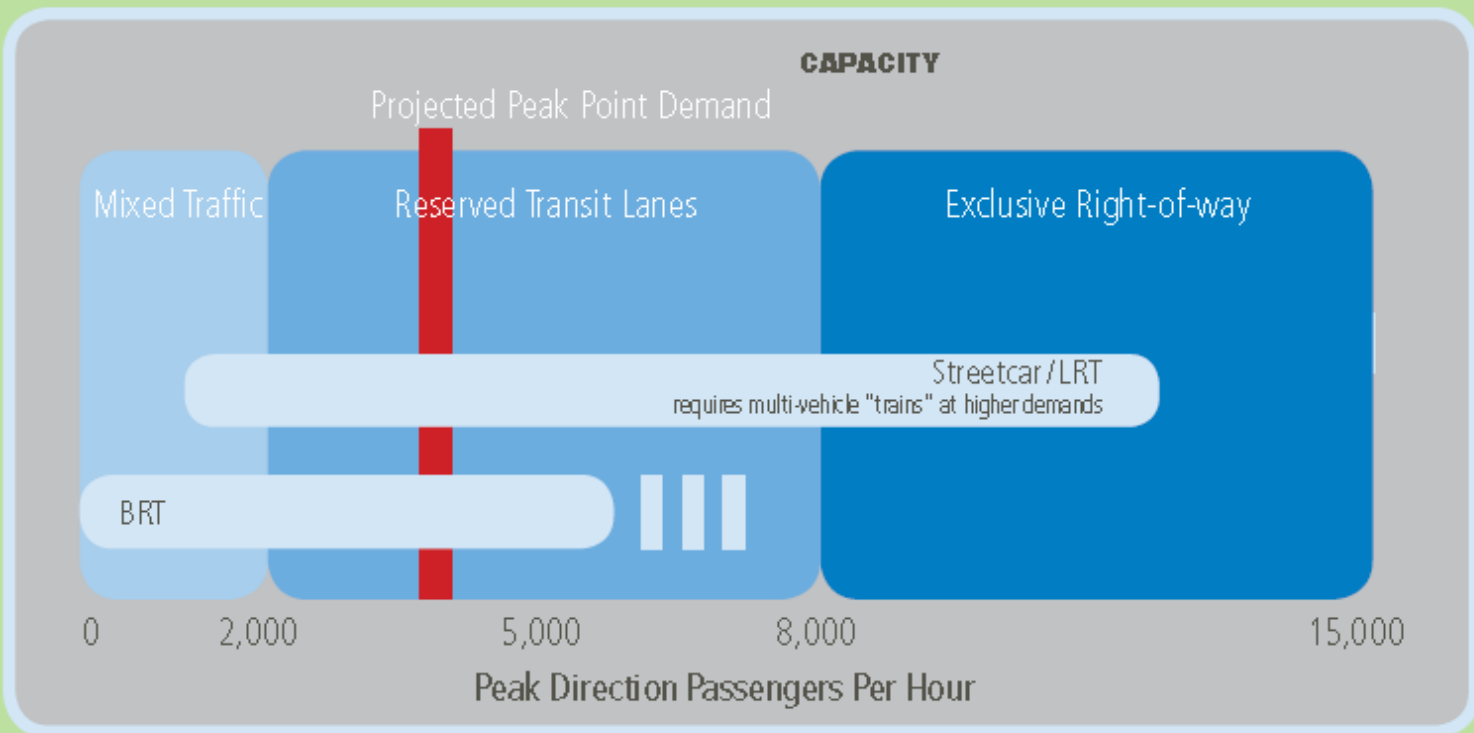
Backgrounder- Corridor Master Plan

- Master Plan – an integrated approach to transit, land use and enhanced urban design
- Vision: to create “a beautiful street”
- Extensive public engagement including 3 PIC’s – 2008, 2009, 2010
- Assessed alternatives:
 - LRT preferred technical solution
 - LRT most popular public option



Transit Choices- System Capacity by Transit type

Figure 3.6.2:
Rapid Transit Capacity by Technology and Running Way Type



Source: Hurontario Main Street Corridor Master Plan

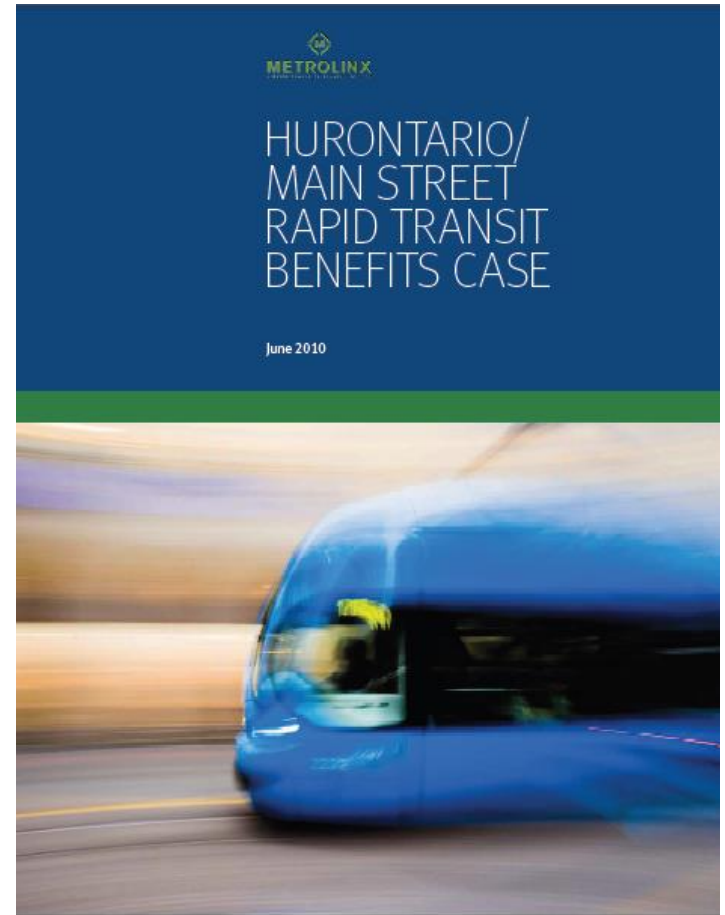
Hurontario Main Street Corridor Master Plan Assessment

- Considerations
 - Demand profile
 - Social & Environmental Benefits
 - City Shaping/Transit Oriented Development
- Environmental Assessment, covering:
 - Natural environment
 - Environmental Policy fit
 - Social/Land Use
 - Transportation
 - Economic Impacts
- Overall Conclusion:

Master Plan EA	Base Case	LRT	LRT/BRT	BRT
	4th	1st	2nd	3rd

The Hurontario/Main Street Rapid Transit BCA

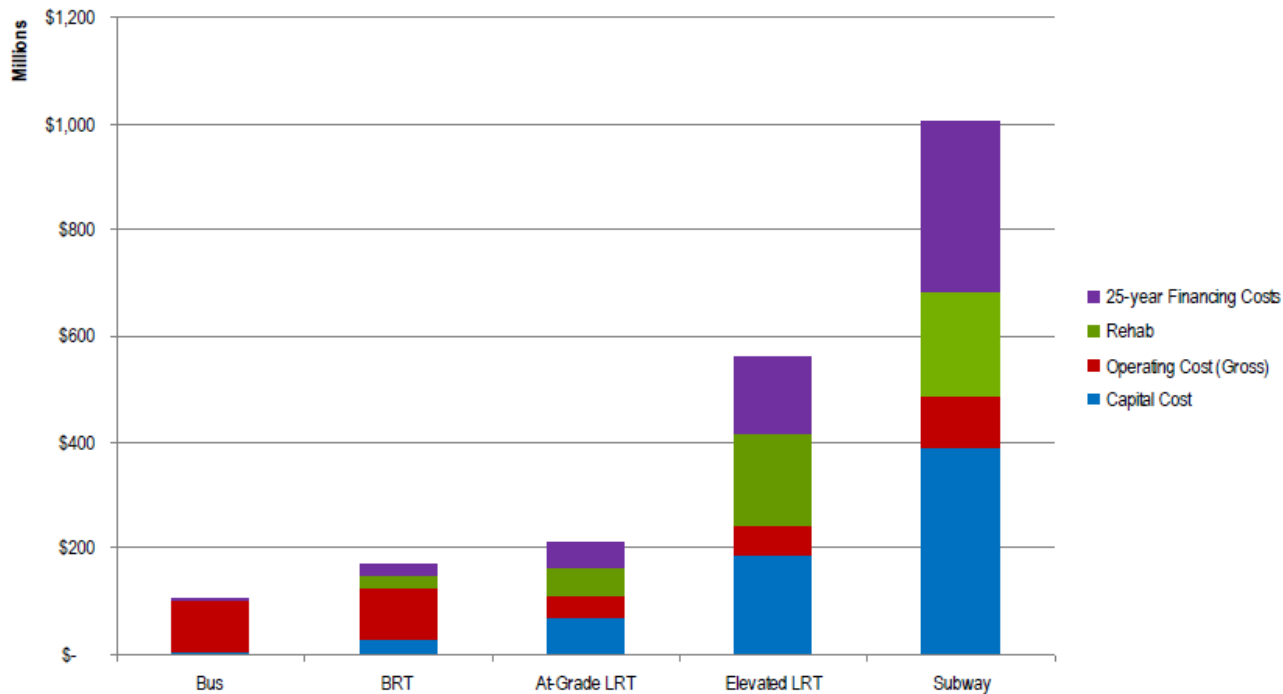
- Three options examined
 - Bus Rapid Transit (BRT)
 - Light Rail Transit (LRT)
 - BRT + LRT Combination
- Port Credit- Brampton route- no Box in Downtown Mississauga
- High level, comparative assessment
- LRT highest costs, but highest benefits
- BRT lower costs and benefits, but insufficient capacity
- Combined option had mixed results
- LRT option selected for further study



Metrolinx: Transit Investment Strategy Advisory Panel

- Independent review of Metrolinx Investment Strategy in 2013
- Examined capital and operating costs by mode

Graph 1: Transit Mode 50-Year Costs: 25-Year Capital Financing on a Per Kilometre Basis (does not include fare box revenue)



Created for the Panel by Metrolinx

The Master Plan Vision

- Easy, reliable, frequent, comfortable and convenient light rail transit service is provided throughout the Corridor, with effective connections to other links in the inter-regional transit network
- Hurontario/Main Street is a beautiful street, with attractive “places” along the Corridor featuring expanded mobility, vibrant economic activity, and liveable, connected, mixed-use neighbourhoods, integrated with the transportation infrastructure
- The Regional Urban System and the planned urban structure of each city are recognized and reinforced, and accordingly, mixed use, compact, intensified Transit Oriented Development is present along the Corridor....





PRELIMINARY DESIGN & ENGINEERING

HMLRT- Planning, Design & Engineering

- A comprehensive 2+ year development program
- Detailed LRT alignment/stop designs
- Complete Street designs
- Capital Cost estimates
- Ultimate Transit Network Plan
- HMLRT Operations Plan, and operating costs
- HMLRT System Design Guide
- Ridership forecasts
- Traffic Assessments
- HMLRT Business Case
- Multiple Account Evaluation
- Public Information Centres
- Environmental assessment and TPAP approval



HMLRT Project Context

- **Project context**

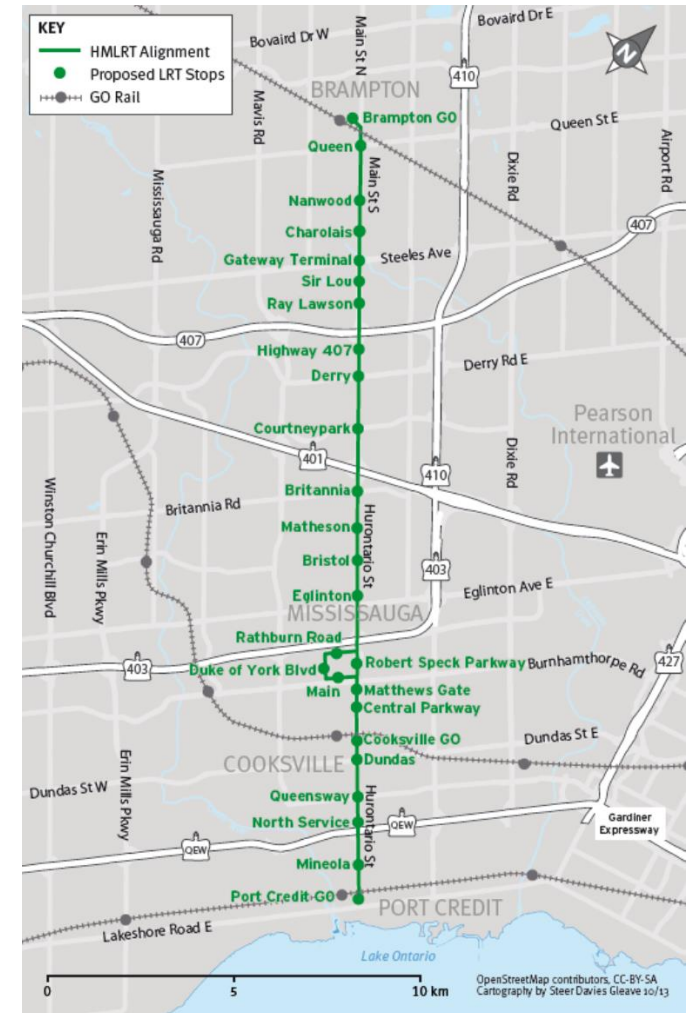
- 23km light rail transit system with 26 stops
- 2 overlapping loop services
- 5-min headway during peak period
- End to end journey time 46min
- Average operating speed 28kph

- **Route Alignment**

- At grade double track alignment
- Mostly segregated running with traffic signal priority

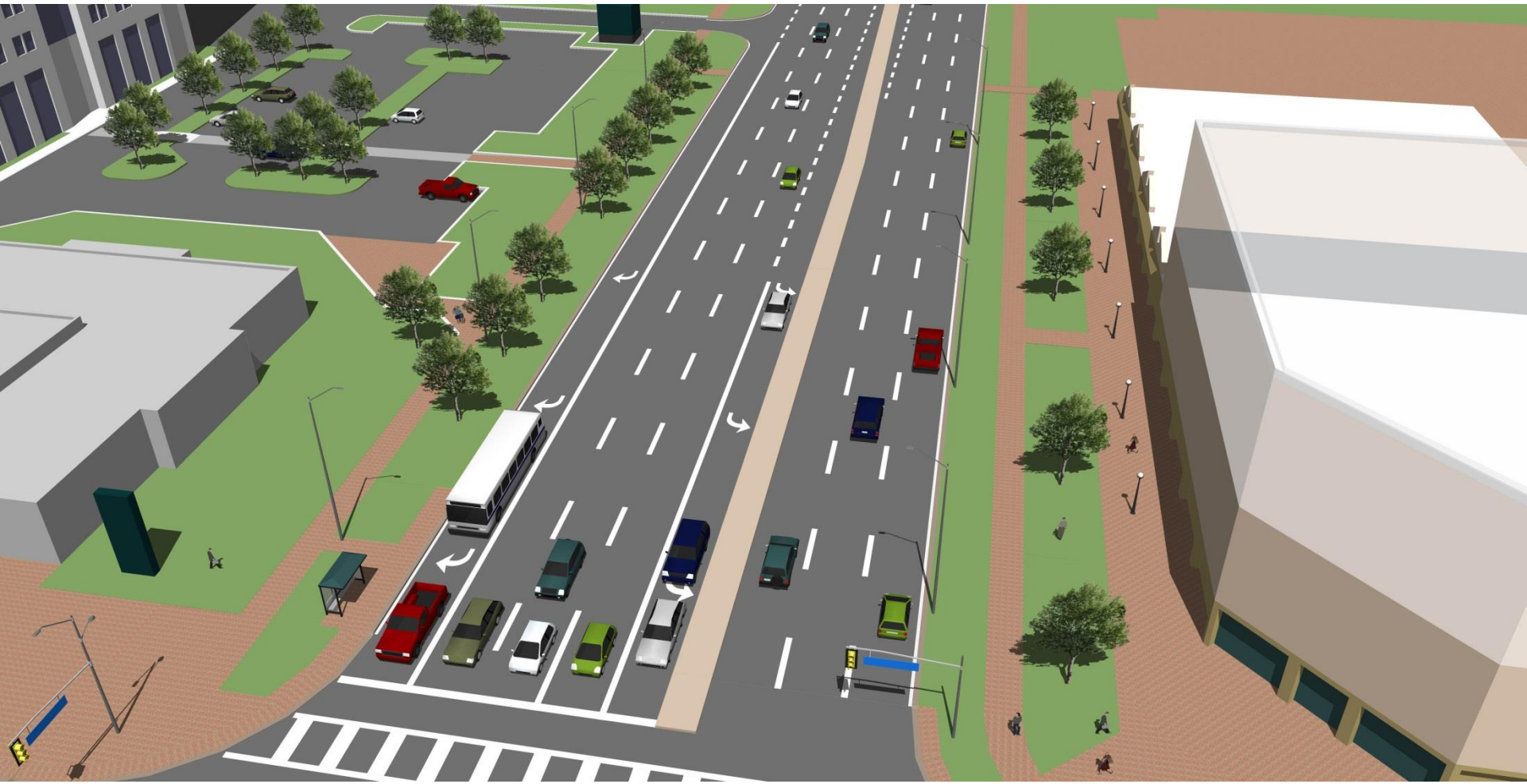
- **Stops and Platform Length**

- Serving neighbourhoods and key destinations
- Integrated with GO, Transitway, Express and local transit
- 900m average stop spacing
- 90m long platforms (up to 3 x 30m LRVs)



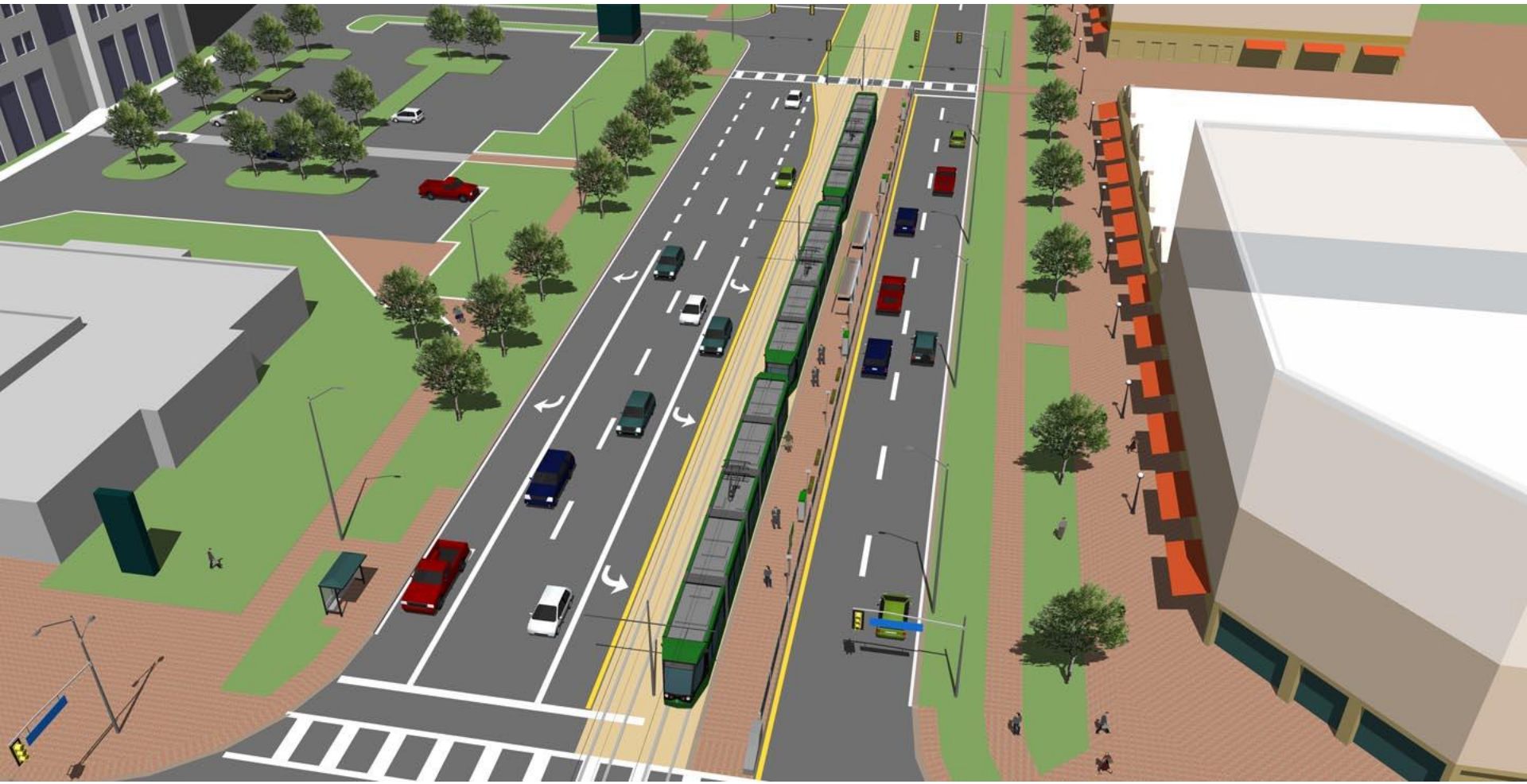
Developing a Complete Street- Existing Condition

- Traffic-dominated, low density development



Developing a Complete Street- Introducing LRT

- Re-allocating road space for segregated LRT

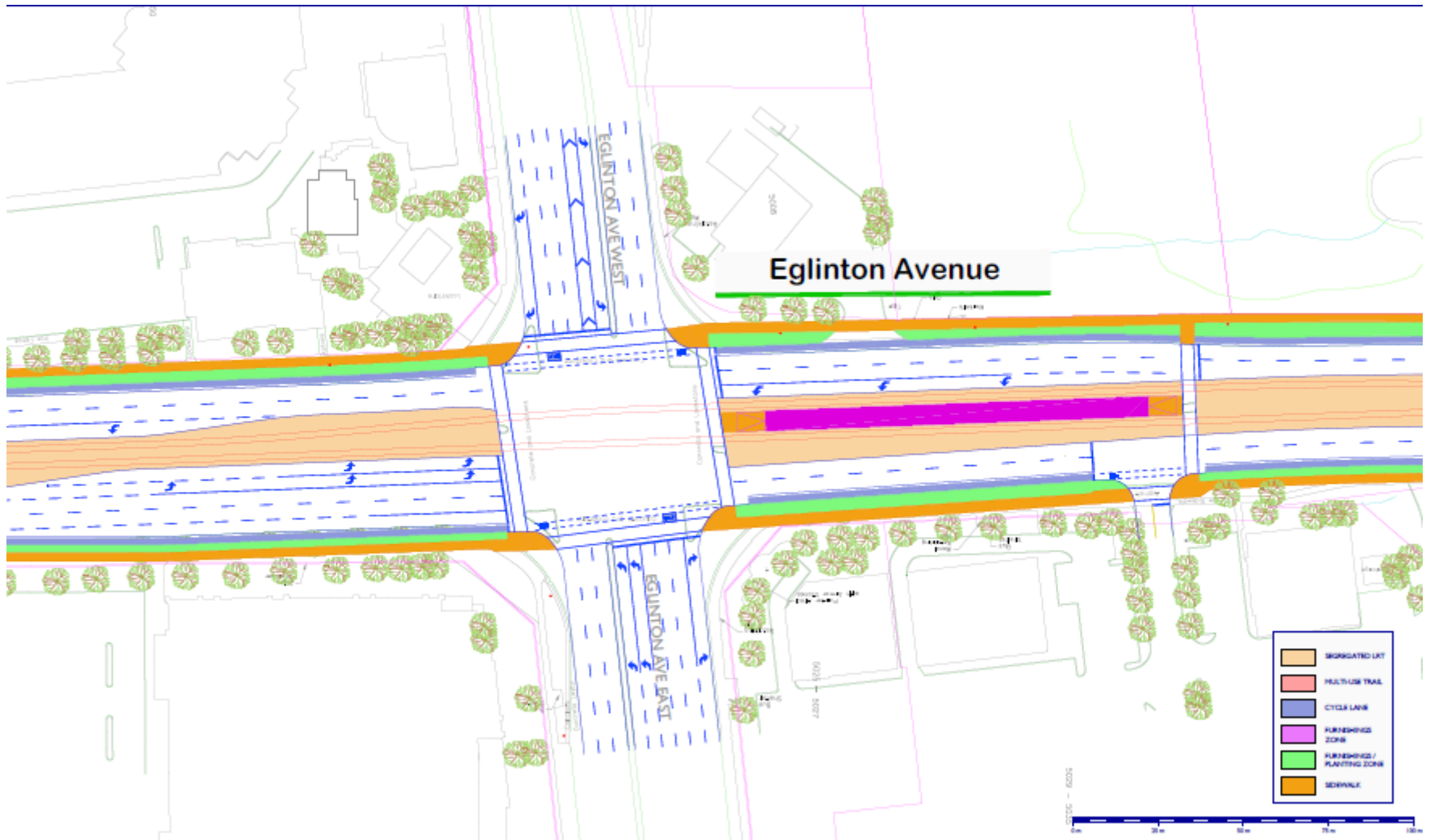


Developing a Complete Street- The Complete Package

- Segregated LRT, higher people-capacity corridor
- Wider footways, cycle facilities, landscaping/trees, mixed TOD



Eglinton Avenue- Urban Style LRT and Complete Street



Mobility Hubs - Connecting HMLRT GO RER +TOD



Ridership Forecasting & Traffic Assessment

- Computer Model of transit and auto network demand
- Covers whole GTHA
- Detailed land use zoning
- 3 hr a.m. peak (0600-0900)
- Traffic Impact Analysis
- Detailed Junction/Signals
- HMLRT and traffic signal control
- Pedestrian Access

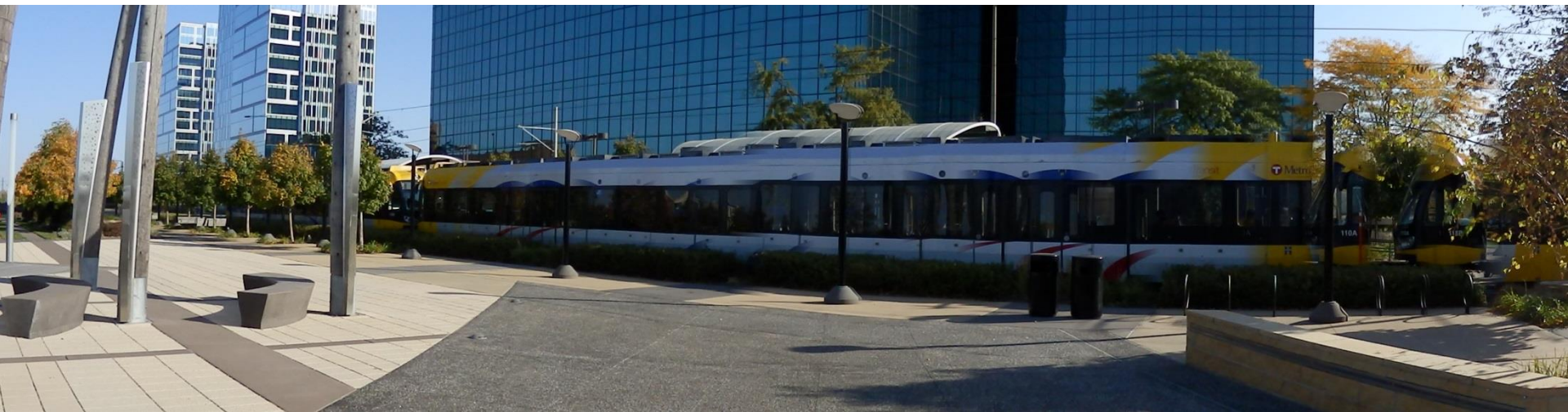




HMLRT BUSINESS CASE & MAE

HMLRT Business Case Context: Meeting Strategic Policy

- A key driver of City-Building aspirations and a showcase opportunity
- Supporting Provincial Growth Plan, Urban Growth Centres and Mobility Hubs
- Supporting Metrolinx vision encapsulated in the Big Move
- Supports Strategic Vision – Transit is a key Pillar
- Support investment in and synergies with GO Rail (RER) and Mississauga TransitWay



Business Case Requirements – Metrolinx Approach

- Approach used for HMLRT Business Case is consistent with Metrolinx Big Move/Next Wave requirements



Business Case – Metrolinx Approach

- Metrolinx Approach: “Three Pillars”

Criteria	Indicator	BCA
A High Quality of Life		
Building Communities	Change in the density of population + employment projected for the area.	
Transit Ridership	Total Weekday Boardings Forecasted	
Social Need	Youth/Seniors/Low Income population within 500m of an RT corridor or 2km of a GO station	
Regional Connectivity / Destinations	Number of connections to other RT services/mobility hubs/post-secondary institutions/hospitals	
A Thriving, Sustainable and Protected Environment		
GHG Emissions reduction	Tonnes saved annually based on VKT	✓
New Transit Riders	Projected total NEW weekday boardings	
A Strong, Prosperous and Competitive Economy		
Economic Impacts	Direct and Indirect Wages and GDP benefits (post-construction) over the first 30 years of operation (PV \$M)	✓
Capital Cost per Rider	Capital Cost per New Rider	
Operating Revenue / Cost Ratio	Net New Operating Revenue / Cost Ratio	
Benefit-Cost Ratio	Transportation User Benefits (travel time, safety, operating savings based on Vehicle Kilometres Travelled (VKT) Capital cost Estimated incremental operating cost	✓

Developing the HMLRT Business Case- Multiple Account Evaluation

- **The Evaluation Accounts**
 - Transportation
 - Economy
 - Environment
 - Social
 - Deliverability
- **Additional Criteria**
 - Reliability Benefits
 - Health Benefits
 - Urban Realm Benefits



Business Case: Key Inputs

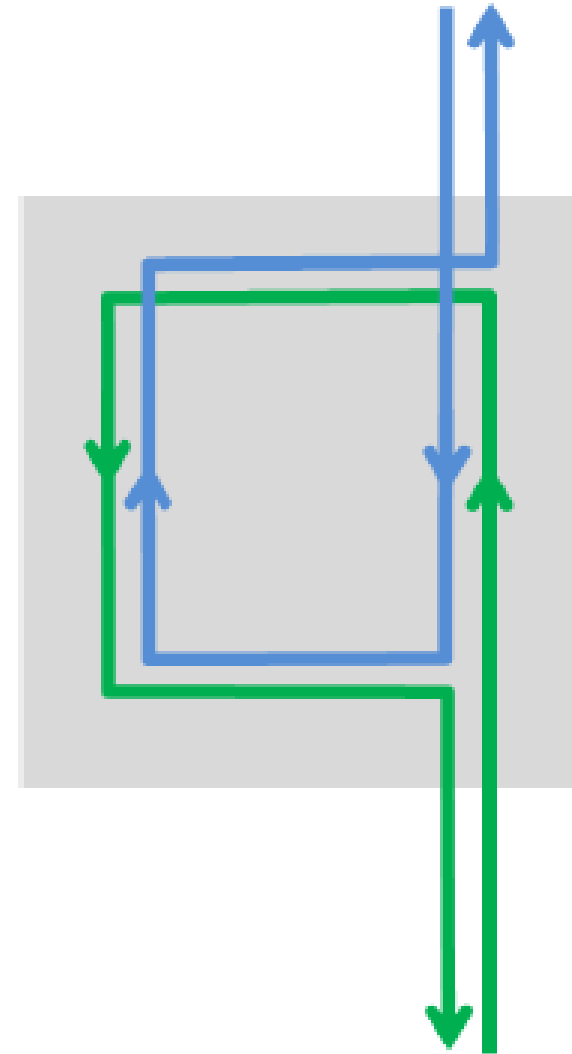
- Capital costs
 - \$1.5 billion (2014 prices)
- Operating Costs
- Ridership & revenue forecasts
- wider evaluation (MAE)
- “with LRT” is compared against Business As Usual (BAU) in 2031
- Economic performance one major component of MAE
- Benefit to Cost Ratio is key measure: 1:1 = “break even”
- No BCR threshold for Metrolinx projects



HMLRT Operations

Preliminary HMLRT System Operating Plan:

- Brampton – Square One and return
- Port Credit – Square One and return
- Transfer required for trips between north and south of Square One
- Run times assume Medium-High priority
- 46 mins Brampton – Port Credit
- 26 stops
- 5 min/10 min peak/off peak headway
- Bus network adjusted (principally removal of Hurontario-Main bus routes MiWay 19/103 and Brampton Transit 2/502 south of Brampton downtown)



Ridership Forecasts

	BCA	Master Plan	HMLRT
2031 AM peak boardings	23,400	38,800	24,300
Annualization factor used	900	935	1,420
2031 Annual boardings	21m	36.3m	34.5m

- Cost assumptions and values unchanged from the Master Plan :
 - Transit fares, tolls, auto operating costs and value of time held constant 2006 to 2031
 - Parking charge of \$5 levied in HMLRT corridor in 2031 (compared with no charges in 2006, apart from 3 zones)
- Current annualization factor based on observed transit ridership in corridor

MAE -Transportation User and Financial

Account/Criteria	Assessment
Transportation User Account	
Transit User Benefits - <i>Time savings, reliability and quality</i> (PV \$m)	\$1,140m
Auto User Benefits (PV \$m)	-\$141m
Auto Operating Cost Savings (PV \$m)	\$229m
Auto Safety Benefits (PV \$m)	\$21m
Incremental Transit Ridership (m trips per annum in 2031)	3.1m
Integration with other transportation modes	✓✓
Financial Account	
Capital and Renewal Costs (PV \$m)	\$1,340m
Incremental Operating and Maintenance Costs (PV \$m)	\$135m
Incremental Revenues (PV \$m)	-\$279m
Incremental Operating Subsidy (\$m in 2031)	-1.2m
Net Benefits (PV \$m)	-\$163m
Benefit:Cost Ratio	1.14 : 1
Incremental Revenue:Operating Cost Ratio	1.2 : 1

MAE- Environment and Economic Development

Account/Criteria	Assessment	
Environmental Account		
Transit mode share: HMLRT corridor in 2031 AM peak	Increased from 26% to 52% (+26%)	
Change in Annual Network Wide Vehicle Kilometres Travelled in 2031	-14.5 million vehicle-kms	
GHG Emissions	3,999 tonnes in 2031, \$4.3m PV	
CAC Emissions (Tonnes in 2031)	CO: -21 tonnes, NOx: 5.6 tonnes, SO2: 78 kg	
Economic Development Account		
Total Direct and Regional Economic Impacts	<i>During Construction</i>	<i>Long Term p.a.</i>
<i>Employment (person years)</i>	7,300	251
<i>Wages (\$2012m)</i>	281	9.7
<i>GDP (\$2012m)</i>	621	21.4
Movement of Goods	x	
Development Potential/ Land Value Uplift (\$m)	\$200m-420m	

MAE- Social & Community/Deliverability

Account/Criteria	Assessment
Social and Community Account	
Accessibility - catchment within 800m of LRT in 2031	Population: 117,000 Employment: 70,000
Health - quality of life and healthcare c	\$54m PV
Safety and Security	-
Urban Realm	\$51m PV
Land Use Shaping	✓✓✓
Road Network	x
Deliverability Account	
Impacts During Construction	x
Constructability	✓✓
Funding	Not currently available
Procurement	Not currently available
Stakeholders	Not currently available
Governance	Not currently available
Risk Management	Not currently available

BCR comparisons (normalised to current methodology)

\$m, 2009PV	MasterPlan October 2010	Metrolinx BCA June 2010	TPAP BCA
Capital Costs	610	1,020	1,340
Operating costs	-70	180	130
Fare Revenue	-60	-100	-280
Healthcare	n/a	n/a	-50
Total costs	480	1,100	1,140
<i>Transit Time</i>	<i>n/a</i>	<i>550</i>	<i>1,140</i>
<i>Auto Time</i>	<i>n/a</i>	<i>600</i>	<i>-140</i>
Total Travel Time	450	1,150	1,000
Auto Ownership	150	570	230
Safety/Emissions	20	60	30
Urban Realm	n/a	n/a	50
Total benefits	620	1,780	1,310
Benefit/Cost Ratio	1.29:1	1.62:1	1.14:1

HMLRT and Land Use Intensification- the TOD Test

- **Central Case:** 2031 land use forecasts 829,000 population and 527,000 employment
- **TOD Case:** with alternative 2031 land use distribution tested to understand how the ridership and case for HMLRT
- The HMLRT corridor has a 4-8% increase in population and employment, resulting in 5% higher ridership on HMLRT.
- A BCR analysis only has been undertaken for this test, resulting in an improved BCR of **1.80:1**.



BCR comparisons (normalised to current methodology)

\$m, 2009PV	MasterPlan October 2010	Metrolinx BCA June 2010	TPAP BCA	TPAP with TOD land use BCA
Capital Costs	610	1,020	1,340	1,340
Operating costs	-70	180	130	130
Fare Revenue	-60	-100	-280	-420
Healthcare	n/a	n/a	-50	-100
Total costs	480	1,100	1,140	950
<i>Transit Time</i>	<i>n/a</i>	<i>550</i>	<i>1,140</i>	<i>1,170</i>
<i>Auto Time</i>	<i>n/a</i>	<i>600</i>	<i>-140</i>	<i>-140</i>
Total Travel Time	450	1,150	1,000	1,030
Auto Ownership	150	570	230	570
Safety/Emissions	20	60	30	70
Urban Realm	n/a	n/a	50	50
Total benefits	620	1,780	1,310	1,720
Benefit/Cost Ratio	1.29:1	1.62:1	1.14:1	1.80:1



CONCLUSIONS

The Case for HMLRT: Conclusions

- HMLRT will be a City-Shaper- supporting wider City Growth Objectives
- Future-proofed HMLRT journey speed and reliability
- Ability to add capacity over time with 90m platforms
- PDE program has produced detailed HMLRT designs
- Comprehensive Ridership modelling
- TPAP approval secured
- Business Case and MAE are positive
- Central Case: BCR - **1.14:1**
- TOD Test: Supporting Growth Objectives -BCR **1.80:1**
- 2041 Growth needs to be addressed



HMLRT- High Capacity Transit



HMLRT- Part of an Integrated Transit Network



HMLRT- Urban Living



HMLRT- A City-Shaper



Hurontario Main Light Rail Transit



Thank You

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