
Council

Date

2016/07/06

Time

9:00 AM

Location

Civic Centre, Council Chamber,
300 City Centre Drive, Mississauga, Ontario, L5B 3C1 Ontario

Members

Mayor Bonnie Crombie	
Councillor Jim Tovey	Ward 1
Councillor Karen Ras	Ward 2
Councillor Chris Fonseca	Ward 3
Councillor John Kovac	Ward 4
Councillor Carolyn Parrish	Ward 5
Councillor Ron Starr	Ward 6
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

Carmela Radice, Legislative Coordinator, Legislative Services
905-615-3200 ext. 5426
carmela.radice@mississauga.ca

Find it Online

<http://www.mississauga.ca/portal/cityhall/councilcommittees>

1. **CALL TO ORDER**

2. **APPROVAL OF AGENDA**

3. **DECLARATION OF CONFLICT OF INTEREST**

4. **MINUTES OF PREVIOUS COUNCIL MEETING**

4.1. June 15, 2016

4.2. June 22, 2016

5. **PRESENTATIONS**

5.1. Exceptional Accessible Customer Service Award

Councillors Matt Mahoney, Pat Saito, Diana Simpson, Supervisor of Accessibility Planning and Carol-Ann Chafe, Chair of Mississauga Accessibility Advisory Committee will be presenting the Exceptional Accessible Customer Service Awards to staff.

6. **DEPUTATIONS**

6.1. Tax Adjustments

There may be persons in attendance who wish to address Council re: Tax Adjustments pursuant to Sections 334, 357 and 358 of the Municipal Act.

Corporate Report 8.1

6.2. Stormwater Charge

George Aregers will be speaking to the stormwater charge.

6.3. Project Zero - Donation of 660 Combination Smoke/Carbon Monoxide Alarms

Mark Wilson, Senior Advisor of Municipal Affairs from Enbridge Gas Distribution and a Member from the Fire Marshal's Public Fire Safety Council will be speaking about Project Zero.

6.4. Three Way Stop - Denise Road and Venta Avenue (East Intersection)

Casey Trigiani, resident of Ward 1 is speaking to the request of a three way stop at Denise Road and Venta Avenue.

Petition 11.1

6.5. Riverwood Conservancy - Volunteer Program

Kevin Sherwin, Chair of Riverwood Conservancy will present Robin Haley-Gillin, Volunteer Co-ordinator from Riverwood Conservancy who will update Council on the Volunteer Program and will ask for the City's support on the new Hancock Woodlands Park.

6.6. Southside Shuffle - September 9-11, 2016

Ron Duquette, Chair of Southside Shuffle will be presenting the event.

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

(In accordance with Section 43 of the City of Mississauga Procedure By-law 0139-2013, as amended, Council may grant permission to a person who is present at Council and wishes to address Council on a matter on the Agenda. Persons addressing Council with a question should limit preamble to a maximum of two statements sufficient to establish the context for the question. Leave must be granted by Council to deal with any matter not on the Agenda.)

8. **INTRODUCTION AND CONSIDERATION OF CORPORATE REPORTS**

8.1. Report dated June 16, 2016 from the Commissioner of Corporate Services and Chief Financial Officer re: **Tax Adjustments Pursuant to Sections 334, 357 and 358 of the *Municipal Act*.**

Recommendation

That the tax adjustments outlined in Appendix 1 attached to the report dated June 16, 2016 from the Commissioner of Corporate Services and Chief Financial Officer for applications for cancellation or refund of taxes pursuant to Sections 334, 357, and 358 of the *Municipal Act*, be adopted.

Motion

- 8.2. Report dated June 23, 2016 from the Commissioner of Corporate Services and Chief Financial Officer re: **Tax Exemption of Municipal Capital Facility, 201 City Centre Drive, Unit 406 -Tax Roll # 05-04-0-154-00449-0000.**

Recommendation

1. That a by-law be enacted to ratify the Lease Agreement set out in the report dated June 23, 2016 from the Commissioner of Corporate Services and Chief Financial Officer as an agreement made pursuant to section 110 of the *Municipal Act*, 2001, S.O. 2001, c.25 as amended and to exempt 201 City Centre Drive, Unit 406 from taxation for municipal and school purposes.
2. That By-law 0434-2004, being a “By-law to exempt specified properties from taxation for municipal and school purposes”, be amended with necessary modifications, by adding tax roll number 05-04-0-154-00449-0000, 201 City Centre Drive, Unit 406, to the list of properties described in said By-law, for the purposes of declaring it to be a Municipal Capital Facility.
3. That the Clerk be directed to notify the Minister of Education, Municipal Property Assessment Corporation, the Regional Municipality of Peel and the school boards of the enactment of the By-law.

Motion

- 8.3. Report dated June 15, 2016 from the Commissioner of Transportation and Works re: **Hurontario Light Rail Transit Project Update: Authorization to Enter into Agreements and Request for Delegated Authority.**

Recommendation

1. That the City Manager and Chief Administrative Officer and the City Clerk be authorized to enter into a Memorandum of Understanding on behalf of the City with Metrolinx and The Corporation of the City of Brampton for the delivery of the Hurontario Light Rail Transit Project (“MOU”), substantially in the form as attached to the Corporate Report from the Commissioner of Transportation and Works dated June 15, 2016.
2. That Metrolinx and/or its agent(s) be granted exemptions from the applicable Fees & Charges By-law(s) for entering into consents to enter or other licenses or agreements with the City for the purposes of entering upon City lands temporarily for construction of the Hurontario Light Rail Transit Project as per the MOU between Metrolinx, the City and the City of Brampton.
3. That the Acquisition and Disposal of Real Estate Policy 05-04-01, as amended, shall not apply to certain land transactions between the City and Metrolinx for the Hurontario Light Rail Transit Project such that certain lands may be transferred to

Metrolinx at less than fair market value in accordance with the MOU.

4. That the City Manager and Chief Administrative Officer be authorized to execute, on behalf of the City, appropriate definitive agreements and/or protocols with Metrolinx and other entities as applicable, for the delivery of the Hurontario Light Rail Transit Project, unless the agreement or protocol will result in additional budgetary requirements from the City that have not been otherwise approved by Council, in which case Council approval will be sought prior to execution.
5. That all necessary by-laws be enacted.

Motion

- 8.4. Report dated June 23, 2016 from the Commissioner of Planning and Building re: **Section 37 Community Benefits Report (Ward 7) 24-64 Elm Drive West and 3528-3536 Hurontario Street, south side of Elm Drive West, between Kariya Drive and Hurontario Street, Owner: Solmar Inc. and D.W. Elm Holdings Ltd. File OZ013/022 W7.**

Recommendation

That the Report dated June 23, 2016 from the Commissioner of Planning and Building re: **Outlining the recommended Section 37 Community Benefits under OZ 13/022 W7, Solmar Inc. and D.W. Elm Holdings Ltd., 24-64 Elm Drive West and 3528-3536 Hurontario Street be adopted, and that a Section 37 agreement be executed in accordance with the following:**

1. That the sum of \$3,020,000.00 be approved as the amount for the Section 37 Community Benefit contribution.
2. That provision be made in the agreement to allow the payments to be made in three phases as follows:
 - \$1,020,000.00 to be paid prior to the adoption of the Zoning By-law;
 - \$1,000,000.00 to be paid prior to the first building permit issuance for Phase 2;
 - \$1,000,000.00 to be paid prior to the first building permit issuance for Phase 3, and;
 - All outstanding monies to be paid in Phases 2 and 3 are to be indexed for inflation in accordance with the Statistics Canada Building Construction Price Index.
3. That the City may direct Solmar to provide a portion of the community benefit contribution in the form of actual construction of the community benefits as opposed to a cash contribution through a further amendment to the Section 37 agreement.
4. That City Council enact a by-law under Section 37 of the *Planning Act* to

authorize the Commissioner of Planning and Building and the City Clerk to execute the Section 37 agreement with Solmar Inc. and D.W. Elm Holdings Ltd., and that the agreement be registered on title to the lands in a manner satisfactory to the City Solicitor, to secure the community benefits contribution.
Owner: Solmar Inc.

Motion

- 8.5. Report dated June 23, 2016 from the Commissioner of Community Services re: **Single Source Contract Award to 1901784 Ontario Ltd. (David Mintz Catering) for Food Services for the 2016 Ontario Summer Games.**

Recommendation

That the Purchasing Agent be authorized to execute a contract with 1901784 Ontario Ltd. (David Mintz Catering) on a single Source Basis for Food Services for the Ontario Summer Games in the estimated amount of \$218,075.00 as outlined in the Corporate Report dated June 23rd, 2016 from the Commissioner of Community Services.

Motion

- 8.6. Report dated June 23, 2016 from the Commissioner of Planning and Building re: **Recommendation Report (WARD 2) Applications to permit business employment and industrial uses, to protect the natural features and to create 19 blocks of land on a new public road, including the extension of Orr Road west to Winston Churchill Boulevard, 701 and 805 Winston Churchill Boulevard, East side of Winston Churchill Boulevard, south of Royal Windsor Drive Owner: Lifetime Winston Churchill Inc. Files: OZ 15/002 W2 & T-M15001 W2.**

Recommendation

That the report dated June 23, 2016, from the Commissioner of Planning and Building recommending approval of the applications under files OZ 15/002 W2 and T-M15001 W2, Lifetime Winston Churchill Inc., 701 and 805 Winston Churchill Boulevard, be adopted in accordance with the following:

1. That notwithstanding that subsequent to the public meeting, changes to the applications have been proposed, Council considers that the changes do not require further notice and, therefore, pursuant to the provisions of subsection 34(17) of the Planning Act, any further notice regarding the proposed amendment is hereby waived.
2. That the application to amend Mississauga Official Plan from Industrial and Greenlands to Business Employment, Industrial and Greenlands to permit business employment and industrial uses and to protect the natural features, be approved.
3. That the application to change the zoning from E3-2 (Industrial) and D

(Development) to E3-Exception (Industrial), H-E3-Exception (Industrial with Holding Provision), E2 Exception (Business Employment) and G2 (Greenbelt – Natural Features) to permit industrial and business employment uses and to protect natural features, in accordance with the proposed revised zoning standards described in Appendix 5 of this report, be approved subject to the following conditions:

- (a) That the draft plan of subdivision be approved;
 - (b) That the applicant agree to satisfy all the requirements of the City and any other external agency concerned with the development.
4. That the Plan of Subdivision under file T-M15001 W2 be recommended for approval subject to the conditions contained in Appendix 6.
5. That the decision of Council for approval of the rezoning application be considered null and void, and a new development application be required unless a zoning by-law is passed within 36 months of the Council decision.

Motion

- 8.7. Report dated June 29, 2016 from the City Solicitor re: **Toronto Global - Three-Year Funding Agreement.**

Recommendation

That City Council authorize the Mayor and City Clerk to execute an agreement with a new foreign direct attraction agency, known as Toronto Global, and other participating municipalities, and to provide funding of approximately \$228,000 for each of the next three years, such agreement to be in a form satisfactory to the City Solicitor and content satisfactory to the Director of Economic Development.

Motion

- 8.8. Report dated June 27, 2016 from the Commissioner of Community Services re: **Funding Agreement & Single Source Contract Negotiations, relating to the acquisition, rehabilitation and environmental review of the Small Arms Inspection Building, 1352 Lakeshore Road East (Ward 1).**

Recommendation

That the report from the Commissioner of Community Services dated June 27, 2016 and entitled "Small Arms Inspection Building Funding Agreement & Contracts" be received for information.

Motion

9. **PRESENTATION OF COMMITTEE REPORTS**

- 9.1. Planning and Development Committee Report 10 - 2016 dated June 27, 2016.

Motion

- 9.2. Planning and Development Committee Report 11-2016 dated June 27, 2016.

Motion

- 9.3. Geneneral Committee Report 12-2016 dated June 29, 2016.

Motion

10. **UNFINISHED BUSINESS** - Nil

11. **PETITIONS**

- 11.1. Petition received at the Clerk's Office with 15 signatures requesting a three way stop at the eastern intersection of Denise Road and Venta Avenue.

Deputation 6.4

Receive and refer to Transportation and Works Department for a report back to General Committee

- 11.2. Petition received at the Clerk's Office on June 29, 2016 with approximately 87 signatures requesting that a sidewalk be placed back on the east side of Alexandra Ave.

Receive and refer to Transportation and Works Department for a report back to General Committee

12. **CORRESPONDENCE**

12.1. *Information Items*

- 12.1.1. A letter from the St. Sava Serbian Orthodox Church is requesting a special occasion permit for the Mississauga Serbian Food Fest on September 3, 2016 from 12:00 pm to 1:00 am and on September 4, 2016 from 12:00 pm to 10:00 pm in the parking lot of their church property located at 2520 Dixie Road, L4Y 2A5.

Motion

- 12.1.2. A letter from Shore Grill and Grotto requesting a liquor license extension to host a telecast of the Tragically Hip's very last concert on August 20, 2016 from 11:00 a.m. to 2:00 a.m. at 71 Lakeshore Road East, L5G 1C9.

Motion

12.2. *Direction Items*

- 12.2.1. SustainMobility is requesting that Council appoint one member from the Mississauga Cycling Advisory Committee to join SustainMobility's Board of Directors.

Direction Required

13. **NOTICE OF MOTION**

- 13.1. Councillor Parrish is requesting Council to approve the name of Toyo Circle as a street name for a private road leading to the automotive dealership and further requesting that Council waive the two week notice by-law requirement.

Motion

- 13.2. Councillor Fonseca is requesting that Council approve lighting of the Clock Tower green the week of September 18 - 24, 2016 in support of Mitochondrial Awareness Week.

Motion

- 13.3. Councillor Fonseca is requesting that Council moves to approach Peel Regional Police to create a cycling educational and enforcement campaign that would follow the Halton Regional Police model and that the Mayor send a letter to Peel Regional Police requesting they implement a cycling education and enforcement campaign that would allow Halton Regional Police model.

Motion

14. MOTIONS

- 14.1. To approve recommendations from the following Committee Report:

- (i) Recommendations PDC-0047-2016 to PDC-0053-2016 inclusive contained in the Planning and Development Report 10-2016 dated June 27, 2016.
- (ii) Recommendations PDC-0054-2016 to PDC-0060-2016 inclusive contained in the Planning and Development Report 11-2016 dated June 27, 2016.
- (iii) Recommendations GC-0460-2016 to GC-0516-2016 inclusive contained in the General Committee Report 12-2016 dated June 29, 2016.

- 14.2. To close to the public a portion of the Council meeting to be held on July 6, 2016, to deal with various matters. (See Item 18 Closed Session).
- 14.3. To express sincere condolences to the family of Milton E. C. Bud Gregory former Councillor of the Town of Mississauga for Ward 3 from 1971-1975.
- 14.4. To adopt the tax adjustments outlined in Appendix 1 attached to the report dated June 16, 2016 from the Commissioner of Corporate Services and Chief Financial Officer for applications for cancellations or refund of taxes pursuant to Sections 334, 357 and 358 of the Municipal Act.

Corporate Report 8.1

- 14.5. To enact a by-law to ratify the lease agreement set out in the report dated June 23, 2016 from the Commisisoner of Corporate Services and Chief Financial Officer as an agreement made pursuant to section 110 of the Municipal Act, 2001, S.O. 2001 as amended and to exempt 201 City Centre Drive, Unit 406 from taxation for municipal and school purposes.

Corporate Report 8.2

- 14.6. To authorize the City Manager and Chief Administrative Officer and City Clerk to enter into a Memorandum of Understanding on behalf of the City with Metrolinx and the Corporation of the City of Brampton for the delivery of the Hurontario Light Rail Transit Project.

Corporate Report 8.3

- 14.7. To adopt and execute the Section 37 agreement in the report dated June 23, 2016 from the Commissioner of Planning and Building outlining the recommended Section 37 Benefits under OZ 13/022 W7, Solmar Inc. and D.W. Elm Holdings Ltd. at 24-64 Elm Drive West and 3528-3536 Hurontario Street.

Corporate Report 8.4

- 14.8. To adopt the report dated June 23, 2016 from the Commissioner of Planning and Building recommending the approval of the applications under files OZ 15/002 W2 and T-M15001 W2 Lifetime Winston Churchill Inc, 701 and 805 Winston Churchill Boulevard.

Corporate Report 8.5

- 14.9. To authorize the purchasing agent to execute a contract with 1901784 Ontario Ltd. on a single source basis for food services for Ontario Summer Games in 2016.

Corporate Report 8.6

- 14.10. To authorize the Mayor and City Clerk to execute an agreement with a new foreign direct attraction agency, known as Toronto Global, and other participating municipalities, and to provide funding of approximately \$228,000 for each of the next three years, such agreement to be in a form satisfactory to the City Solicitor and content satisfactory to the Director of Economic Development.

Corporate Report 8.7

- 14.11. To receive the report from the Commissioner of Community Services dated June 27, 2016 entitled "Small Arms Inspection Building Funding Agreement & Contracts".

Corporate Report 8.8

15. **INTRODUCTION AND CONSIDERATION OF BY-LAWS**

- 15.1. A by-law to establish certain lands as part of the municipal highway system Registered Plan 43R-37133 (in the vicinity of Hurontario Street and Courtney Park Drive West (Ward 5).
- 15.2. A by-law to remove lands located at 3914, 3912, 3874 and 3872 Arvona Place from part-lot control Cal-Arvona Development Inc. Owner: Cal-Arvona Developments Inc Applicant: KLM Planning Partners Inc. (Ward 10).

PLC 16003

- 15.3. A by-law to authorize the execution of a Servicing Agreement for Municipal Works Only and other related documents between Marilyn Raphael and the Corporation of the City of Mississauga (OZ 13/024 W8) Owner: Marilyn Raphael Applicant: John D Rogers & Associates (Ward 8).

SA OZ 13/024 W8

- 15.4. A by-law to authorize the execution of a Development Agreement as Condition of Consent with the owner of 3160 Derry Road East Ward 5.

PDC-0053-2016/June 27, 2016

- 15.5. A by-law to authorize the execution of a Development Agreement between Solmar Inc. and D.W. Elm Holdings Ltd., the Corporation of the City of Mississauga and the Regional Municipality of Peel, southwest corner of Hurontario Street and Elm Drive West (OZ 13/022 W7) Owner/Applicant: Solmar Inc. (Ward 7).

PDC-0045-2015/June 22, 2015

- 15.6. A by-law to authorize the execution of an Agreement between the Corporation of the City of Mississauga and Solmar Inc. and D.W. Elm Holding Ltd. Pursuant to Section 37 of the Planning Act, as amended with respect to lands municipally known as 24 to 64 Elm Drive West and 3528 to 3536 Hurontario Street (OZ 13/022 W7) Owner/Applicant: Solmar Inc. (Ward 7).

Corporate Report 8.4

- 15.7. A by-law to adopt Mississauga Official Plan Amendment No. 33 (OZ 13/022 W7) Owner/Applicant: Solmar Inc. (Ward 7).

PDC-0045-2015/June 22, 2015

- 15.8. A by-law to amend By-law 0225-2007, as amended being the Zoning By-law by changing from “D-1” to “RA5-46”, “H-RA5-46” and “OS2” (OZ 13/022 W7) Owner/Applicant: Solmar Inc. (Ward 7).

PDC-0045-2015/June 22, 2015

- 15.9. A by-law to amend By-law Number 0225-2007, as amended being the Zoning By-law by changing from “D” to “H-RA5-47” (OZ12/007 W7) Owner/Applicant: Baif Development (Ward 7).

PDC-0058-2015/October 14, 2015

- 15.10. A by-law to exempt specified properties from taxation for municipal and school purposes and to amend By-law Number 0434-2004.

Corporate Report 8.2

- 15.11. A by-law to amend No. 521-77 being a By-law “to designate Timothy Street House” 41 Mill Street of architectural value and of historic interest” and to repeal By-law No. 0086-2016 (Ward 11).

HAC-0061-2015/November 17, 2015

- 15.12. A by-law to authorize the execution of applicable agreements and allow certain exemption from by-laws and corporate policies for the Hurontario Light Rail Transit project.

Corporate Report 8.3

- 15.13. A by-law to amend By-law 298-00, being the City’s Reserves and Reserve Fund By-law.

BC-0004-2016/June 15, 2016

- 15.14. A by-law to authorize the execution of Rooftop Lease Agreements

GC-0366-2016/May 18, 2016

- 15.15. A by-law to authorize the Commissioner of Transportation and Works and the City Clerk to execute an Agreement with the Bank of Montreal for the installation of sponsored bus shelters, and future agreements for the installation of sponsored bus shelters in the City of Mississauga with other organizations.

GC-0431-2016/June 15, 2016

- 15.16. A by-law to amend By-law 555-2000, as amended being the Traffic By-law deleting Schedule 10 through highways Cardiff Boulevard, adding Schedule 3 no parking Ivygate Court, adding Schedule 9 one way traffic Explorer Drive and Skymark Drive, adding Schedule 10 through highway Cardiff Boulevard, Laird Road, adding Schedule 11 stop signs Laird Road & Vega Boulevard, Cardiff Boulevard/Lorimar Drive and Khalsa Drive, adding Schedule 12 yield signs Explorer Drive and Skymark Avenue (Wards 5 and 8).

GC-0433-2016/June 15, 2016 and GC-0468-2016, GC-0469-2016 and GC-0474-2016/June 29, 2016

- 15.17. A by-law to transfer funds from the Stormwater Capital Reserve Fund (Account 35992) to the Residential Stormwater Outreach and Education Program Implementation project (PN16147).

GC-0466-2016/June 29, 2016

- 15.18. A by-law to temporarily close a Public Highway Revus Avenue from 8:00 p.m. on Friday, July 8, 2016 to 8:00 p.m. on Sunday, July 10, 2016 (Ward 1) and temporarily close Alexandra Avenue from 8:00 p.m. on Friday, July 22, 2016 to 4:00 a.m. on Monday, July 25, 2016 (Ward 1).

GC-0470-2016/June 29, 2016

- 15.19. A by-law to amend the Tow Truck Licensing By-law 521-04, as amended, to include vehicle standards for tow trucks related to window tinting.

GC-0472-2016/June 29, 2016

- 15.20. A by-law to temporarily close a Public Highway Explorer Drive and Skymark Avenue from 7:00 a.m. on Monday, August 8, 2016 to 7:00 p.m. on Saturday, August 27, 2016 (Ward 5).

GC-0474-2016/June 29, 2016

- 15.21. A by-law to authorize the execution of a Tiered Response Agreement with the Regional Municipality of Peel, the Corporation of the City of Brampton and the Corporation of the Town of Caledon.

GC-0477-2016/June 29, 2016

- 15.22. A by-law to authorize the execution of the Fire Protection Services Agreement of the City of Mississauga and the Corporation of the Town of Halton Hills.

GC-0478-2016/June 29, 2016

- 15.23. A by-law to authorize the execution of Agreements with Dufferin Construction Company, a division of CRH Canada Group Inc., relating to the completion of construction work on Segments 2 and 3 of the Mississauga Transitway.

GC-0513-2016/June 29, 2016

16. **INQUIRIES**

17. **OTHER BUSINESS/ANNOUNCEMENTS**

18. **CLOSED SESSION**

Pursuant to the *Municipal Act, Section 239(2)*

- 18.1. Litigation or potential litigation, including matters before administrative tribunals, affecting the municipality or local board re: **Tri-Party Agreement between Amacon Development (Hurontario) Corp., Solmar Inc. and the Corporation of the City of Mississauga re: Compensation for Part 6 Lands at the Southeast corner of Kariya Drive and Elm Drive West (Ward 7).**
- 18.2. Litigation or potential litigation, including matters before administrative tribunals, affecting the municipality or local board re: **Update - OMB Appeals of Official Plan Amendment No. 8 and Zoning By-law 0050-2013 – Proposed Partial Settlement with Baif Developments Limited (180/190 Webb Drive) & Section 37 Community Benefit Contribution (Ward 7).**
- 18.3. Litigation or potential litigation, including matters before administrative tribunals, affecting the municipality or local board re: **1. A 476/15 - 202 Dundas Street W. Applicant: 1552653 Ontario Inc. Ward 7, 2. A 119/16 - 528 Hyacinthe Boulevard Applicants Irena Kashina & Andriy Budnyy Ward 4, 3. A 390/15 - 516 Richey Crescent Applicant: Cindy Wennerstrom & Marcin Wroblewski Ward 1, 5. A 177/16 - 594 Curzon Avenue Applicant Tan Jing Ward 1.**
- 18.4. Personal matters of an identifiable individual, including municipal or local board employees re: **Citizen Appointment - Mississauga Public Library Board.**

19. **CONFIRMATORY BILL**

A by-law to confirm the proceedings of the Council of The Corporation of the City of Mississauga at its meeting held on July 6, 2016.

20. **ADJOURNMENT**

City of Mississauga
Corporate Report



Date: 2016/06/16

To: Mayor and Members of Council

From: Gary Kent, Commissioner of Corporate Services and
 Chief Financial Officer

Originator's files:

Meeting date:
 2016/07/06

Subject

Tax Adjustments Pursuant to Sections 334, 357 and 358 of the *Municipal Act*.

Recommendation

That the tax adjustments outlined in Appendix 1 attached to the report dated June 16, 2016 from the Commissioner of Corporate Services and Chief Financial Officer for applications for cancellation or refund of taxes pursuant to Sections 334, 357 and 358 of the *Municipal Act*, be adopted.

Background

Sections 334, 357 and 358 of the *Municipal Act*, 2001, S.O. 2001, c.25 allow a property owner or the Treasurer to make an application for the cancellation, reduction or refund of taxes for a number of specific reasons. Taxes may be adjusted when a building has been demolished or razed by fire or if a property has become exempt, changed class or has been overcharged by reason of gross or manifest error.

Comments

A total of 26 applications for tax adjustments have been prepared for Council's consideration. The total cancellation or refund of taxes as recommended is \$27,841.05. Appendix 1 outlines the tax cancellations being recommended by property and summarizes by appeal reason the number of applications and tax dollars recommended for reduction.

Financial Impact

The City's portion of the cancellations resulting from the Section 334, 357 and 358 tax adjustments is \$7,321.81.

Council	2016/06/16	2
---------	------------	---

Conclusion

Tax appeals for 2009, 2013, 2014 and 2015 taxation years are listed in Appendix 1. The *Municipal Act* requires Council to approve the tax adjustments.

Attachments

Appendix 1: Tax Appeals Pursuant to the *Municipal Act* for Hearing on July 6, 2016.



Gary Kent, Commissioner of Corporate Services and Chief Financial Officer

Prepared by: Cathy Onorato, Manager, Revenue & Taxation

Tax Appeals Pursuant to the Municipal Act For Hearing On July 6, 2016

Corporate Services

Jun 16, 2016 09:15

Appeal No	Roll No	Ward No.	Location	Reason for Appeal	Tax Adjustment Totals
Section 334 : 2009					
9535	05-05-0-118-05700-0000	05	6789 AIRPORT RD	Capping gross/manifest error	0.00
Total					0.00
Section Total					0.00
Section 357 : 2015					
9333	05-01-0-066-00700-0000	07	2094 IAN AVE	Unusable minimum 3 months	-1,555.48
9388	05-02-0-022-06510-0000	02	0 COUNTRY CLUB CRES	Became exempt	-42.56
9424	05-02-0-024-03800-0000	02	884 SOUTHDOWN RD	Demolished/razed-unusable	-2,504.81
9335	05-02-0-030-11900-0000	02	1105 ALGONQUIN DR	Demolished/razed-fire	-649.75
9305	05-02-0-031-06000-0000	02	1592 LORNE WOOD RD	Demolished/razed-fire	-771.15
9343	05-02-0-032-20700-0000	02	1345 FESTAVON CRT	Demolished/razed-unusable	-246.05
9347	05-02-0-036-05200-0000	02	1660 WEDMORE WAY	Gross/manifest error	-299.78
9267	05-03-0-068-14500-0000	03	2163 DUNDAS ST E	Became exempt	-98.12
9323	05-04-0-090-05400-0000	04	3471 YALE RD	Demolished/razed-unusable	-498.00
9293	05-05-0-116-03600-0000	05	1261 SHAWSON DR	Gross/manifest error	-3,512.98
9237	05-06-0-141-25800-0000	07	1552 DUNDAS ST W	Became exempt	-4,082.60
9339	05-07-0-159-22700-0000	01	1209 HAIG BLVD	Demolished/razed-unusable	-394.30
9308	05-07-0-159-23300-0000	01	1261 HAIG BLVD	Demolished/razed-unusable	-229.91
9322	05-07-0-162-22200-0000	01	1090 MEREDITH AVE	Demolished/razed-fire	-312.38
9249	05-09-0-004-01300-0000	01	15 ELMWOOD AVE N	Unusable minimum 3 months	-619.45
9325	05-09-0-007-18700-0000	01	12 PINE AVE N	Demolished/razed-fire	-160.24
9414	05-15-0-081-66631-0000	09	3136 AUGUSTA DR	Gross/manifest error	-146.63
Total					-16,124.19

**Tax Appeals Pursuant to the Municipal Act
For Hearing On July 6, 2016**

8.1
Page 2 of 4

Corporate Services

Jun 16, 2016 09:15

						Section Total	-16,124.19
Section 358 : 2013							
9345	05-02-0-036-05200-0000	02	1660 WEDMORE WAY	Gross/manifest error			-289.14
9291	05-05-0-116-03600-0000	05	1261 SHAWSON DR	Gross/manifest error			-3,019.94
						Total	-3,309.08
Section 358 : 2014							
9332	05-01-0-066-00700-0000	07	2094 IAN AVE	Gross/manifest error			-1,508.67
9505	05-01-0-200-00199-0000	01	1100 CAVEN ST 101	Gross/manifest error			-1,593.36
9346	05-02-0-036-05200-0000	02	1660 WEDMORE WAY	Gross/manifest error			-294.94
9292	05-05-0-116-03600-0000	05	1261 SHAWSON DR	Gross/manifest error			-3,269.58
9413	05-15-0-081-66631-0000	09	3136 AUGUSTA DR	Gross/manifest error			-99.92
						Total	-6,766.47
Section 358 : 2015							
9492	05-01-0-200-00199-0000	01	1100 CAVEN ST 101	Gross/manifest error			-1,641.31
						Total	-1,641.31
						Section Total	-11,716.86

**Tax Appeals Pursuant to the Municipal Act
For Hearing On July 6, 2016**

Corporate Services

Jun 16, 2016 09:15

Tax Adjustment Totals

Section 334	2009	0.00
Section 357	2015	-16,124.19
Section 358	2013	-3,309.08
	2014	-6,766.47
	2015	-1,641.31
Grand Total		-27,841.05

**Tax Appeals Pursuant to the Municipal Act
For Hearing On July 6, 2016**

Corporate Services

Jun 16, 2016 09:15

Summary of Tax Adjustment by Type

Count	Description	Amount
3	Became exempt	- 4,223.28
11	Gross/manifest error	- 15,676.25
5	Demolished/razed-fire	- 1,893.52
5	Demolished/razed-unusable	- 3,873.07
2	Unusable minimum 3 months	- 2,174.93
1	Capping gross/manifest error	0.00
Total		- 27,841.05

City of Mississauga

Corporate Report



Date: 2016/06/23

Originator's files:

To: Mayor and Members of Council

From: Gary Kent, Commissioner of Corporate Services and
Chief Financial Officer

Meeting date:
2016/07/06

Subject

Tax Exemption of Municipal Capital Facility, 201 City Centre Drive, Unit 406

Tax Roll # 05-04-0-154-00449-0000

Recommendation

1. That a by-law be enacted to ratify the Lease Agreement set out in the report dated June 23, 2016 from the Commissioner of Corporate Services and Chief Financial Officer as an agreement made pursuant to section 110 of the *Municipal Act, 2001, S.O. 2001, c.25* as amended and to exempt 201 City Centre Drive, Unit 406 from taxation for municipal and school purposes.
2. That By-law 0434-2004, being a "By-law to exempt specified properties from taxation for municipal and school purposes", be amended with necessary modifications, by adding tax roll number 05-04-0-154-00449-0000, 201 City Centre Drive, Unit 406, to the list of properties described in said By-law, for the purposes of declaring it to be a Municipal Capital Facility.
3. That the Clerk be directed to notify the Minister of Education, Municipal Property Assessment Corporation, the Regional Municipality of Peel and the school boards of the enactment of the By-law.

Background

Property that is owned and occupied by the City is exempt from assessment and taxation pursuant to section 3(9) of the *Assessment Act, R.S.O. 1990. c. A.31*. However, this exemption does not flow through automatically where the City leases space for municipal purposes from a private party who is taxable.

Council	2016/06/23	2
---------	------------	---

Section 110 of the *Municipal Act, 2001* permits the council of a municipality to exempt from taxation for municipal and school purposes lands on which municipal capital facilities are or will be located. Municipal capital facilities are defined by the legislation to include facilities used for the general administration of the municipality, facilities related to policing, firefighting and by-law enforcement as well as municipal facilities for public libraries.

The City has entered into a lease with respect to a municipal capital facility. While the lease agreement recognizes that the leased premises is a municipal capital facility and, therefore, the City should be exempt from taxation, the enactment of a by-law declaring the leased premises as a municipal capital facility is required under the *Municipal Act, 2001*. Adopting the recommendations set out in this report to declare the leased premises to be a municipal capital facility and thus tax exempting it, would eliminate the City's obligation to pay property taxes.

Present Status

The City has been leasing Units 700, 800 and 900 at 201 City Centre Drive since 2007 and Unit 202 since 2012. These units have been designated as municipal capital facilities and are tax exempt. The City has entered into a Lease Amendment Agreement to lease additional office space at 201 City Centre Drive commencing May 1, 2016.

Comments

The City has entered into an agreement to lease Unit 406 at 201 City Centre Drive effective May 1, 2016. Under the terms of the lease agreement, the City is to be exempt from taxation as the leased premises is considered a municipal capital facility as it is used for the general administration of the City. The property is also considered to be a municipal capital facility for the purposes of the *Municipal Act, 2001*. Should Council adopt the recommendations herein the leased premises would become tax exempt. This exemption would automatically expire upon the City ceasing to use the property as a municipal capital facility.

Financial Impact

Should Council adopt the recommendations noted herein and exempt 201 City Centre Drive, Unit 406 from taxation for municipal and school purposes, the City will not be required to pay taxes on the property. While the lease agreement stipulates the leased premises is a municipal capital facility, the enactment of a by-law declaring it as such is required under the *Municipal Act, 2001*. The total amount of exempt taxation cannot be determined as the assessment related to the space being occupied by the City has not been established by the Municipal Property Assessment Corporation.

Council	2016/06/23	3
---------	------------	---

Conclusion

While ordinarily exempt from assessment and taxation the City is obligated to pay its proportionate share of property taxes on City occupied properties which have been leased from private parties. Tax exempting these properties in accordance with the municipal capital facilities provisions of the *Municipal Act, 2001* would result in savings to the City.



Gary Kent, Commissioner of Corporate Services and Chief Financial Officer

Prepared by: Cathy Onorato, Manager, Revenue and Taxation

City of Mississauga
Corporate Report



<p>Date: 2016/06/15</p> <p>To: Mayor and Members of Council</p>	<p>Originator's files: MG.11.REP</p>
<p>From: Geoff Wright, P. Eng., MBA, Commissioner of Transportation and Works</p>	<p>Meeting date: 2016/07/06</p>

Subject

Hurontario Light Rail Transit Project Update: Authorization to enter into Agreements and Request for Delegated Authority

Recommendation

1. That the City Manager and Chief Administrative Officer and the City Clerk be authorized to enter into a Memorandum of Understanding on behalf of the City with Metrolinx and The Corporation of the City of Brampton for the delivery of the Hurontario Light Rail Transit Project ("MOU"), substantially in the form as attached to the Corporate Report from the Commissioner of Transportation and Works dated June 15, 2016.
2. That Metrolinx and/or its agent(s) be granted exemptions from the applicable Fees & Charges By-law(s) for entering into consents to enter or other licenses or agreements with the City for the purposes of entering upon City lands temporarily for construction of the Hurontario Light Rail Transit Project as per the MOU between Metrolinx, the City and the City of Brampton.
3. That the Acquisition and Disposal of Real Estate Policy 05-04-01, as amended, shall not apply to certain land transactions between the City and Metrolinx for the Hurontario Light Rail Transit Project such that certain lands may be transferred to Metrolinx at less than fair market value in accordance with the MOU.
4. That the City Manager and Chief Administrative Officer be authorized to execute, on behalf of the City, appropriate definitive agreements and/or protocols with Metrolinx and other entities as applicable, for the delivery of the Hurontario Light Rail Transit Project, unless the agreement or protocol will result in additional budgetary requirements from the City that have not been otherwise approved by Council, in which case Council approval will be sought prior to execution.
5. That all necessary by-laws be enacted.

Report Highlights

- The City of Mississauga has established a Project Office/Working Team for the Hurontario Light Rail Transit (HLRT) Project (“Project”) and has retained a Strategic Advisor.
- The Ad Hoc Council Working Group has been established and a workshop was held on June 21, 2016 with Metrolinx to discuss incorporating enhanced stop design principles into the Project.
- A Memorandum of Understanding between Metrolinx, the City and the City of Brampton, outlining the overall scope of the Project and principles of Project delivery, has been negotiated and is attached to this report as Appendix 1.
- Definitive agreements or protocols covering the detailed aspects of Project delivery will need to be negotiated in the near future. One of such agreements is the Real Estate Protocol which outlines the relationship and roles and responsibilities between the City and Metrolinx in acquiring third party properties. At the time of this report, the Real Estate Protocol is close to being finalized. Staff is seeking delegated authority to enter into the Real Estate Protocol once it is completed as well as other definitive agreements/protocols unless they would result in any additional unanticipated budgetary implications.

Background

On April 21, 2015, Steven Del Duca, Minister of Transportation, announced the Ontario government’s funding commitment for the Hurontario-Main Light Rail Transit (HMLRT) Project.

The previous General Committee update was provided on February 3, 2016 through the report entitled, “Hurontario Light Rail Transit Project Update”, dated January 20, 2016, from the Commissioner of Transportation and Works.

Mississauga staff has continued to meet with Metrolinx to develop the framework for moving forward on this project and had made a commitment to report back to General Committee/Council at key project milestones.

Comments

Metrolinx is taking the lead on the procurement and implementation of the Hurontario Light Rail Transit Project. The Project will impact municipal infrastructure and planning along the corridor in addition to the community at large.

Since the previous update:

- Within the City of Mississauga, an internal working team has been established as the Hurontario LRT Project Office to coordinate efforts with Metrolinx. The City of Mississauga has retained Deloitte to provide the municipality with strategic advice over

the next two years on this Project. The City of Mississauga will also retain consulting services for a period of two years to provide support in technical matters related to engineering, streetscape, stop architecture and integrated Public Art. Regular progress reports are provided to the municipal Leadership Team. The LRT Project Office will be integrated into the overall Metrolinx Team when they establish their own Project Office later this year.

- Metrolinx has retained CH2M as their Owner's Engineering Team to guide the overall implementation process and AECOM as the Technical Advisory Team to address detailed issues up to and through to the Project implementation. Numerous working groups have been established with an introductory kick-off event held by Metrolinx on May 4, 2016. Onsite investigation works for geotechnical and subsurface utilities have already been initiated. At this time, the Metrolinx Project schedule indicates a desire to get formal Treasury Board approval to proceed in the summer; undertake the Request for Proposal process commencing later in 2016 with the final contract award and construction to commence in 2018.
- The Ad-Hoc HLRT Council Working Group has been established and has received presentations with introductory information on the proposed Metrolinx project procurement model for this Project along with highlights on design outcomes flowing from the Eglinton Crosstown LRT Experience (City of Toronto). Initial updates were also provided on the potential municipal aspirations for elevated stop design; a high quality public realm; and public art which will need to be addressed through the Metrolinx Design Excellence Process.
- Mississauga has been undertaking a comprehensive review of the Project corridor and working with Metrolinx to develop an approach for identifying potential opportunities for enhanced stop design. The work has resulted in the creation of a stop hierarchy accompanied by criteria to help inform and articulate the priority locations for elevated stop treatment. A workshop facilitated by Metrolinx was held on June 21, 2016, for the purpose of engaging the members of the Ad-Hoc HLRT Council Working Group as well as city staff from both Brampton and Mississauga. Objectives of the workshop were two-fold: (1) to explore and identify design opportunities by looking at a broad range of LRT stop precedents from other cities, including approaches to integrated public art; and (2) come to a common understanding in defining the priorities, principles and requirements for the HLRT that will be incorporated into the "Design Excellence Principles and Requirements" document that will form a part of the procurement submission requirements. It is intended that the hierarchal framework and recommended locations which are still being refined, can be presented at an upcoming meeting of Council.

- Mississauga staff has also been undertaking a comprehensive review of the streetscape opportunities along the corridor and this information is being coordinated with the Metrolinx Working Groups discussions.
- The Planning and Building Department are proceeding with a separate report recommending that an amended boulevard treatment be imposed on all site plan applications generally described as intensification areas, corridors and urban environments. At this time, the HLRT procurement process has not advanced sufficiently to establish or define the streetscape treatment to be delivered through the Project. As more information becomes available regarding the HLRT Project implementation, the opportunities for collecting additional developer contributions and ensuring integration between development applications and their orientation to the HLRT will need to be considered to promote transit ridership and enhance the public realm.

Agreements:

- Staff has been negotiating with Metrolinx and the City of Brampton for a Memorandum of Understanding (MOU) for the delivery of the Project. A draft is attached as Appendix 1. This is a legally non-binding document developed to establish the key terms, timelines and conditions for the Project. The MOU will act as a basis for future definitive agreements and includes:
 - Metrolinx's role as owner and developer of the Project with responsibility over scope, budget scheduling, planning design and construction, real property acquisitions, and public consultation.
 - Metrolinx will consider input from the municipalities on matters that impact municipal infrastructure and assets; the public realm; and integration of the LRT into existing and future municipal transportation networks and infrastructure.
 - Metrolinx will pay for the Project and for municipal infrastructure replacement/relocation that is required as a result of the Project. Municipal contributions will be requested for the replacement of aging infrastructure if they are already scheduled by the City to be replaced.
 - Metrolinx will consider requests by the municipalities to build additional municipal infrastructure if it results in no adverse impact on their schedule and they are funded by the municipality.
 - Metrolinx will work with the City to identify and reimburse related City expenditures as of the funding announcement. Operations will be dealt with through the future definitive agreement.

- The municipalities will support the Project delivery by providing staff to support the procurement process; minimizing and streamlining municipal approvals and seeking delegated authority from Council with respect to permits, licences, and approvals and seeking Council's approval for exemptions of permit and review fees. Notwithstanding this, Council's discretion in whether to grant such approvals remains unfettered.
- Municipalities will provide dedicated staff to facilitate reviews and approvals which will be reviewed annually. Currently 12 full time equivalents for Mississauga have been approved by Metrolinx and are appended to the MOU.
- The municipalities will provide an exclusive perpetual stratified easement for transit use for as long as the LRT is running along Hurontario and will transfer any required lands it owns to Metrolinx to build the transit infrastructure for nominal consideration, except if such lands are occupied and in use; or generate revenue. In those cases, Metrolinx will provide compensation at fair market value. As this is a departure from the City's Acquisition and Disposal of Real Estate Policy 05-04-01, as amended, which provides that all transfers of land be done at market value, an exemption to that policy from Council is required.
- Additional lands may be required for construction staging and temporary construction licenses or consents to enter may therefore be required to be granted to Metrolinx or Project Co (construction consortium). Staff has identified selected park locations to be excluded from such uses, which are attached in the MOU. The MOU also includes a provision that the City will waive licensing fees for the use of municipal lands associated with construction staging. This practice is consistent with other external capital infrastructure projects which provide a substantial benefit to the City.
- A Public Realm Amount equivalent to 1.5% of the total construction cost of the Project will be established and staff will be preparing a separate report to prioritize opportunities for this budget through the project implementation process.
- If Metrolinx pursues Federal funding opportunities, the municipalities agree to support or be proponents of such applications.
- The Project will be delivered with support from Infrastructure Ontario by way of the Alternative Financing and Procurement model. It is anticipated that the Design, Bid, Finance, Maintain and Operate model will be used.
- The MOU establishes Project Executive Committee and Project Committees along with a dispute resolution process. Municipal staff will be asked to

participate in various working groups as established by Metrolinx from time to time.

- While the MOU provides the overarching framework for how the Project will be delivered and the general roles and responsibilities of the parties, there are many details that will need to be worked out over the course of the Project. Details such as real property acquisitions, utilities, roles and responsibilities of the parties, etc., will need to be finalized and captured in subsequent definitive agreements and protocols. At the time of the report, staff has negotiated the Real Estate Services Protocol and the Communications Protocol (for the period of time up to the procurement phase of the Project).
- The Real Estate Protocol speaks to the details surrounding the services that the City will be providing to Metrolinx in acquiring third party properties for the Project and is a bilateral agreement between the City and Metrolinx. (Brampton will be signing a similar protocol for the real estate work that they will be undertaking for the Project.) Staff involved in executing the work under the Protocol are listed in the MOU as being paid for by Metrolinx. The Protocol includes:
 - Metrolinx is responsible for all costs of acquiring property. The City will act as an independent consultant to Metrolinx tasked with acquiring real property required for the Project on their behalf, including any expropriations that may be required. Any expropriations will be done under Metrolinx's expropriations authority.
 - Metrolinx will be responsible for undertaking environmental due diligence, authorizing the initiation of the individual property acquisition process and establishing property closing timelines with full responsibility for any changes/additional time that may be necessary.
 - The City will be responsible for providing appraisals, surveys, negotiating, legal support/advisory services, and maintain records. Third party costs aside from legal costs will be reimbursed by Metrolinx. All legal work is expected to be done in house by the lawyer and law clerk that are paid for by Metrolinx under the MOU.
- The Communications Protocol is a document among the City, Metrolinx, the City of Brampton, and the Region of Peel that outlines the agreement to undertake joint communication activities, through a Communications Subgroup, to enhance opportunities for open, transparent, effective and pro-active communications with the public.

It is recommended that the City Manager be authorized to execute other definitive agreements and protocols that outline the details of the relationship between the parties in the delivery of the

Project on behalf of the City, if they do not result in additional budgetary requirements that have not been previously approved by Council. In those cases, the agreement or protocol will be brought forward for Council direction and approval prior to execution.

Financial Impact

The MOU identifies that Metrolinx is responsible for the Project budget and will pay for required municipal infrastructure replacement or relocation as a result of the Project Implementation, subject to any municipal contribution for aging infrastructure that has been identified in any existing capital expenditure budget. In those instances, the City may be asked by Metrolinx to contribute an amount equal to what the City has identified in its capital plan or in a reasonable and equitable amount as determined by the City and Metrolinx.

Metrolinx will reimburse related City expenditures as of the funding announcement (April 21, 2015). Under the MOU, Metrolinx and/or its agents are to be granted exemptions from applicable Fees & Charges By-law(s) for entering into consents to enter or other licenses or agreements with the City for the purposes of entering upon City lands temporarily for construction associated with the Project. In addition, certain lands may be transferred to Metrolinx in order for them to build the transit infrastructure at less than fair market value, in accordance with the MOU.

Conclusion

The Memorandum of Understanding has been negotiated with Metrolinx and Brampton. Staff is also close to finalizing a Real Estate Services Protocol between the City and Metrolinx outlining the details of third part property acquisition work to be conducted for the Project. Staff is now fully engaged with Metrolinx and their consultants through the various Working Groups. The Ad-Hoc Council Working Group has been established and the Municipal Leadership Team receives regular progress reports.

This report recommends the authorization to enter into a Memorandum of Understanding (MOU) and the delegated authority to execute appropriate agreements and/or protocols with Metrolinx and other entities as applicable, for the delivery of the Project, unless the agreement or protocol results in additional budgetary requirements from the City that have not been otherwise approved by Council. In addition, this report is seeking Council's approval that Metrolinx and/or its agent(s) would be granted exemptions from the applicable Fees & Charges By-law(s) for entering into consents to enter or other licenses or agreements with the City for the purposes of entering upon City lands temporarily for Project construction. In addition, it is recommended that Council approves an exemption from the Acquisition and Disposal of Real Estate Policy 05-04-01, as amended, for certain land transactions between the City and Metrolinx that are deemed to be required for the Project such that certain lands (those that are not in use/occupied or not generating revenue) may be transferred to Metrolinx at less than fair market value in accordance with the MOU.

Council	2016/06/15	8
---------	------------	---

Originators files: MG.11.REP

Future project updates along with more detailed information on the Metrolinx Design Excellence Process and the municipal priorities associated with the establishment of a Public Realm Amount are to be provided through subsequent Council updates.

Attachments

Appendix 1: Memorandum of Understanding between Metrolinx, the City of Brampton and the City of Mississauga, dated June 22, 2016.



Geoff Wright, P. Eng, MBA, Commissioner of Transportation and Works

Prepared by: Matthew Williams, LRT, Project Manager

MEMORANDUM OF UNDERSTANDING

Made as of the 22nd day of June, 2016

BETWEEN:

METROLINX
 ("Metrolinx")

- and -

THE CORPORATION OF THE CITY OF BRAMPTON
 ("Brampton")

- and -

THE CORPORATION OF THE CITY OF MISSISSAUGA
 ("Mississauga")

BACKGROUND

A. Metrolinx has a mandate to develop a Regional Transportation Plan to identify and prioritize transportation and transit projects and create an integrated transportation and transit system in the Greater Toronto and Hamilton Area.

B. Mississauga and Brampton (the "**Municipalities**"), and either of them, a "**Municipality**") have a mandate under the *Municipal Act, 2001* (the "**Act**") to be responsible and accountable governments with respect to matters within their respective jurisdictions, and have been given powers and duties under the Act, and other legislation, for the purpose of providing good government with respect to those matters.

C. The Parties have a significant vested interest in the success of the Hurontario LRT project.

D. The Municipalities engaged in and undertook initial assessments, including pursuant to the Hurontario and Main Street Directions Study, 2009 and a Master Plan study in 2010 which indicated strong investment support for a light rail transit project within the (geographic) Region of Peel (the "**Region**") as part of Metrolinx's Regional Transportation Plan. Subsequently the Municipalities initiated preliminary design and engineering work and public consultation. Metrolinx provided technical support.

E. In 2013 the Municipalities and Metrolinx, as co-proponents initiated a Transit Project Assessment Process ("**TPAP**") and engaged in public consultation culminating in the filing of an Environmental Report ("**EPR**") with MOECC in 2014 which resulted in the granting of a Notice to Proceed in August, 2014. The project as described in the EPR included a 23 km, 26 stop LRT system along the Hurontario and Main Street corridor between the Port Credit GO station in Mississauga and the Brampton GO station in Brampton.

F. On October 27, 2015 the City of Brampton Council approved only that part of the alignment described in the TPAP/EPR up to the Gateway Terminal to the north of Steeles Ave. resulting in an amended project scope. As a result of the foregoing, the scope of the project is generally described in the TPAP/EPR but including a 20 km, 22 stop system along Hurontario Street between Port Credit GO station and the Gateway Terminal in Brampton (the "**Project**").

- 2 -

G. The Project is intended to serve as the north/south backbone of the regional transit network for the Region connecting 2 GO Rail services, current, planned and proposed regional and local bus rapid transit systems as well as several local bus services. Combined with the transit oriented land use strategies, the Project is intended to facilitate the transformation of the Hurontario corridor into a lively people centered, denser urban form that creates more sustainable communities.

H. On April 20, 2015, the Minister of Transportation for the Province of Ontario ("MTO") committed \$1.6 Billion towards the capital cost of the project as then envisioned. The amended Project scope means that \$1.4 Billion will be committed by the Province to the Project (the "Provincial Funding") and the balance will be returned to the Moving Ontario Forward Fund.

I. Subject to final confirmation and obtaining requisite approvals, it is Metrolinx's intent to deliver the Project by way of Alternative Finance and Procurement (AFP) using a design, build, finance, operate and maintain model ("DBFOM").

J. The Project will be designed, built and owned by Metrolinx (save and except that infrastructure and assets owned by the Municipalities that need to be relocated as a result of the Project will be relocated at the expense of Metrolinx but will continue to be owned by the applicable Municipality). The Project will be located on lands in Brampton and Mississauga which Metrolinx will acquire a real property interest or own in fee simple.

K. The Project will be designed to allow for the use of the PRESTO Farecard.

L. The Parties wish to establish protocols and procedures that will lead to effective and efficient delivery of the Project and optimize existing resources and expertise while, at the same time, respecting both Metrolinx's control of the Project and ownership of the Project infrastructure and assets and each of Brampton's and Mississauga's ownership and control of its infrastructure and assets and its authority and autonomy as municipal regulator.

M. This Memorandum of Understanding (this "MOU") sets out the key terms, timelines and conditions for the Project and is intended to constitute the basis for future definitive agreements for the Project dealing with the matters set out herein. The Parties affirm their commitment to proceed expeditiously, diligently and in good faith and in a co-operative and collaborative manner to negotiate and enter into definitive agreements and to facilitate and expedite, where possible, the construction and completion of the Project.

NOW THEREFORE, the Parties hereby agree to the following:

1. Definitions

- "Material Change" to the Project means a change to the Project from its present scope that (i) eliminates a station, (ii) significantly changes the distance between stations, or (iii) requires an amendment to an EPR.
- "Municipal standard" means, as applicable, such Municipality's standard respecting its infrastructure or assets as of a specified, agreed-upon date, together with any changes in such standards following such date as are required by applicable provincial statute, regulation or order, save and except where an exemption to such applicable provincial statute, regulation or order is available. References to a "Municipality's standards" shall have a similar meaning.

2. Roles and Responsibilities

This MOU and any definitive agreements that may result from it are not intended to waive, amend or derogate from the rights of Metrolinx as Crown agent and owner of the Project, or the Municipalities as municipal regulatory authorities and owners of infrastructure and

assets affected by the Project, in each case, exercising the rights, powers, duties and obligations conferred on the respective parties by statute and at common law. Metrolinx acknowledges that the obligations of each Municipality hereunder are several and not joint and several. Brampton shall have no decision-making authority with respect to any matter solely within the jurisdiction of Mississauga and Mississauga shall have no decision-making authority with respect to any matter solely within the jurisdiction of Brampton.

(a) Metrolinx

- Metrolinx is the owner and developer of the Project (save and except that infrastructure and assets owned by the Municipalities that need to be relocated as a result of the Project will be relocated at the expense of Metrolinx but will continue to be owned by the applicable Municipality) with responsibility for and control over: (i) scope, (ii) budget, (iii) scheduling (iv) planning, design, and construction, (v) acquisition of any real property rights required for the Project, (vi) matters pertaining to operation and maintenance of the LRT vehicles, and (vii) engaging in public consultation, in each case, unless otherwise specified. Unless otherwise specified in this MOU or agreed to by the Municipalities, the Municipalities shall have no responsibility for cost overruns on design and capital construction of the Project.

- Metrolinx will pay for the costs of the construction of the Project (including, without limitation, the costs to design, construct and commission infrastructure and assets owned by the Municipalities that need to be replaced or relocated to build the Project, the costs to obtain permits, licenses, and approvals on the terms set out herein and the costs to repair and restore any damage caused by reason of construction of the Project), except such costs as otherwise specified in this MOU as being the express obligation of a Municipality. Metrolinx's funding of the Project is subject to the limit of the Provincial Funding, including any designation and allocation of such funds or any portion thereof for specific components of the Project (the "**Project Budget**") and any restrictions as to "Eligible Costs" set forth in the document pertaining to funding of the Project from the MTO entitled Capital Cost Eligibility Criteria for Metrolinx Owned Rapid Transit Projects dated September 21, 2010, a copy of which is attached as Schedule A (the "**Capital Cost Eligibility Criteria**"). In undertaking and fulfilling the obligations set out herein and incurring expenditures, the parties will adhere to and be governed by the Project budgets, which will be established on an annual basis.

- Notwithstanding Metrolinx's obligations as set forth in Section 2(a), if infrastructure and assets owned by the Municipalities that are required to be relocated by Metrolinx to facilitate construction of the Project are scheduled for repair and/or upgrade and/or replacement by the applicable Municipality, as reflected in any existing capital expenditure budget of such Municipality (whether current or future planned repair/replacement), the applicable Municipality will reimburse Metrolinx for the costs to replace or modify such infrastructure and assets either in the amount allocated in the applicable Municipality's budget in respect of such repair, upgrade and replacement, as the case may be, or in a reasonable and equitable amount as determined by Metrolinx and the applicable Municipality having regard to the age of such infrastructure.

- Metrolinx will consider, in its discretion, a request or requests by a Municipality to build additional infrastructure and assets that are not required as a result of the Project ("**Additional Municipal Infrastructure**") provided that there is no adverse impact on cost to Metrolinx or completion of the Project by the anticipated completion date, on the basis that all costs associated therewith will be paid for by the requesting Municipality, and that a definitive agreement between the requesting Municipality and Metrolinx in respect

of such Additional Municipal Infrastructure has been entered into. Any upgrade of infrastructure and assets owned by the Municipalities that are required to be replaced or relocated for the Project requested by a Municipality shall be Additional Municipal Infrastructure but the requesting Municipality shall be required only to pay the incremental cost associated with such upgrade (unless it is covered under Public Realm Amount).

- Metrolinx will work together with each Municipality to identify and approve costs incurred by each Municipality after April 21, 2015 to plan and develop the Project, including but not limited to the costs related to consultants, staff and consultations with community groups and stakeholders and costs incurred in completing the TPAP process and preliminary design work, with the intent that Metrolinx will reimburse the Municipalities for such costs.
- Without limiting the other provisions of this MOU, Metrolinx will consider any input received from the Municipalities on matters relating to integration of the LRT into existing and future transportation networks and infrastructure in such Municipality's jurisdiction, public realm (including streetscape improvements) and matters that will impact municipal infrastructure and assets belonging to such Municipality.

(b) Brampton and Mississauga

- Each of Brampton and Mississauga are the owners of infrastructure and assets that may be affected by the construction of the Project and have regulatory authority over construction activities and the use of its roads and property. Nothing in this MOU is intended to derogate from or waive the rights of Brampton and Mississauga as owners of their infrastructure and assets or the rights and obligations it has as municipal planning authority or any other legislation. For clarity, the Parties acknowledge that Brampton and Mississauga will fulfill their statutory obligations under applicable law and may exercise any right, authority and discretion accorded to them thereunder. Nothing in this MOU shall preclude Brampton or Mississauga from performing, discharging or exercising its duties, responsibilities and powers under applicable law.
- Brampton and Mississauga agree to implement transit-supportive land use policies and provisions in any relevant municipal Official Plans, Secondary Plan and Zoning By-laws, and in doing so, shall have regard to the MTO's Transit-Supportive Guidelines.
- Brampton and Mississauga agree to support Metrolinx in the delivery and implementation of the Project by, among other actions, minimizing and/or streamlining municipal approvals where possible to ensure Project delivery timelines are achieved, and for ease of Project implementation. Metrolinx acknowledges that Brampton and Mississauga may have different municipal approval processes and permit requirements.
- Brampton and Mississauga, in its approval and endorsement of the Project, will support or be proponents to requests submitted by the Government of Ontario to acquire funding contributions from the Government of Canada for the Project. At the request of Metrolinx, Brampton and Mississauga will make resources and Project information available, where necessary, to support the development of such funding requests.

3. Project Delivery

- It is anticipated that the Project will be delivered by Metrolinx with assistance from Infrastructure Ontario by way of AFP using the DBFOM model. At the request of Metrolinx, as directed by Metrolinx, during the procurement and construction phases, the Municipalities will assist by providing dedicated and experienced staff, information,

- 5 -

responding to inquiries and attending meetings with the proponents and with the successful proponent.

- The parties will work collaboratively to develop a protocol for processes and approvals that will apply to infrastructure and assets owned by Brampton and Mississauga that will be affected by construction of the Project.
- Metrolinx acknowledges that the Municipalities each have unique knowledge of local conditions and considerations related to such portions of the Project located in such Municipality's jurisdiction that will be important inputs in the development of the Project Agreement including the Project Specific Output Specifications ("PSOS"). Accordingly, Metrolinx shall provide the Municipalities with opportunities to review the Project Agreement or components thereof and specifically the PSOS or components thereof (and other appropriate Project documents).
- In the case of infrastructure and assets owned by a Municipality that are affected by or are required to be rebuilt/replaced by Metrolinx as a result of the Project, such Municipality shall review, approve and accept such infrastructure and assets provided that the applicable Municipal standards have been met.
- In respect of other components of the Project, each Municipality may provide input and assistance to Metrolinx in respect of such portions of the Project located in such Municipality's jurisdiction, and Metrolinx will use reasonable efforts to implement such Municipality's suggestions where appropriate and reasonable to do so having regard to, among other things, cost and scheduling.
- During the in-market period after issuance of the Request for Proposal and before bid submissions have been received, Metrolinx will request the Municipalities to attend design consultation meetings and may request the Municipalities to attend commercially confidential meetings with proponents from time to time and provide input to it and to assist in responses to various requests for information by proponents.
- During the evaluation process, Metrolinx will request a member of each Municipality's staff to participate in a component or components of bid evaluations.
- After award and during implementation of the Project, each Municipality will have (i) the right to review and comment (through Metrolinx) on the design of infrastructure and assets owned by such Municipality that are being rebuilt/replaced as a result of the Project to ensure compliance with the PSOS and the applicable Municipal standards, and (ii) the right to inspect and to accept such infrastructure and assets in accordance with the PSOS and applicable Municipal standards. Metrolinx will ask the Municipalities to attend working groups as required.
- Each Municipality will provide dedicated staff to facilitate reviews and approvals, and other matters to expedite the delivery of the Project. Taking into account the anticipated level of work, Metrolinx and each Municipality will agree annually on the number of persons and associated positions expected to be needed during the ensuing year and the rates to be charged to Metrolinx for the services of such persons. The anticipated required dedicated staff as of the date of this MOU is set out in Schedule "D" (which will be updated from time to time to reflect the foregoing agreement). Metrolinx will reimburse the Municipalities, as applicable, for the time spent by such persons in providing the services to Metrolinx upon receipt of invoices showing particulars that are approved by Metrolinx.

4. **Project Scope**

- 6 -

- If Metrolinx proposes a Material Change, Metrolinx will provide particulars to the Project Committee. Metrolinx will endeavour to arrive at a solution that is consistent with comments provided by the Municipalities and acceptable to Metrolinx.

5. **Real Estate Matters**

- Metrolinx will own or have a real property interest in all lands on which the Project infrastructure is located and will be responsible, unless otherwise agreed, for acquiring such lands or interest therein. For clarity, infrastructure and assets owned by the Municipalities that need to be relocated as a result of the Project will be relocated at the expense of Metrolinx but will continue to be owned by the applicable Municipality.
- Each Municipality will provide an exclusive perpetual stratified easement for transit use (but only for so long as the Hurontario LRT (or any replacement thereof) operates on the Easement Lands (as defined below)), for nominal consideration to Metrolinx over that portion of the right-of-way(s) owned by the Municipality on which the Project infrastructure will be built and located (the “**Easement Lands**”), provided that such easement shall be subject to continuing rights of access of existing third party utility infrastructure owners who are not relocated or who cannot otherwise be accommodated. The easement will be granted for the continuing construction, operation and maintenance of transit facilities and such other ancillary or associated uses and activities conducted from time to time by Metrolinx on its transit properties. The form of easement will be settled and agreed to by the parties, acting reasonably. The easement will be granted to Metrolinx upon completion of construction and production of as-constructed or record drawings, which will assist in identifying the boundaries of the stratified easement, save and except that Metrolinx may require that the easement be granted prior to completion of construction and production of as-constructed or record drawings. If Metrolinx elects to receive the easement prior to completion of construction and production of as-constructed or record drawings, the easement boundaries will be adjusted following production of such as-constructed or record drawings. Until the easement is transferred to Metrolinx each Municipality will grant to Metrolinx and persons authorized by it a license to use and occupy its Easement Lands sufficient to permit construction of the Project, subject to permits, licenses and approvals, if required. Further, the Municipalities shall not grant any new interests in the Easement Lands without the prior consent of Metrolinx, acting reasonably, provided that new interests in the Easement Lands pertaining to utility infrastructure shall be dealt with in the manner described in Section 7.
- Each Municipality will transfer any other property (i.e. lands other than the Easement Lands) owned by it or its boards, agencies and commissions upon which the Project infrastructure will be built and located to Metrolinx for nominal consideration save and except only if any such lands are occupied and in use or which generate revenue, in which case Metrolinx will pay to the applicable Municipality fair market value for such lands.
- Subject to Schedule “C”, each Municipality will provide to Metrolinx and persons authorized by it a temporary construction license for lands owned by it (and by its boards, agencies and commissions if and to the extent that such Municipality has jurisdiction to do so), to facilitate construction of the Project, including, without limitation, parks and portions thereof. Metrolinx’s obligations to remediate environmental damage on any lands licensed to it will be limited to damage caused by it, otherwise Metrolinx will have no obligations to remediate. The license fee will be nominal save and except only if any such lands are occupied and generate revenue, in which case Metrolinx will reimburse the applicable Municipality (or their boards, agencies and commissions, as the case may be),

- 7 -

for lost revenue. For clarity, the use of parks will be dealt with as aforesaid and there will be no additional parks fee.

- The Parties will work together to identify the required lands, the transfer date or the commencement date, duration and term of any license, as the case may be. Each Municipality will determine whether its respective Council's approval is required for the transfers and licenses and for exemptions or waivers of fees, and ensure that the appropriate applications are made to its Council or other committees and persons whose approval is required in a timely manner to ensure that the identified commencement dates are achieved and that the fees are exempted or waived, as aforesaid.
- At the request of Metrolinx, each Municipality will make resources available to acquire real property from third parties identified as being required for the Project, including appraisers, surveyors and legal personnel. The properties may be acquired using Metrolinx's expropriating powers.
- Upon expiry or termination of any licenses for the use of municipal lands, Metrolinx shall (or shall cause its contractor to) repair any damage caused by it and reinstate such municipal lands to the condition of such municipal lands at the commencement of the applicable license (unless otherwise agreed to by the Municipality). Metrolinx agrees that it shall (or shall cause its contractor to) remediate any and all environmental damage caused by Metrolinx on any municipal lands licensed to Metrolinx.

6. Permits, Licenses and Approvals Protocol

- The Parties will work together to establish a process and timelines for (i) review and approval by each Municipality of design and other matters requiring their approval pertaining to infrastructure and assets owned by such Municipality that are affected by the Project, and (ii) review and approval of applications for permits, licenses and approvals required to construct the Project and the issuance of such permits, licenses and approvals.
- Infrastructure and assets owned by a Municipality that are required to be replaced to facilitate construction of the Project will be built to the applicable Municipal Standards existing on a specified, agreed-upon date, subject to any changes in such standards. Metrolinx will consider any request by a Municipality to exceed the Municipal standard in respect of any given infrastructure or to build additional infrastructure and assets provided that there is no adverse impact on cost or completion of the Project by the anticipated completion date and on the basis that all additional costs associated therewith will be paid for by the requesting Municipality, as the case may be.
- The Parties will work together to identify fees and approval times and requirements for applicable permits, licenses and approvals. Each Municipality will seek delegated authority to staff in respect of permits, licenses and approvals that require such Municipality's Council approval and will seek an exemption or waiver of fees where such fees are more than nominal review fees, in each case on a blanket basis for the Project as a whole and any such delegated authority and exemption is subject to approval by the applicable Municipality's Council, and nothing herein shall be deemed to fetter the discretion of such Council.

7. Utilities

- Metrolinx will be responsible for relocation costs of third party and Municipally-owned utilities that need to be relocated and/or replaced as a result of and to facilitate construction of the Project.

- 8 -

- Upon request by Metrolinx, each Municipality will endeavor to exercise its rights under and enforce any cost sharing or similar agreements that it has with utility companies requiring utility companies to relocate or share the cost of relocation of utilities and infrastructure, and will provide Metrolinx with copies of any such agreements. To the extent enforcement is requested by Metrolinx, Metrolinx will be responsible for the reasonable costs associated with such enforcement.
- The Municipalities shall not grant any new interests in the Easement Lands without the prior consent of Metrolinx, acting reasonably. However, each Municipality may receive public utilities coordination committee (PUCC) applications in respect of utility infrastructure in the vicinity of or crossing the Project from both third party utilities and Municipally-owned utilities, such as the public sector network and fibre infrastructure. If the application is in respect of utility infrastructure that impacts or may impact the Project, the applicable Municipality will consult with Metrolinx prior to approval of any such applications and will not approve such application without the consent of Metrolinx (which may be withheld by Metrolinx, acting reasonably, or may be on conditions imposed by Metrolinx). If the application is in respect of utility infrastructure that does not impact or will not impact the Project, there is no requirement to consult with Metrolinx prior to approving the application, but the Municipality will notify Metrolinx of any such application so that Metrolinx may satisfy itself that there will be no impact.

8. Public Communications and Engagement

- Metrolinx, Brampton and Mississauga will develop and adhere to a public communications and public engagement protocol and a communications and community relations plan which will provide for the basis upon which Metrolinx and the Municipalities will communicate with the media and the public, other agencies and advertisers, and the manner in which it will engage with the public including community relations, and stakeholder engagement and consultation, in each case for matters pertaining to the Project.

9. Operations and Maintenance

- It is anticipated that the operations and maintenance arrangements will be dealt with in a future definitive agreement. The Municipalities have an expectation that any negative impact on the Provincial gas tax received by such Municipality as a result of the LRT will be taken into consideration in discussions on operating costs.

10. Revenue and Service Integration

- It is anticipated that the revenue arrangements and service integration will be dealt with in future definitive agreement.

11. Public Realm

- Metrolinx will apportion the Public Realm Amount to the Project. For the purposes hereof, the "Public Realm Amount" means an amount equal to 1.5% of total construction costs of the Project. For purposes of the foregoing, "total construction costs": (i) excludes the costs of vehicles, preliminary design, costs of acquiring real property and interests therein acquired by Metrolinx for the Project, and Project management costs, and (ii) includes the contingency amount but only to the extent actually spent on the Project (other than on the exclusions set forth above). For greater clarity, the Public Realm Amount does not include replacement and relocation costs of municipal infrastructure and assets that are being replaced or relocated to applicable Municipal standards as a result of the Project and

any repair to the streetscape resulting from the construction of the Project. Each Municipality, in its respective discretion, may request Metrolinx to construct improvements to streetscape that is in addition to Metrolinx's obligation to repair and restore damage to the agreed upon Municipal standard and may determine the location of such additional streetscape improvements. Metrolinx will endeavor to accommodate any such request provided that such additional streetscape does not in the aggregate exceed the Public Realm Amount, is constructed in the immediate vicinity of the Project, and is acceptable to Metrolinx.

12. Transportation Management

- The parties will collaborate to develop general requirements for active transportation, parking and traffic management plans, which plans will be prepared by Metrolinx's contractor. The plans prepared by Metrolinx's contractor will be submitted for comment and approval by the applicable Municipality for lands within such Municipality's jurisdiction.

13. Access to Information

- Subject to any legal limitations including any limitations under the *Municipal Freedom of Information and Protection of Privacy Act* ("MFIPPA"), the Municipalities will provide Metrolinx with access to such information as Metrolinx may reasonably require from time to time in conjunction with the design and construction of the Project, including without limitation, the location of its infrastructure and assets and its requirements in respect of relocation and preservation with a view to including such information and requirements in any request for qualifications and/or proposal to design, construct and/or maintain the Project.

14. Governance and Dispute Resolution

- The Parties intend to establish a Project Committee and a Project Executive Committee.
- Metrolinx may ask the Municipalities to attend Project working groups as required and established by Metrolinx, such as (by way of example) a utilities working group and a traffic management working group.
- The Project Committee is intended to meet at regular intervals or as-needed to endeavour to resolve issues related to the Project on a consensual basis. Any party may request an additional meeting of the Project Committee (outside of regularly scheduled meetings) to discuss any matter that is the subject of this MOU (but excluding, for certainty, any meetings with Project Co itself).
- The Municipalities may also from time to time request meetings with Metrolinx by directing a request to Metrolinx's Director, Third Parties & Property (or such other person as may be directed by Metrolinx).
- Matters that cannot be resolved by the Project Committee are intended to be escalated to the Project Executive Committee which will meet as needed to endeavor to resolve disputes. The Parties will consider establishing a dispute resolution protocol for the resolution of certain disputes, primarily pertaining to the standard to which infrastructure and assets owned by Brampton and Mississauga that needs to be relocated for the Project should be built.
- The Project Committee and the Project Executive Committee are not intended to circumvent or override the rights of Metrolinx as Crown agent or as owner of the Project or

the rights of each of Brampton and Mississauga as owner of its infrastructure and assets or as municipal regulatory authority.

- The membership of the Project Committee and the Project Executive Committee shall be as set forth in Schedule "B", as it may be amended from time to time by the parties.

15. Confidentiality

- Each Party shall keep information provided by another Party confidential and secure and limit the disclosure to those persons who have a need to know it and who are bound by agreement or otherwise to keep the information in confidence substantially on the terms of hereof.
- Each Party shall not directly or indirectly disclose, destroy, exploit or use any such information (except for the purpose of delivering the Project, or except if required by law), without first obtaining the written consent of the disclosing party and in respect of any Confidential Information about any third-party, the written consent of such third-party and shall provide confidential information to disclosing party on demand.
- If a receiving party becomes legally compelled to disclose any confidential information, it will notify the disclosing party in order to allow disclosing party the option of seeking a protective order to prevent disclosure.
- The provisions of this Section shall survive termination of this MOU and remain in full force and effect.
- Nothing in this MOU shall derogate from the statutory obligation of the Municipalities pursuant to MFIPPA, or from Metrolinx under the *Freedom of Information and Protection of Privacy Act* ("FIPPA") or from any other statute which imposes confidentiality or freedom of information obligations on any of them.

16. Future Agreements

- While this MOU sets out the general framework of Project development, implementation and governance, the parties agree that, where appropriate, subsequent definitive agreements as contemplated in this MOU will be bilateral (between Metrolinx and the applicable Municipality), unless otherwise agreed to by the parties.

17. General Provisions

- With the exception of the obligations under Section 14 (Confidentiality), this MOU is an expression is intended to form the basis of negotiations between the Parties in an effort to arrive at definitive agreements and is not binding on them.
- This MOU is governed by and shall be construed in accordance with the laws of the Province of Ontario and the laws of Canada applicable therein. The parties hereby attorn to the jurisdiction of the courts of Ontario for any legal proceedings arising out of this MOU.

[SIGNATURES FOLLOW ON NEXT PAGE]

- 11 -

Executed by the Parties on the date written above.

METROLINX

By: _____
Name: _____
Title: _____

By: _____
Name: _____
Title: _____
I/we have the authority to bind the corporation

**THE CORPORATION OF THE CITY OF
MISSISSAUGA**

By: _____
Name: _____
Title: _____

By: _____
Name: _____
Title: _____
I/we have the authority to bind the corporation

**THE CORPORATION OF THE CITY OF
BRAMPTON**

By: _____
Name: _____
Title: _____

By: _____
Name: _____
Title: _____
I/we have the authority to bind the corporation



**Capital Cost Eligibility Criteria
for
Metrolinx-Owned Rapid Transit Projects**

September 21, 2010

Ministry of Transportation

1. Definitions

When used in these Guidelines, the words set out below that import the singular include the plural and vice versa.

"Guidelines" means this document entitled "Capital Cost Eligibility Criteria for Metrolinx-Owned Rapid Transit Projects", as may be amended from time to time in accordance with the Guidelines.

"Indirect Costs" means a cost that cannot be identified specifically with, or traced to, a given cost object in an economically feasible way.

"Median Transitway" means fixed route for light rail transit or bus rapid transit vehicles along the median of a street that is separated from regular traffic and employs transit prioritization techniques such as exclusive traffic signal phases.

"Metrolinx" means the Corporation established by the *Metrolinx Act, 2006*.

"Ministry" and "Minister" respectively means the Ministry of Transportation and the Minister responsible for the Ministry.

"Municipality" means a municipality as defined in the *Municipal Act, 2001* (Ontario).

"Project" means any transit project funded, in whole or in part by Metrolinx, and implemented by a Provincial crown agency, a Municipality, municipal transit authorities and/or the private sector. GO Transit infrastructure projects funded through Metrolinx's annual budgets shall be subject to a separate guideline and excluded from application of this guideline.

"Province" or "Provincial" means the Province of Ontario including the Ministry, Metrolinx and other Provincial ministries and agencies.

"Revenue Service" means the point in time when a Project is ready to accept paying customers.

2. Purpose

The purpose of the Guidelines is to introduce capital cost eligibility criteria for funding for Metrolinx-owned rapid transit capital projects, designed and constructed through agreements with others including municipal transit operators.

The Guidelines shall not be construed as a Provincial or Metrolinx commitment to fund any particular Project or the budget or budget allocations for any Project, the

details of which will be included in specific Project Charters relating to each funded Project.

Activities or costs identified as ineligible for Metrolinx funding under the Guidelines may still be undertaken at the expense of a non-Provincial funding partner provided such activities or costs do not directly or indirectly impact the Metrolinx-funded works.

3. Date of Effect

This Guidelines document takes effect on April 1, 2009.

4. Principles of Funding

Metrolinx funding for a Project will be applied to cover costs that are:

- A. defined as capital expenditures under the Generally Accepted Accounting Principles (GAAP) in Canada, or meeting the criteria identified in Section 6.A;
- B. directly attributable to a Project; and
- C. necessary to bring a Project into Revenue Service.

5. Appropriation by the Legislative Assembly of Ontario

Despite any other provision in this Guideline, annual funding for individual Projects being implemented will be subject to annual appropriations of such funds by the Legislative Assembly of Ontario.

6. Eligible Costs

A. Studies

Metrolinx will fund the cost of Metrolinx-approved studies that are undertaken to meet Provincial regulatory requirements or demonstrate the technical and economic feasibility of a Project. Studies eligible for funding include but are not limited to Metrolinx-approved:

- i. Environmental assessment (EA) studies to satisfy the requirements of the Ontario Environmental Assessment Act and the Canadian Environmental Assessment Act;
- ii. Technical Studies (e.g. benefits case analysis, financial analysis, ridership forecasts, and land value capture studies, environmental, geotechnical and soils investigations, and noise studies);
- iii. Planning, design and engineering (PDE); and
- iv. Value for money study undertaken by either Infrastructure Ontario (IO) or Metrolinx to determine whether an alternative financing and

- procurement approach to project delivery can generate a value for money advantage over traditional procurement; and
- v. Any study deemed required by the Ministry or Metrolinx prior to the finalization of a funding commitment to a Project.

B. General Expenses

Expenditures incurred which are authorized by Metrolinx and which are directly related to the construction of a Project or that must be incurred in order to bring the Project into Revenue Service, will be eligible for Metrolinx funding. These expenditures include but are not limited to:

- i. Project management;
- ii. Salaries and benefits of municipal staff (including contract positions) assigned or seconded to the Project on a full time basis;
- iii. Salaries and benefits of Metrolinx staff (including contract positions) assigned to the Project on a full time basis;
- iv. Salaries and benefits of new staff retained to work exclusively on a Project;
- v. Salaries and benefits of municipal staff and Metrolinx staff (including contract positions assigned or seconded to the Project) working on a task-specific basis or providing technical services, that are directly related to the implementation of a Project, provided that; (a) such staff provide detailed dockets of actual time spent and identifying the services provided and tasks undertaken; (b) such tasks and services require the application of specific technical skills such as legal services, appraisal services, survey services, realty negotiations; and (c) such tasks or services are not senior level management or oversight functions.
- vi. Rental and office costs directly attributable to staff referenced in B (i) to (iv) inclusive, including training, supplies, taxes, rent (including rental costs of municipal office space used by municipal staff assigned or seconded to the Project, provided such rent does not exceed market rents for comparable space);
- vii. Fixed guideway infrastructure;
- viii. Rolling stock, including but not limited to heavy rail, light rail and bus rapid transit (BRT) buses;
- ix. Acquisitions of interests in land as determined by Metrolinx, including purchases, easements, land leases, licences and other interests in real property required to bring a Project into Revenue Service,
- x. Infrastructure costs related to incorporating the PRESTO Fare system on the Projects, excluding software licensing fees;
- xi. Land transfer and other applicable taxes relating to property acquisitions referenced in B ix;
- xii. Expropriation compensation as required by the *Expropriations Act*, except claims for injurious affection where the statutory authority does

- not acquire part of the land of an owner (which claims will be considered by Metrolinx for eligibility of cost recovery on a case-by-case basis);
- xiii. The following administration costs and out-of-pocket expenses relating to property acquisition referenced in B ix:
 - (a) appraisal, environment and other service provider costs;
 - (b) expert witness services (including reports) relating to expropriation matters;
 - (c) registration costs;
 - (d) title search disbursements, including Teraview fees;
 - (e) off title search enquiry disbursements;
 - (f) photocopies, long distance charges and other disbursements;
 - (g) courier/process server costs;
 - (h) special examiner and other reporting costs – e.g. discoveries, and court reporter and transcripts (relating to expropriation matters).
 - xiv. Works related to structure demolition or construction;
 - xv. Safety and security equipment;
 - xvi. Computer, electronics and communication devices;
 - xvii. Transit stops, stations and terminals;
 - xviii. Garages and facilities;
 - xix. Teraview licenses;
 - xx. Commercial and other necessary Insurance;
 - xxi. Utility relocations generated primarily as a result of the Project and not associated with any other municipal repair and/or utility replacement or expansion program;
 - xxii. Standard grass landscaping at construction sites;
 - xxiii. Hording and signage at Project construction sites;
 - xxiv. Project corridor and urban design enhancements up to 1.5% of total construction cost;
 - xxv. Project operating expenses needed to bring a Project into Revenue Service including:
 - a. Testing
 - b. Safety inspection:
 - xxvi. Other costs deemed by Metrolinx as capital expenditures necessary to bring the Project into Revenue Service;
 - xxvii. Communication costs related to Projects, including expenses related to community relations, Project websites and public information; and
 - xxviii. Indirect Costs incurred to the extent authorized and necessary to bring a Project into Revenue Service will also be eligible for Metrolinx funding.

7. Municipal Expenditures

Municipalities shall be responsible for the following expenses:

- i. Any cost which does not qualify as an Eligible Cost, including Ineligible Costs which a Municipality wishes to incur;
- ii. Project corridor and urban design enhancements beyond 1.5% of total construction cost;
- iii. Upgrades to materials beyond pre-existing municipal standard;

8. Ineligible Costs

A. Except as otherwise specifically set out in these Guidelines Metrolinx will not fund expenditures that are not directly related to bringing a Project into Revenue Service. These ineligible costs include:

- i. Any expenses which are the responsibilities of municipalities under section 7;
- ii. Subject to section 6(B)(v), salaries and benefits of staff whose full-time services are not dedicated to the implementation, management or oversight of the Project;
- iii. Costs of any activities that are part of the regular operation and maintenance of municipal transit assets;
- iv. Carrying costs incurred on the funding share of any funding partner other than the Province;
- v. Legal or litigation costs brought by municipalities in proceedings against Metrolinx or the Province, including cross-claims by municipalities against Metrolinx or the Province; and
- vi. Municipal upgrades not expressly approved by Metrolinx. Metrolinx may agree to fund upgrades or additions to Projects which support the operational effectiveness of the Project.

B. Metrolinx will not fund expenditures related to activities that may be undertaken as part of the Project, but which are over and above the Project's defined scope. These costs include, but are not limited to:

- i. Upgrading of municipal services and utilities that are over and above relocation or basic replacement needs
- ii. Project corridor and urban design enhancements over and above a maximum allowance of 1.5% of total Project costs;
- iii. Expansion or upgrades to a Municipality's or private sector partner's existing computer and communication systems that may be undertaken as part of, or simultaneous to, the implementation of the Project;
- iv. Expansion or upgrades to existing transit garages and facilities owned by municipalities that are over and above the Project's needs;

- v. Software license fees and other non-infrastructure expenses relating to the Presto implementation.
- C. Metrolinx funding of any cost or expenditure is without duplication to other sources of funding provided by Metrolinx. Metrolinx will not fund costs or expenditures which are the subject of any municipal, Federal or Provincial funding agreement or other reimbursement arrangement including development charges.

9. Amendments

The Ministry may change these Guidelines from time to time provided that no such changes will render previously eligible costs ineligible where such costs were either incurred or, through the execution of binding legal agreements, committed to prior to the effective date of such amendment.

Schedule “B”**Membership of Project Committee and Project Executive Committee****Project Committee**

Metrolinx Vice President, Rapid Transit

Municipal/Regional Commissioners/Chief Officer

Project Executive Committee (includes the Project Committee representatives plus the following)

Metrolinx President & CEO

Metrolinx Chief Capital Officer

Municipal/Region Chief Administrative Officers

Schedule "C"

A. Parks in Mississauga

The parties agree that the following parks in the City of Mississauga, or any portion thereof, will not be used for the purposes of the Project:

P-518 Cooksville Four Corners
10 Dundas Street E.

P-348 Living Arts Centre Grounds
4141 Living Arts Dr.

P-350 Celebration Square north
300 City Centre Dr. N.

P-351 Celebration Square south
301 Burnhamthorpe Rd. W.

In addition, Metrolinx acknowledges that Mississauga has advised Metrolinx that P-58 Mary Fix Park (76 Pinetree Way) and P-69 Peel Gardens (1220 Hurontario Street) are of significant importance to the community. Metrolinx will endeavour to use other properties for temporary construction uses where reasonably possible. Metrolinx and Mississauga will determine at a later date any uses that may be required at these parks for purposes of the Project.

B. Parks in Brampton

The parties agree that the following parks in the City of Brampton, or any portion thereof, will not be used for the purposes of the Project:

Kiwanis Memorial Park
472 Main Street South, Brampton

Schedule D: City of Brampton Dedicated Staff – Hurontario LRT Project

Dedicated Project Staff	FTE	Position Title	Brief Description of Roles and Responsibilities
	0.75	Project Director	<ul style="list-style-type: none"> Coordinate and collaborate work streams among all divisions and departments across the Corporation and ensure City of Brampton speaks with one voice on the LRT project consolidating City input and vetting unintended inconsistencies and possible contradictions/conflicts. Represent City on all external project bodies and stakeholder groups e.g. Metrolinx, Region of Peel, Mississauga, MTO, 407 ETR, utilities, community groups, etc. Lead internal communications with Council, Leadership Team and Departmental Leadership teams Provide strategic level advice on City interests regarding standards, costs, agreements, operating protocols, etc. Direct City's internal project team Establish Divisional operating policies Conduct Divisional Business planning Liaise with Metrolinx Project Team
	1	Manager	<ul style="list-style-type: none"> Coordinate and integrate all technical engineering and design standards on behalf of the City and ensure City of Brampton speaks with one voice on the LRT project consolidating City input and vetting unintended inconsistencies and possible contradictions/conflicts. Collaborate with all internal departments and external landowners to ensure that the development of the Hurontario LRT corridor is coordinated with existing and future land use and transportation plans. Coordinate traffic management matters including signal timing, signage, construction management, transit service maintenance etc. during all phases of the project. Represent City in Metrolinx procurements including the Technical Advisor and Project Co-Contributor to the completion of: <ul style="list-style-type: none"> Agreements Project Specific Output Specifications (PSOS) Reference Concept Design and Cross Sections Utility Relocation Plan

<ul style="list-style-type: none"> • Early Works Program • Procurement Documents • Traffic Construction Management • Signal and Street Lighting Design • Traffic Modelling • ITS Interface • Stormwater Management • Traction Power Sub Stations (TPSS) • Structures • Base Mapping 	<p>1 Senior Project Engineer</p> <ul style="list-style-type: none"> • Compiling and coordinating all City of Brampton standards related to City infrastructure and assets owned by Brampton that are affected or are required to be built/replaced as a result of the project (and agreed to in the Memorandum of Agreement). • Function as point of contact between the LRT Office and Engineering Services. • Catalogue all applicable City design, engineering and construction standards • Ensure City of Brampton speaks with one voice on the LRT project consolidating City input and vetting unintended inconsistencies and possible contradictions/conflicts. • Coordinate and refine all City Standards and design specifications associated with the City's interests including but not limited to: <ul style="list-style-type: none"> • Pavement conditions • Signage • Structures, sidewalks, curbs, retaining and noise walls • Street Lighting • Traffic Signals and Traffic Signal Control System • Traffic Signal Cabinets and Controllers • Traffic Signal Priority • Traffic operations/modelling • Traffic Management Centre and Traffic Construction Management • Fire Pre-emption • Intelligent Transportation System (ITS) • Internet Protocol Communications
---	---

	<ul style="list-style-type: none"> Noise Walls Storm water facilities Transit Cycling Public Switch Networks (Fibre Optic) Geomatics Accessibility Standards Coordination of City's approvals and permits Coordination of traffic management planning, design and construction with Technical Advisor Liaise with corridor utilities through Utilities Working Group
0.75 Traffic Engineer Lead	<ul style="list-style-type: none"> Coordination of City's interests in traffic management planning, design and construction with Technical Advisor Coordination and planning of Brampton Transit services during all development phases of the project Coordination of City's approvals and permits Aid in the coordination and refinement of City standards and design specifications associated with the City's interests including but not limited to: <ul style="list-style-type: none"> Signage Street Lighting Traffic Signals and Traffic Signal Control System Traffic Signal Cabinets and Controllers Traffic Signal Priority Traffic operations/modelling Traffic Management Centre and Traffic Construction Management Fire Pre-emption Intelligent Transportation System (ITS) Transit Cycling
0.5 Engineering (Part	<ul style="list-style-type: none"> Assist the Senior Project Engineer and Traffic Engineer Lead in their roles and responsibilities.

Time)	<ul style="list-style-type: none"> • Ensure City of Brampton speaks with one voice on the LRT project consolidating City input and vetting unintended inconsistencies and possible contradictions/conflicts
1 Planning Lead	<ul style="list-style-type: none"> • Provide professional land use and strategic planning services to the LRT team and is responsible for day-to-day management of all land use planning functions related to the Hurontario LRT project including project management of streetscape master plans • Responsible for following project management best practices, project plan development and project resource planning • Lead coordination of matters affecting development applications in the downtown portion of the LRT corridor. Impact on utilities, locations and existing relocation plans • Ensure City of Brampton speaks with one voice on the LRT project consolidating City input and vetting unintended inconsistencies and possible contradictions/conflicts • Liaison with major land owners in the corridor on future development plans to ensure coordination with LRT project (planning/construction timelines as well as physical interface) • Lead the development of planning review and protocols for redevelopment applications along the corridor to ensure overall coordination with LRT project timelines for planning and construction subject to appeals to the Ontario Municipal Board • Participate in discussions with corridor land owners on planning and engineering matters • Coordinate input and monitor development on matter within the corridor impacting the LRT project including <ul style="list-style-type: none"> • Mobility Hub projects • Official Plan Amendments (OPA) including OPA #8 • Community Improvement Plans • Construction Projects • Community Planning Initiatives • Corridor planning projects • Signature Stop discussion and criteria
0.5 Planning/Urban (Part Time)	<ul style="list-style-type: none"> • Review all TPAP 30% Preliminary Design Documents-Plan and Profile, Streetscape and Urban Design Strategy, Cost Estimates and System Design Guidelines • Coordinate the Streetscape Design with all known existing and proposed relocations for underground and overhead utilities by:

	<ul style="list-style-type: none"> • coordinating field locates for utilities with Metrolinx and ensuring data meets the streetscape design requirements • investigation utility relocations with Metrolinx to implement the Streetscape Design • providing mitigation measures for the Streetscape Design due to utilities conflicts • Refine streetscape design to a level of detail that can be incorporated into the PSOS • Review and confirm cost estimates associated with all aspects of streetscape design elements within the right-of-way • Assist in the development of: <ul style="list-style-type: none"> • Work Plan • Detailed streetscape plans, streetscape plans proposing utility mitigation measures and streetscape cross sections • PSOS • Streetscape cost estimates • Catalogue of City standards for the streetscape design • Co-ordination of utility/streetscape interface with Metrolinx
0.5 Real Estate Coordinator	<ul style="list-style-type: none"> • Delivering and administering of real estate services to support the Hubertan LRT project, working closely with Metrolinx Third Party/Utilities/Property team, including the real estate transactions and interim property management. • Advise on, negotiate, make arrangements for, and/or guide the work of others (internal and external) with respect to appraisals, acquisitions (purchases or expropriation), leases or licenses, relocations, property management, and disposal of real property interests (fee simple, easement, encroachment, strata, licence and lease) as it relates to the LRT. • Support negotiations in securing utility easements • Support the drafting of agreements and preparation of reports for approval to Metrolinx and in the case of expropriation settlement reports, to municipal Council as the approving authority • Under general direction of Metrolinx Third Party, Property and Private Utilities Team and Technical Advisor Services Lead support: <ul style="list-style-type: none"> • Management of statutory requirements and timelines associated with property acquisitions and expropriations • Assess and verify property needs and budget as outlined in the TPAP documentation • Identification and resolution of property or budget gaps • Development of acquisition strategy

<ul style="list-style-type: none"> • Negotiate offers to purchase and sale required property along the entire length of the Brampton portion of the Hurontario LRT corridor. • Attendance at all property related legal proceedings • Provide property cost estimates • Provide analysis to support property acquisitions • Coordinate procurements and related financial transactions • Review comprehensive appraisal reports estimating market value and the entitlements under the Expropriations Act • Assess and review records of site condition in conjunction with Engineering • Coordinate procurements and related financial transactions • Negotiation / secure of utility easements • Drafting agreements and preparing reports for approval to Metrolinx and, in the case of expropriation settlement reports, to Municipal Council as the approving authority • Develop a property acquisition strategy and work plan • Implementation of acquisition strategy within overall project work plan timelines • Coordination and reporting of all required documentation associated with property acquisition • Regular reporting to the project team and Council 	<p>0.5 Realty Legal</p> <ul style="list-style-type: none"> • Provides ongoing support on all legal matters related to real estate negotiations, title opinions, transactions and acquisitions. • Support negotiation and draft Agreements of Purchase & Sale of required for property interests along the entire length of the Brampton portion of the Hurontario LRT. • Attend all property related legal proceedings, including hearings under the Expropriations Act • Support negotiations affecting utility easements • Support the drafting of agreements and preparation of reports for approval to Metrolinx and, in the case of expropriation settlement reports, to Metrolinx or the Minister as required.
<p>0.5 Senior Communications Officer</p> <ul style="list-style-type: none"> • Working with Metrolinx Communication on the development, implementation and evaluation of overarching communication and engagement strategies for the Hurontario LRT project • Manage the production of the communications deliverables on time, on budget and in accordance with all established guidelines and consistent with the Hurontario LRT Communications Protocol. • Build strategic relationships with key stakeholders internally including corporate and regional staff 	

Total Dedicated Staff	<p>volunteers and management, and key external stakeholders and providing a high level of strategic, professional and factual advice to key directors and managers and senior management staff as required on communications and stakeholder engagement</p> <ul style="list-style-type: none">• Coordinate and support city wide communication needs in keeping with the Project Communications and Community Relations Strategic Plan• Develop internal communications plans and strategies• Act as main point of contact with Metrolinx communications team to provide local support and reporting on all project-related communications matters• Provide issues management support for City project team and develop protocol for reporting to Metrolinx Project Team• Provide project support to respond to Community/Councilor inquiries and information requests associated with both City and project matters• Identify, monitor and coordinate responses to internal and external stakeholders including Council Departments, residents and residents groups and media• Develop communications material in cooperation with Metrolinx communications team to support City-wide needs and initiatives including Councilor's web pages and newsletters, strategic and community planning projects, environmental assessments, PIC's, community events and outreach, etc.• Liaise and monitor internal departments and support project team collaboration efforts
	7

Schedule D: City of Mississauga Dedicated Staff – Hurontario LRT Project

Dedicated Project Staff	Position Title	Brief Description of Roles and Responsibilities
1	Project Director	<ul style="list-style-type: none"> Coordinate and collaborate work streams among all divisions and departments across the Corporation and ensure City of Mississauga speaks with one voice on the LRT project consolidating City input and vetting unintended inconsistencies and possible contradictions/conflicts. Represent City on external project bodies and stakeholder groups e.g. Metrolinx, Region of Peel, Brampton, MTO, 407 ETR, utilities, community groups, etc. Lead internal communications with Council, Leadership Team and Departmental Leadership teams Provide strategic level advice on City interests regarding standards, costs, agreements, operating protocols, etc. Direct City's internal project team Establish Divisional operating policies Conduct Divisional Business planning Liaise with Metrolinx Project Team
1	Manager Engineering and Planning	<ul style="list-style-type: none"> Coordinate and integrate all technical engineering and design standards on behalf of the City and ensure City of Mississauga speaks with one voice on the LRT project consolidating City input and vetting unintended inconsistencies and possible contradictions/conflicts Collaborate with all internal departments and external land owners to ensure that the development of the Hurontario LRT corridor is coordinated with existing and future land use and transportation plans Coordinate traffic management matters including signal timing, signage, construction management, transit service maintenance etc. during all phases of the project Represent City in Metrolinx procurements including the Technical Advisor and Project Co. Contribute to the completion of: <ul style="list-style-type: none"> Agreements Project Specific Output Specifications (PSOS) Reference Concept Design and Cross Sections Utility Relocation Plan Early Works Program Procurement Documents

<ul style="list-style-type: none"> • Transitway Interim and Ultimate • Midway Interim and Ultimate plan • Traffic Construction Management • Signal and Street Lighting Design • Traffic Modelling • ITS Interface • Stormwater Management • Traction Power Sub Stations (TPSS) • Structures • Base Mapping 	<p>1 Engineering Lead</p> <ul style="list-style-type: none"> • Compiling and coordinating all City of Mississauga standards related to City infrastructure and assets owned by Mississauga that are affected or are required to be built/replaced as a result of the project (and agreed to in the Memorandum of Agreement). • Function as point of contact between the LRT Office and Engineering Services. • Catalogue all applicable City design, engineering and construction standards • Ensure City of Mississauga speaks with one voice on the LRT project consolidating City input and vetting unintended inconsistencies and possible contradictions/conflicts. • Coordinate and refine all City Standards and design specifications associated with the City's interests including but not limited to: <ul style="list-style-type: none"> • Pavement conditions • Signage • Structures, sidewalks, curbs, retaining and noise walls • Street Lighting • Traffic Signals and Traffic Signal Control System • Traffic Signal Cabinets and Controllers • Traffic Signal Priority • Traffic operations/modelling • Traffic Management Centre and Traffic Construction Management • Fire Pre-emption • Intelligent Transportation System (ITS) • Internet Protocol Communications • Noise Walls • Storm water facilities
--	--

	<ul style="list-style-type: none"> • Transit • Cycling • Public Switch Networks (Fibre Optic) • Geomatics • Accessibility Standards • Coordination of City's approvals and permits • Coordination of traffic management planning, design and construction with Technical Advisor • Liaise with corridor utilities through Utilities Working Group
1 Traffic Resource Lead	<ul style="list-style-type: none"> • Coordination of City's interests in traffic management planning, design and construction with Technical Advisor • Coordination and planning of MiWay services during all development phases of the project • Coordination of City's approvals and permits • Assist in the coordination and refinement of City Standards and design specifications associated with the City's interests including but not limited to: <ul style="list-style-type: none"> • Signage • Street lighting • Traffic Signals and Traffic Signal Control System • Traffic Signal Cabinets and Controllers • Traffic Signal Priority • Traffic operations/modelling • Traffic Management Centre and Traffic Construction Management • Fire pre-emption • Intelligent Transportation System (ITS) • Transit • Cycling
1 Planning Lead	<ul style="list-style-type: none"> • Provide professional land use and strategic planning services to the LRT team and participate in day to day management of land use planning functions related to the Hurontario LRT project including project management of streetscape master plans. • Responsible for following project management best practices, project plan development and

	<p>project resource planning.</p> <ul style="list-style-type: none"> • Lead coordination of matters affecting development applications in the downtown portion of the LRT corridor, impact on utilities locations and existing relocation plans • Ensure City of Mississauga speaks with one voice on the LRT project consolidating City input and vetting unintended inconsistencies and possible contradictions/conflicts. • Liaison with major land owners (i.e. Oxford, Orlando, HOOP, etc) in the corridor on future development plans to ensure coordination with LRT project (planning/construction timelines as well as physical interface) • Lead the development of planning review and protocols for redevelopment applications along the corridor to ensure overall coordination with LRT project timelines for planning and construction, subject to appeals to the Ontario Municipal Board • Participate in discussions with downtown and corridor land owners on planning and engineering matters • Coordinate input and monitor development on matters within the corridor impacting the LRT project including: <ul style="list-style-type: none"> • Mobility Hub projects • Official Plan Amendments (OPA) including OPA #8 • Community Improvement Plans • Construction Projects • Community Planning initiatives (Gateway, Vision Cooksville, affordable housing etc.) • Corridor planning projects (Dundas Connects, Lakeshore Corridor, etc.) • Signature Stop discussion and criteria
1. Landscape Architect (Streetscape)	<ul style="list-style-type: none"> • Review all TPAP 30% Preliminary Design Documents: Plan and Profile, Streetscape and Urban Design Strategy, Cost Estimates and System Design Guidelines • Co-ordinate the Streetscape Design with all known existing and proposed relocations for underground and overhead utilities by <ul style="list-style-type: none"> • coordinating field locates for utilities with Metrolinx and ensuring data meets the streetscape design requirements • investigation/utility relocations with Metrolinx to implement the Streetscape Design • providing mitigation measures for the Streetscape Design due to utilities conflicts • Refine streetscape design to a level of detail that can be incorporated into the PSOS • Review and confirm cost estimates associated with all aspects of streetscape design elements

<p>within the right-of-way</p> <ul style="list-style-type: none"> • Assist in the development of <ul style="list-style-type: none"> • Work Plan • Detailed 1:500 Streetscape Plans, Streetscape Plans proposing utility mitigation measures and streetscape cross sections • PSDs • Streetscape cost estimates • Catalogue of City standards for the streetscape design • Co-ordination of utility/streetscape interface with Metrolinx 	<p>1 Manager, Realty</p> <ul style="list-style-type: none"> • Delivering and administering of real estate services to support the Hurontario LRT project, working closely with Metrolinx Third Party/Utilities/Property team, including the real estate transactions and interim property management. • Advise on, negotiate, make arrangements for, and/or guide the work of others (internal and external) with respect to appraisals, acquisitions (purchases or expropriation), leases or licenses, relocations, property management, and disposal of real property interests (fee simple, easement, encroachment, strata, licence and lease) as it relates to the LRT. • Support negotiations in securing utility easements • Support the drafting of agreements and preparation of reports for approval to Metrolinx and, in the case of expropriation settlement reports, to municipal Council as the approving authority. • Under general direction of Metrolinx Third Party, Property and Private Utilities Team and Technical Advisor Services Lead support: <ul style="list-style-type: none"> • Management of statutory requirements and timelines associated with property acquisitions and expropriations • Assess and verify property needs and budget as outlined in the TPAP documentation • Identification and resolution of property or budget gaps • Development of acquisition strategy • Negotiate offers to purchase and sale required property along the entire length of the Mississauga portion of the Hurontario LRT corridor • Attendance at all property related legal proceedings • Provide property cost estimates • Provide analysis to support property acquisitions. • Coordinate procurements and related financial transactions
---	--

	<ul style="list-style-type: none"> • Review comprehensive appraisal reports estimating market value and the entitlements under the Expropriations Act. • Assess and review records of site condition in conjunction with Engineering • Coordinate procurements and related financial transactions • negotiation /secure of utility easements • Drafting agreements and preparing reports for approval to Metrolinx and, in the case of expropriation settlement reports, to municipal Council as the approving authority • Develop a property acquisition strategy and work plan • Implementation of acquisition strategy within overall project work plan timelines • Coordination and reporting of all required documentation associated with property acquisition • Regular reporting to the project team and Council
1. Realty Lawyer	<ul style="list-style-type: none"> • Provides ongoing support on all legal matters related to real estate negotiations, title options, transactions and acquisitions. • Support negotiation and draft Agreements of Purchase & Sale of required for property interests along the entire length of the Mississauga portion of the Hurontario LRT • Attend all property related legal proceedings, including hearings under the Expropriations Act • Support negotiations affecting utility easements • Support the drafting of agreements and preparation of reports for approval to Metrolinx and, in the case of expropriation settlement reports, to Metrolinx or the Minister as required.
1 Communications Manager	<ul style="list-style-type: none"> • Working with the Metrolinx Communications on the development, implementation and evaluation of overarching communication and engagement strategies for the Hurontario LRT project. • Manage the production of the communications deliverables on time, on budget, and in accordance with all established guidelines and consistent with the Hurontario LRT Communications Protocol. • Build strategic relationships with key stakeholders internally including corporate and regional staff, volunteers and management, and key external stakeholders and providing a high level of strategic, professional and tactical advice to key directors and managers and senior management staff as required on communications and stakeholder engagement. • Coordinate and support city-wide communication needs in keeping with the Project Communications and Community Relations Strategic Plan. • Develop internal communications plans and strategies

	<ul style="list-style-type: none"> • Act as main point of contact with Metrolinx communications team to provide local support and reporting on all project-related communications matters • Provide issues management support for City project team and develop protocol for reporting to Metrolinx Project Team • Provide project support to respond to Community/Councillor inquiries and information requests associated with both City and project matters • Identify, monitor and coordinate responses to internal and external stakeholders including Council, Departments, residents and residents groups and media • Develop communications material in cooperation with Metrolinx communications team to support City-wide needs and initiatives including Councillor's web pages and newsletters, strategic and community planning projects, environmental assessments, PIC's, community events and outreach, etc. • Liaise and monitor internal departments and support project team collaboration efforts
1. Senior Communications Officer	<ul style="list-style-type: none"> • Build strategic relationships with key stakeholders internally including corporate and regional staff, volunteers and management, and key external stakeholders and providing a high level of strategic professional and practical advice to key directors and managers and senior management staff as required on communications and stakeholder engagement • Coordinate and support city-wide communication needs in keeping with the Project Communications and Community Relations Strategic Plan • Develop internal communications plans and strategies • Provide issues management support for City project team and develop protocol for reporting to Metrolinx Project Team • Provide project support to respond to Community/Councillor inquiries and information requests associated with both City and project matters • Identify, monitor and coordinate responses to internal and external stakeholders including Council, Departments, residents and residents groups and media • Develop communications material in cooperation with Metrolinx communications team to support City-wide needs and initiatives including Councillor's web pages and newsletters, strategic and community planning projects, environmental assessments, PIC's, community events and outreach

Total Dedicated Staff	<table border="1"> <tr> <td data-bbox="233 1522 552 1711">1</td><td data-bbox="233 235 552 1522">Law Clerk <ul style="list-style-type: none"> • Responsible for all title and off-title searches to be conducted on properties • Supports in the preparation of legal agreements and the closing of real estate transactions • Main user of Teraview software allowing for the registration of instruments through the Brampton land registry office • Supports the preparation of all notices under the Expropriations Act • Supports in the resolution of title issues with lawyer acting for the property owner • Prepares closing title reports on all real estate transactions </td></tr> <tr> <td data-bbox="552 1522 933 1711">1</td><td data-bbox="552 235 933 1522">Legal Assistant <ul style="list-style-type: none"> • Assist the LRT Office staff with general office duties • Open/close files and general filing according to procedures established by the LRT team • Assist the Law Clerk with conducting title searches • Support discussions with opposing lawyers and law firms on real estate transactions • Assist with all steps required to expropriate land from private property owners • Prioritization of work assignments, coordinate appointments and schedule meetings for the Legal Counsel and other LRT staff • Maintain and update the file tracking system as well as legal records to ensure up-to-date documentation is easily available for the Legal Counsel and other LRT staff </td></tr> <tr> <td data-bbox="933 1522 1055 1711">12</td><td data-bbox="933 235 1055 1522"></td></tr> </table>	1	Law Clerk <ul style="list-style-type: none"> • Responsible for all title and off-title searches to be conducted on properties • Supports in the preparation of legal agreements and the closing of real estate transactions • Main user of Teraview software allowing for the registration of instruments through the Brampton land registry office • Supports the preparation of all notices under the Expropriations Act • Supports in the resolution of title issues with lawyer acting for the property owner • Prepares closing title reports on all real estate transactions 	1	Legal Assistant <ul style="list-style-type: none"> • Assist the LRT Office staff with general office duties • Open/close files and general filing according to procedures established by the LRT team • Assist the Law Clerk with conducting title searches • Support discussions with opposing lawyers and law firms on real estate transactions • Assist with all steps required to expropriate land from private property owners • Prioritization of work assignments, coordinate appointments and schedule meetings for the Legal Counsel and other LRT staff • Maintain and update the file tracking system as well as legal records to ensure up-to-date documentation is easily available for the Legal Counsel and other LRT staff 	12	
1	Law Clerk <ul style="list-style-type: none"> • Responsible for all title and off-title searches to be conducted on properties • Supports in the preparation of legal agreements and the closing of real estate transactions • Main user of Teraview software allowing for the registration of instruments through the Brampton land registry office • Supports the preparation of all notices under the Expropriations Act • Supports in the resolution of title issues with lawyer acting for the property owner • Prepares closing title reports on all real estate transactions 						
1	Legal Assistant <ul style="list-style-type: none"> • Assist the LRT Office staff with general office duties • Open/close files and general filing according to procedures established by the LRT team • Assist the Law Clerk with conducting title searches • Support discussions with opposing lawyers and law firms on real estate transactions • Assist with all steps required to expropriate land from private property owners • Prioritization of work assignments, coordinate appointments and schedule meetings for the Legal Counsel and other LRT staff • Maintain and update the file tracking system as well as legal records to ensure up-to-date documentation is easily available for the Legal Counsel and other LRT staff 						
12							

City of Mississauga
Corporate Report



Date: June 23, 2016

To: Chair and Members of Council

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

Originator's files:
 OZ 13/022 W7

Meeting date:
 2016/07/06

Subject

SECTION 37 COMMUNITY BENEFITS REPORT (WARD 7)

24-64 Elm Drive West and 3528-3536 Hurontario Street

South side of Elm Drive West, between Kariya Drive and Hurontario Street

Owner: Solmar Inc. and D.W. Elm Holdings Ltd.

File: OZ 13/022 W7

Recommendation

That the Report dated June 23, 2016 from the Commissioner of Planning and Building outlining the recommended Section 37 Community Benefits under OZ 13/022 W7, Solmar Inc. and D.W. Elm Holdings Ltd., 24-64 Elm Drive West and 3528-3536 Hurontario Street be adopted, and that a Section 37 agreement be executed in accordance with the following:

1. That the sum of \$3,020,000.00 be approved as the amount for the Section 37 Community Benefit contribution.
2. That provision be made in the agreement to allow the payments to be made in three phases as follows:
 - \$1,020,000.00 to be paid prior to the adoption of the Zoning By-law;
 - \$1,000,000.00 to be paid prior to the first building permit issuance for Phase 2;
 - \$1,000,000.00 to be paid prior to the first building permit issuance for Phase 3, and;
 - All outstanding monies to be paid in Phases 2 and 3 are to be indexed for inflation in accordance with the Statistics Canada Building Construction Price Index.
3. That the City may direct Solmar to provide a portion of the community benefit contribution in the form of actual construction of the community benefits as opposed to a cash contribution through a further amendment to the Section 37 agreement.

Council	2016/06/23	2
---------	------------	---

Originators file: OZ 13/022 W7

4. That City Council enact a by-law under Section 37 of the *Planning Act* to authorize the Commissioner of Planning and Building and the City Clerk to execute the Section 37 agreement with Solmar Inc. and D.W. Elm Holdings Ltd., and that the agreement be registered on title to the lands in a manner satisfactory to the City Solicitor, to secure the community benefits contribution.

Report Highlights

- The City is seeking a community benefits contribution under Section 37 of the *Planning Act*, in conjunction with the proponent's Official Plan Amendment and Rezoning applications;
- The proposal has been evaluated against the criteria contained in the Corporate Policy and Procedure on Bonus Zoning; and can be supported subject to the execution of a Section 37 agreement;
- The community benefits contribution is \$3,020,000.00 and will be used for the purposes such as enhancements to the proposed city park, other parks within the surrounding neighbourhood and public realm projects within the Downtown Character Areas.

Background

On June 22, 2015, a Recommendation Report was presented to Planning and Development Committee (PDC) recommending approval of Official Plan Amendment and Rezoning applications to permit a three phased, mixed-use development including a park on Phase 1 and apartment buildings of 35, 40 and 50 storeys, subject to a number of conditions including, reporting back to Council on the recommended community benefits.

PDC passed Recommendation PDC-0045-2015, which was adopted by Council on June 24, 2015.

The purpose of this report is to provide comments and a recommendation with respect to the proposed Section 37 Community Benefits.

Comments

Background information including an aerial photograph of showing the subject lands and the location of the future city parkland blocks is provided in Appendices 1 and 2.

Section 37 Community Benefits Proposal

Council adopted Corporate Policy and Procedure 07-03-01 – Bonus Zoning on September 26, 2012. In accordance with Section 37 of the *Planning Act* and policies contained in Mississauga Official Plan, this policy enables the City to secure community benefits when increases in

permitted development are deemed good planning by Council through the approval of a development application. The receipt of the community benefits discussed in this report conforms to Mississauga Official Plan and the Corporate Policy and Procedure on Bonus Zoning. Based on the Corporate Policy, the payment of the Section 37 Community Benefit contribution is to take place prior to Zoning By-law approval, except for large phased developments where cash payments may be phased.

“Community Benefits” is defined in the Corporate Policy and Procedures as meaning facilities or cash secured by the City and provided by an owner/developer for specific public capital facilities, services or matters. Section 19.8.2 of Mississauga Official Plan provides examples of potential community benefits, such as the provision of public art, the provision of multi-modal transportation facilities or the provision of streetscape improvements.

Following Council's approval in principle of the subject applications, staff met with Ward 7 Councillor Nando Iannicca to discuss the possible community benefits relating to the proposal. A city park is being provided as part of the parkland dedication requirement for this application. Enhancements to this future city park have been proposed as part of the Section 37 contributions.

The Ward 7 Councillor has also requested that possible benefits include improvements to existing city parks in the neighbourhood and streetscape enhancements, including a possible gateway feature at Elm Drive West and Hurontario Street.

Guiding Implementation Principles

1. Development must represent good planning

A fundamental requirement of the use of Section 37 is that the application being considered must first and foremost be considered “good planning” regardless of the community benefit contribution.

The Recommendation Report evaluated the proposed Official Plan Amendment and Rezoning and recommended that the applications be approved, as they are acceptable from a planning standpoint and represent good planning.

2. A reasonable planning relationship between the secured Community Benefit and the proposed increase in development is required

The proposed contribution of \$3,020,000.00 is considered a “highest priority” community benefit, as it is a contribution in the immediate vicinity of the site. The enhancements to the proposed city park located within the Downtown Fairview Character Area, an area deficient in parks and community infrastructure, are related to the increase in development.

A portion of the funds may also be used for other public realm improvements including upgrades to existing neighbourhood parks, enhanced streetscaping and a possible gateway feature along Elm Drive West.

In order to determine a fair value of the Community Benefits contribution, Realty Services retained an independent land appraisal to determine the increased value of the land resulting from the density increase. In this instance, the increased value of the land has been determined to be \$15,100,000.00. According to the Corporate Policy and Procedures, a community benefit contribution should be in the range of 20% to 40% of the increased value of the land. The estimated value of the enhanced city park and public realm improvements of \$3,020,000.00 represents 20% of the land lift value and is within the prescribed range for securing community benefit contributions.

3. **Community Benefit contributions should respond to community needs**

The need for a new city park within the area was identified in the Downtown Parks Master Plan and is being provided through these applications. The proposed city park and public realm improvements, including an entry feature into the Downtown Fairview Character Area will enhance the neighbourhood amenities.

4. **Ensure that the negotiation process of Section 37 Agreements is transparent**

The land appraisal report prepared by an independent land appraiser is available for viewing. The Section 37 contribution of \$3,020,000 will go to enhancements to a future city park and toward proposed enhancements to public realm improvements in the Downtown Character Areas, and improvements to other parks in the neighbourhood.

5. **Securing the Community Benefit Contribution**

The payment of the Community Benefit contribution in the form of cash generally occurs prior to Council approval of the Zoning By-law. For a large phased development, the corporate policy permits cash payments to be phased. The phasing of monies will be as follows:

- \$1,020,000.00 to be paid prior to the adoption of the Zoning By-law;
- \$1,000,000.00 to be paid prior to the first building permit issuance for Phase 2, and;
- \$1,000,000.00 to be paid prior to the first building permit issuance for Phase 3.

Although the corporate policy does not address indexing of deferred payments, due to the length of time to bring large projects to the market, (sometime many years) it is recommended that Phase 2 and Phase 3 payments be indexed for inflation in accordance with the Statistics Canada Building Construction Price Index.

In discussion with the Ward Councillor, the applicant and staff, Solmar proposed that construction of the community benefits could be undertaken by Solmar to achieve efficiencies. Should there be merit in this request; the Section 37 agreement contains wording which would permit Solmar to construct the enhancements. However, if the City and Solmar cannot agree to the value of the work or the nature of the enhancements, then the City can at its discretion, request a cash payment. Details will be determined following enactment of the by-law and execution of the Section 37 agreement.

Section 37 Agreement

The Planning and Building Department and the owner have negotiated mutually agreed upon conditions for the community benefit contribution which will be reflected in the related agreement. The agreement provisions will include the following:

- the community benefit contribution may be the design and installation of an enhanced future city park and/or contributions to public realm improvements in the neighbourhood;
- the community benefit contribution is valued at \$3,020,000.00 and may be phased subject and indexed;
- the Section 37 agreement will contain wording which would permit Solmar to construct the future city park enhancements and neighbourhood public realm enhancements subject to the City's discretion and approval. The details of which would be contained in a further amendment to the agreement, and;
- the agreement is to be registered on title to the lands in a manner satisfactory to the City Solicitor.

Financial Impact

Cash benefits received from a Section 37 agreement will be collected by the Planning and Building Department and held in a Section 37 Reserve Fund set up for that purpose. This fund will be managed by Accounting, Corporate Financial Services, who are responsible for maintaining a record of all cash payments received under this policy.

Conclusion

Staff have concluded that the proposed phased Section 37 Community Benefit contribution is appropriate, based on the increased density being recommended through the Official Plan Amendment and Rezoning applications; and that the proposal adheres to the criteria contained in the Corporate Policy and Procedures on Bonus Zoning.

Council

2016/06/23

6

Originators file: OZ 13/022 W7

Attachments

Appendix 1: Aerial Photograph

Appendix 2: Future Parkland Blocks



Edward R. Sajecki,
Commissioner of Planning and Building

Prepared by: Michael Hynes, Development Planner

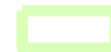


LEGEND:

8.4



SUBJECT LANDS



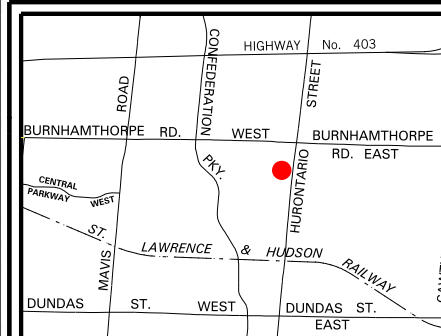
FUTURE PARKLAND BLOCKS

DATE OF IMAGERY: SPRING 2016



SUBJECT:

SOLMAR INC.



FILE NO:
OZ 13022 W7

DWG. NO:
13022A PROPOSED PARK

SCALE:
N.T.S.

DATE:
2016/07/06

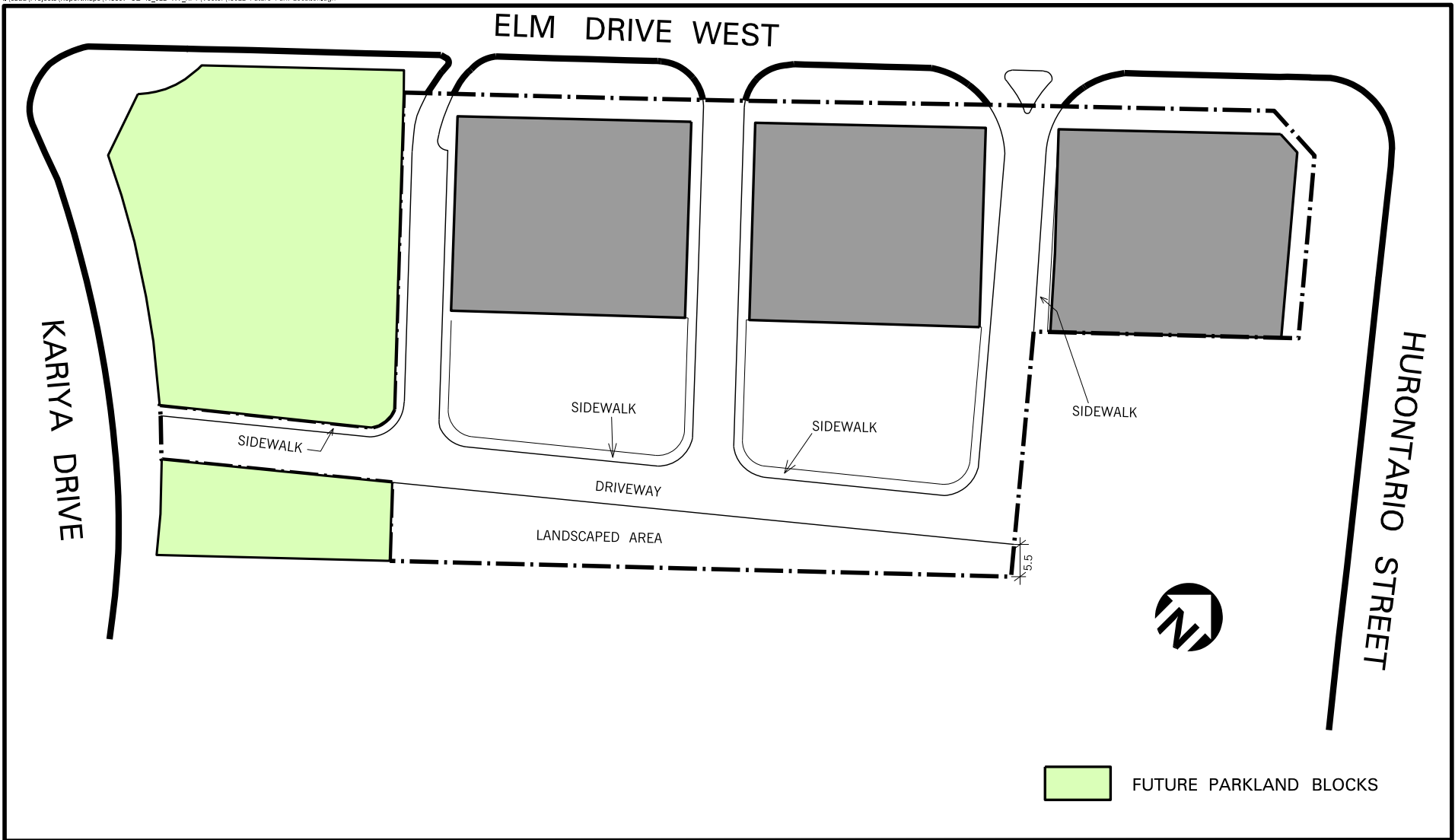
DRAWN BY:
S. ANDERSON

Appendix 1

MISSISSAUGA
Planning and Building

Produced by
T&W, Geomatics

I:\cadd\Projects\ReportMaps\143897_OZ_13_022_W7_RPT\Vector\13022_Future_Park_Location.dgn



City of Mississauga

Corporate Report



Date: 2016/06/23

To: Mayor and Members Council

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

Originator's files:

Meeting date:
2016/07/06

Subject

Single Source Contract Award to 1901784 Ontario Ltd. (David Mintz Catering) for Food Services for the 2016 Ontario Summer Games

Recommendation

That the Purchasing Agent be authorized to execute a contract with 1901784 Ontario Ltd. (David Mintz Catering) on a single Source Basis for Food Services for the Ontario Summer Games in the estimated amount of \$218,075.00 as outlined in the Corporate Report dated June 23rd, 2016 from the Commissioner of Community Services.

Background

The City of Mississauga will host the 2016 Ontario Summer Games from August 11 to 14, 2016. The Games will bring 4,000 participants including 3,400 athletes, 500 coaches and officials in 34 sports in 16 different sport venues across Mississauga and surrounding regions. Food Services will be required including boxed lunches at several indoor and outdoor venues for 2,000 people, catered lunch service at the Hershey Centre for 1,500 people daily and a catered opening night dinner service for 4,000 people on August 11 at the Hershey Centre.

Present Status

A Request for Proposal was issued to obtain competitive offers. Six vendors obtained bidding documents however no bids were received. Two bidders who were expected to bid were contacted. One bidder, David Mintz Catering, stated that they were interested in bidding but could not provide the level of detail requested to bid in time. Another bidder, Dana Hospitality, stated that they could not manage the logistics efficiently and declined to bid. The City does not have time to conduct another procurement process, which may not yield better results.

Council	2016/06/23	2
---------	------------	---

Comments

A proposal was subsequently obtained from 1901784 Ontario Ltd. (David Mintz Catering) which is acceptable and within budget. David Mintz Catering is well qualified for this assignment, having provided very similar catering services for the Pan Am and Parapan Am Games in 2015 and Toronto's Ontario Summer Games in 2012. Staff recommend that the contract be awarded on a single source basis, as provided for in Schedule A of the Purchasing By-law 374-2006, item (b) (i) An attempt to acquire the required Goods and /or Services by soliciting competitive Bids has been made in good faith, but has failed to identify a willing, capable and compliant supplier.

Financial Impact

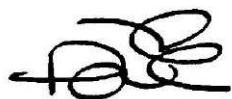
The total cost of the contract is estimated to be \$218,075.00 (minor quantity variations may occur). Funds for this purpose are available in account number 24610-715856.

Conclusion

Food Services are required for the 2016 Ontario Summer Games. A competitive procurement process was conducted for which no bids were received. A proposal was subsequently obtained from 1901784 Ontario Ltd. (David Mintz Catering) which is acceptable and within budget. Staff recommend that the contract be awarded to 1901784 Ontario Ltd. (David Mintz Catering) on a single source basis.

Attachments

Appendix 1: Scope of Work



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

Prepared by: Erica Edwards, Manager, Materiel Management

SCOPE OF WORK**Part A: Opening Dinner – August 11, 2016 (Hershey Centre)**

Quantity	Price per Person	Sub-Total
4,000 meals (Includes disposable/recyclable plates, napkins, cutlery, etc.)	\$21.45	\$85,800
Total Cost – Part A		\$85,800

Part B: Boxed Lunch Service (August 12, 13, 14)

Quantity	Price per Box	
5,020 Boxed Lunches (Includes, packaging, delivery, etc.)	\$12.95	
Total Cost – Part B		\$65,009.00

Part C: Catered Lunch Service (August 12, 13, 14) Hershey Centre

Quantity	Price per Person	Sub-Total
4,500 meals (Includes disposable/recyclable plates, napkins, cutlery, etc.)	\$14.95	\$67,275.00
Total Cost – Part C		\$67,275.00

GRAND TOTAL		\$218,075.00
--------------------	--	---------------------

Prices are inclusive of delivery, gratuities (if applicable), and all other charges that may be required for the complete delivery of the services.

City of Mississauga

Corporate Report



Date: June 23, 2016

To: Mayor and Members of Council

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

Originator's files:
OZ 15/002 W2
T-M15001 W2

Meeting date:
2016/07/06

Subject

RECOMMENDATION REPORT (WARD 2)

Applications to permit business employment and industrial uses, to protect the natural features and to create 19 blocks of land on a new public road, including the extension of Orr Road west of Winston Churchill Boulevard

701 and 805 Winston Churchill Boulevard

East side of Winston Churchill Boulevard, south of Royal Windsor Drive

Owner: Lifetime Winston Churchill Inc.

Files: OZ 15/002 W2 & T-M15001 W2

Recommendation

That the report dated June 23, 2016, from the Commissioner of Planning and Building recommending approval of the applications under files OZ 15/002 W2 and T-M15001 W2, Lifetime Winston Churchill Inc., 701 and 805 Winston Churchill Boulevard, be adopted in accordance with the following:

1. That notwithstanding that subsequent to the public meeting, changes to the applications have been proposed, Council considers that the changes do not require further notice and, therefore, pursuant to the provisions of subsection 34(17) of the *Planning Act*, any further notice regarding the proposed amendment is hereby waived.
2. That the application to amend Mississauga Official Plan from **Industrial** and **Greenlands** to **Business Employment**, **Industrial** and **Greenlands** to permit business employment and industrial uses and to protect the natural features, be approved.
3. That the application to change the zoning from **E3-2** (Industrial) and **D** (Development) to **E3-Exception** (Industrial), **H-E3-Exception** (Industrial with Holding Provision), **E2-Exception** (Business Employment) and **G2** (Greenbelt – Natural Features) to permit industrial and business employment uses and to protect natural features, in accordance with the proposed revised zoning standards described in Appendix 5 of this report, be approved subject to the following conditions:

- (a) That the draft plan of subdivision be approved;
 - (b) That the applicant agree to satisfy all the requirements of the City and any other external agency concerned with the development.
4. That the Plan of Subdivision under file T-M15001 W2 be recommended for approval subject to the conditions contained in Appendix 6.
 5. That the decision of Council for approval of the rezoning application be considered null and void, and a new development application be required unless a zoning by-law is passed within 36 months of the Council decision.

Report Highlights

- Comments were received from the public regarding the alignment of the new road;
- The applicant has made minor revisions to the proposal including increasing the environmentally sensitive area associated with the Clearview Creek and wetland area that is to be protected and setting lands aside for a storm water management pond, and;
- The revised proposal is acceptable from a planning standpoint, and the applications should be approved.

Background

A public meeting was held by the Planning and Development Committee on April 11, 2016, at which time a Planning and Building Department Information Report (Appendix 1) was presented and received for information. The Planning and Development Committee passed Recommendation PDC-0026-2016 which was adopted by Council as follows:

PDC-0026-2016 (amended to include the Notwithstanding clause that a Supplementary Report be brought directly to a future Council meeting)

That the report dated March 22, 2016, from the Commissioner of Planning and Building regarding the applications by Lifetime Winston Churchill Inc. to permit employment and industrial uses; to protect the natural features; and to create 22 blocks of land on a new public road, including the extension of Orr Road west to Winston Churchill Boulevard under Files OZ 15/002 W2 and T-M15001 W2, 701 and 805 Winston Churchill Boulevard, be received for information.

Comments

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

REVISED DEVELOPMENT PROPOSAL

The applicant has made some minor modifications to the proposed concept plan including:

- Shifting the extension of Orr Road northward in order to increase the protected environmentally sensitive area around Clearview Creek;
- Expansion of the lands to be designated **Greenlands** and zoned **G2** (Greenbelt – Natural Features);
- The conversion and realignment of 3 industrial blocks into one industrial block which will accommodate a stormwater management pond until such time that a new Southdown Master Drainage Plan can be implemented. An "H" Holding Zone will be applied to this block and can be lifted once it is deemed appropriate by the City and Credit Valley Conservation for the stormwater management pond to be removed.

COMMUNITY COMMENTS

Comments made at the April 11, 2016 public meeting were the following:

Comment

The proposed road that runs in a north-south direction should be extended to the southerly property line so that it may continue southward when the properties to the south redevelop.

Response

Since the public meeting, the applicant has submitted additional material related to the Environmental Impact Study and Functional Servicing Report which have delineated the environmentally sensitive features, including the coastal wetland which is east of Clearview Creek. The protection of the coastal wetland and the surrounding restoration area make it prohibitive to extend the road to the southerly property line.

UPDATED AGENCY AND CITY DEPARTMENT COMMENTS

Credit Valley Conservation

Comments updated June 2, 2016 state that it is expected that the applicant will continue to complete revisions to the reports and associated studies based on the conditions of draft approval that will be provided.

The subject property is within the regulatory floodplain of Clearview Creek and contains woodlands, wetlands and significant wildlife habitat. The location of a functional Natural Heritage System (NHS) facilitates the enhancement of the corridor associated with Clearview Creek, protects and preserves a wetland and allows for the mitigation for the loss of the remaining natural features through restoration and enhancement of the NHS. The NHS forms portions of the limits of development on the subject lands and is identified as Block 19 as illustrated on the submitted draft plan.

Council	2016/06/23	4
---------	------------	---

Originator's files: OZ 15/002 W2 & T-M15001 W2

The Functional Servicing Report (FSR) states the subject lands drain generally towards the interim stormwater management (SWM) facility located on Block 18 of the draft plan. An interim SWM facility is required as the applicant has opted to develop the property independent of the existing Southdown Master Drainage Plan (dated August 2000) and must demonstrate all stormwater management controls are contained on site and any proposed servicing, infrastructure and natural feature modifications conform to the current Southdown Master Drainage Plan (or anticipated requirements approved by the City).

Region of Peel

A revised Functional Servicing Report and Traffic Impact Study have been submitted to the Region. Regional engineering requirements will be dealt with through the Servicing Agreement.

City Transportation and Works Department (T&W)

T&W has reviewed the technical studies and the applicant's proposed site operations and are generally satisfied with the concept for environmental protection and stormwater management measures. They are also satisfied that the predicted future traffic volumes generated from the subject proposal can be accommodated within the existing surrounding road network.

It is T&W's understanding that an "H" holding provision will be placed on Block 18 (interim stormwater management pond), subject to a new Southdown Master Drainage Plan and arrangement for the removal of the stormwater management pond to the satisfaction of the City and Credit Valley Conservation.

In addition, the applicant has been requested to provide additional technical details and submit the following:

- Revised Draft Plan of Subdivision to include reserves and sight triangles;
- Copy of updated Traffic Impact Study and Functional Servicing Report;
- Preliminary Grading Plan;
- Updated Environmental Site Assessments accompanied by a letter of reliance;
- A Final Clean-Up Report indicating completion of remediation of any soil contaminants.

In the event these applications are approved by Council, prior to registration, among other matters, the applicant will be required to:

- Enter into a Maintenance Agreement and provide maintenance easements for the temporary stormwater management pond;
- Dedicate lands in support of the development; and,
- Enter into a Servicing and Development Agreement with the City for the construction of the required public road, municipal works and implementation of the conditions of development/draft plan approval.

Council	2016/06/23	5
---------	------------	---

Originator's files: OZ 15/002 W2 & T-M15001 W2

Site specific details for the block closest to Winston Churchill Boulevard will be addressed through the processing of a future Site Plan application.

City Community Services Department – Parks & Forestry Division/Park Planning Section

Comments updated June 3, 2016, state that an access is requested to the future City greenbelt (Block 19) for maintenance purposes which is to be obtained through gratuitous conveyance of an easement by the owner to the City. In addition, hazard lands will be gratuitously dedicated for greenbelt purposes. Street tree contributions will be required along Orr Road.

Through the engineering submission, the applicant is required to submit a restoration planting plan with detailed cost estimate break-down to show the proposed compensation planting within the greenbelt as per the recommendations of the Environmental Impact Study.

Prior to registration of the plan of subdivision, the applicant will be required to pay cash-in-lieu for park or other public recreational purposes for any land dedication deficit. Revisions to the preliminary draft plan of subdivision are required to define the block to be gratuitously dedicated to the City for greenbelt purposes, to the satisfaction of the Community Services Department.

City Community Services Department – Culture Division/Heritage

Comments updated May 6, 2016, state that a Heritage Impact Assessment has been submitted relating to the heritage designated property at 381 Winston Churchill Boulevard and has been deemed satisfactory. The Heritage Impact Assessment was included in the June 14, 2016 Heritage Advisory Committee agenda as an information item.

PLANNING COMMENTS

Provincial Policy Statement (PPS) and Growth Plan for the Greater Golden Horseshoe

The *Provincial Policy Statement* (PPS), contains the Province's policies concerning land use planning for Ontario and all planning decisions are required to be consistent with these policies. The PPS encourages intensification of land within urban areas, promotes efficient use of infrastructure and public facilities, encourages mixed use developments and the support of public transit.

The *Provincial Growth Plan for the Greater Golden Horseshoe* (Growth Plan) directs municipalities to "identify the appropriate type and scale of development in intensification areas" and states that intensification areas will be planned and designed to "achieve an appropriate transition of built form to adjacent areas". The PPS and Growth Plan indicate that development must be governed by appropriate standards including density and scale. These policies are implemented through Mississauga's Official Plan. The site is located in the Southdown Employment Character Area which anticipates the proposed uses and emphasizes the enhanced protection of the natural area around Clearview Creek and the adjacent wetland. The proposed development is consistent with the P.P.S. and Growth Plan.

Official Plan

The proposal requires an amendment to the Mississauga Official Plan Policies for the Southdown Employment Character Area from **Industrial** and **Greenlands** to **Industrial, Business Employment** and **Greenlands** (see Appendix 2). Section 19.5.1 of Mississauga Official Plan provides the following criteria for evaluating site specific Official Plan Amendments:

- ***Will the proposal adversely impact or destabilize the overall intent, goals and objectives of the Official Plan; and the development or functioning of the remaining lands which have the same designation, or neighbouring lands?***
- ***Are the lands suitable for the proposed uses, and are the proposed land uses compatible with existing and future uses of the surrounding lands?***
- ***Are there adequate engineering services, community infrastructure and multi-modal transportation systems to support the proposed application?***
- ***Has a planning rationale with reference to Mississauga Official Plan policies, other relevant policies, good planning principles and the merits of the proposed amendment in comparison with the existing designation been provided by the applicant?***

Planning staff have undertaken an evaluation of the criteria against this proposed development application. The site is located within an employment character area on lands primarily designated for industrial uses. The development does not propose any uses that would have greater impacts than what is already permitted. The introduction of **Business Employment** uses along Winston Churchill Boulevard is in keeping with the policies and vision outlined in the Southdown Local Area Plan. This land use designation will allow for buildings of a higher architectural value; will be more likely to attract two storey buildings and will allow for a better streetscape treatment.

The expansion of the **Greenlands** designation, which will now incorporate the existing coastal wetland is based on the environmental studies submitted and reviewed in collaboration with Credit Valley Conservation. The proposal introduces a new Greenlands connection between the environmental features of Clearview Creek and the woodlot on the adjacent property to the south.

A Planning Justification Report submitted in support of the applications has adequately demonstrated that the proposal represents good planning and is consistent with the intent of MOP policies. Based on the comments received from the City Departments and agencies, once the stormwater management pond is constructed, the existing infrastructure will be adequate to support the proposed development.

Zoning

The proposed **E2-Exception** (Employment), **E3-Exception** (Industrial), **H-E3-Exception** (Industrial with Holding Provision), and **G2** (Greenbelt – Natural Features) zones are appropriate given the character of the area and intended uses for the area. The revised Land Use Plan on Appendix 3 illustrates the delineation of the zone boundaries. The business employment uses along Winston Churchill Boulevard will allow for an improved streetscape along this arterial road. The "H" Holding Provision will allow a stormwater management pond to be created on the southeasterly side of the site and will withhold permission of the industrial uses until such time that the new master drainage plan is implemented for the area and the stormwater management pond can be removed. The existing zoning permission under the **E3-2** (Industrial) zone, allowing a power generating facility, will be removed. The revised proposed zoning standards are included in Appendix 5.

"H" Holding Provision

Section 19.7 of Mississauga Official Plan (MOP) permits the enactment of an "H" Holding Provision to implement the policies of MOP for staging of development and specific requirements. Without a revised Southdown Master Drainage Plan, which accommodates for the areas stormwater and overland flow, the site requires a stormwater management pond. The applicant proposes that the Zoning By-law incorporate an "H" Holding Provision for the area on the southeast of the site which would accommodate such a feature until such time as the following matters have been satisfactorily addressed:

- A revised Southdown Master Drainage Plan is completed that allows for the removal of the stormwater management pond
- That all measures which justify the removal of the stormwater management pond are put in place to the satisfaction of the City and Credit Valley Conservation

Upon confirmation that the above-noted matters have been satisfactorily addressed, the "H" Holding Provision would be removed by further amendment to the Zoning By-law.

Site Plan

Prior to development occurring on the lands, the applicant will be required to obtain Site Plan approval for the block of land fronting onto Winston Churchill Boulevard. As no development is proposed at this time, no site plan application has been submitted.

Draft Plan of Subdivision

The proposed plan of subdivision (Appendix 4) was reviewed by City Departments and agencies and is acceptable subject to certain conditions attached as Appendix 6.

Financial Impact

Development charges will be payable in keeping with the requirements of the Development Charges By-law of the City. Also, the financial requirements of any other commenting agency must be met.

Conclusion

In accordance with subsection 34(17) of the *Planning Act*, Council is given authority to determine if further public notice is required. Since the request by the applicant is to expand the environmentally protected area and allow for a stormwater management pond until such time that a new master drainage plan is implemented, it is recommended that no further public notice be required.

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

1. The proposal for business employment uses along Winston Churchill Boulevard will allow for an improved urban design and streetscape along the street than would the permitted industrial uses and is in keeping with the policies and vision outlined in the Southdown Local Area Plan.
2. The proposed Official Plan and Zoning standards are appropriate to accommodate the requested uses based on surrounding context and site layout.
3. The proposed Draft Plan of Subdivision provides an efficient use of land and services and results in orderly development of the lands.

Attachments

Appendix 1: Information Report
Appendix 2: Revised Excerpt of Mississauga Official Plan
Appendix 3: Revised Existing Land Use and Zoning Map
Appendix 4: Revised Subdivision Plan
Appendix 5: Revised Proposed Zoning Standards
Appendix 6: Conditions of Draft Approval



Edward R. Sajecki
Commissioner of Planning and Building

Prepared by: David Breveglieri, Development Planner

City of Mississauga

Corporate Report



Date: March 22, 2016

To: Chair and Members of Planning and Development Committee

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

Originator's files:
OZ 15/002 W2
T-M15001 W2

Meeting date:
2016/04/11

Subject

INFORMATION REPORT

Applications to permit employment and industrial uses; to protect the natural features and to create 22 blocks of land on a new public road, including the extension of Orr Road west to Winston Churchill Boulevard, 701 and 805 Winston Churchill Boulevard, east side of Winston Churchill Boulevard, south of Royal Windsor Drive

Owner: Lifetime Winston Churchill Inc.

Files: OZ 15/002 W2 & T-M15001 W2

Recommendation

That the report dated March 22, 2016, from the Commissioner of Planning and Building regarding the applications by Lifetime Winston Churchill Inc. to permit employment and industrial uses; to protect the natural features; and to create 22 blocks of land on a new public road, including the extension of Orr Road west to Winston Churchill Boulevard under Files OZ 15/002 W2 and T-M15001 W2, 701 and 805 Winston Churchill Boulevard, be received for information.

Report Highlights

- This report has been prepared for a public meeting to hear from the community.
- The project does not conform to the **Industrial** land use designation as **Business Employment** uses are proposed along Winston Churchill Boulevard and requires an official plan amendment, rezoning and draft plan of subdivision.
- No community concerns have been identified to date.
- Prior to the next report, matters to be addressed include demonstrating that proper preservation efforts have been incorporated for Clearview Creek and its associated natural features.

Background

The properties were formerly owned by Sithe Energies and were rezoned in 2002 as a result of an Ontario Municipal Board (OMB) decision to permit a natural gas power plant. The project was never built and the site has remained vacant. Within the last two years, the current owner removed approximately 100 trees from the site without the benefit of a tree permit. Charges laid by By-law Enforcement were appealed to the Normal Farm Practices Board by the applicant. In March 2015, a settlement was reached whereby the owner agreed to pay \$43,760 in fines as well as submit securities in the amount of \$41,000 for 100 replacement trees.

The applications have been circulated for technical comments. The purpose of this report is to provide preliminary information on the applications and to seek comments from the community.

Comments

THE PROPERTY AND THE NEIGHBOURHOOD

Size and Use	
Frontage:	388 m (1,273 ft.)
Depth:	399 m (1,309 ft.)
Gross Lot Area:	19 ha (47 ac.)
Existing Use:	vacant

The site consists of two properties within the Southdown Employment Character Area. The area is mostly industrial although agricultural and residential uses still exist along Winston Churchill Boulevard to the south towards Lakeshore Road West. The site is traversed by Clearview Creek and its associated natural features along the southwesterly edge, including a wetland and woodland feature. Orr Road, an east/west local collector road which currently intersects with Hazelhurst Road to the east, currently ends in a cul-de-sac at the east edge of the site.

The surrounding land uses are:

North: CN Railway spur line and industrial beyond
 East: Industrial
 South: Industrial, agricultural and woodlot
 West: Vacant (Town of Oakville)

Information regarding the history of the site is found in Appendix 1.

DETAILS OF THE PROJECT

The applications are to permit business employment uses along Winston Churchill Boulevard and industrial uses internal to the site. The southwesterly corner of the site will remain a preservation area for Clearview Creek and its associated natural features. While a layout of the

proposed parcels of land and public roads has been illustrated through the draft plan of subdivision shown on Appendix 5, no buildings are proposed at this time.

Development Proposal	
Applications submitted:	Received: May 8, 2015 Deemed complete: June 1, 2015
Developer Owner:	Lifetime Winston Churchill Inc.
Applicant:	John D. Rogers & Associates
Number of parcels/blocks:	19 industrial blocks 1 business employment block 2 natural features blocks
Road type:	Public - Orr Road extension and new north/south road

Additional information is provided in Appendices 1 to 9.

LAND USE CONTROLS

The lands are located within the Southdown Employment Character Area and are designated **Industrial** and **Greenland**. The applicant has requested to redesignate the lands to **Business Employment**, **Industrial** and **Greenlands** as illustrated in Appendix 3.

A rezoning is proposed from **E3-2 (Industrial)** and **D (Development)** to **E2-Exception (Employment)**, **E3-Exception (Industrial)** and **G2 (Greenbelt – Natural Features)** to permit employment and industrial uses and to protect the natural features in accordance with the proposed zone standards contained within Appendix 8.

Detailed information regarding the Official Plan and Zoning is in Appendices 7 and 8.

A draft plan of subdivision is required in order to create the proposed business employment, industrial and natural features blocks on a new public road, including the extension of Orr Road west to Winston Churchill Boulevard.

WHAT DID THE COMMUNITY SAY?

No community meetings were held and no written comments were received by the Planning and Building Department.

DEVELOPMENT ISSUES

Agency comments are summarized in Appendix 6. Based on the comments received and the applicable Mississauga Official Plan policies, the following matters will have to be addressed:

Planning and Development Committee

2016/03/22

4

Originator's files: OZ 15/002 W2 & T-M15001 W2

- Determination of the appropriate size and location of the proposed stormwater management pond so that it doesn't interfere with the wetland wildlife habitat;
- Identification of sufficient compensation for the loss of the wetland areas;
- Further refinement of the alignment of the proposed Orr Road extension as it continues to traverse existing natural features, and;
- Submission of a Heritage Impact Statement to address the adjacent heritage property located to the south.

OTHER INFORMATION

The applicant has submitted the following information in support of the applications:

- Draft Plan of Subdivision
- Planning Justification Report
- Plan of Survey
- Functional Servicing Report
- Scoped Environmental Impact Study
- Clearview Creek Channel Restoration Plan
- Phase 1 Environmental Site Assessment and Supplemental Investigations
- Transportation Impact Study
- Archeological Assessment
- Draft Official Plan and Zoning Bylaw Amendments

Development Requirements

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

Prior to any development proceeding on lands which abut Winston Churchill Boulevard and which abut or include lands zoned **Greenbelt**, the City will require the submission and review of an application for Site Plan Approval.

Financial Impact

Development charges will be payable as required by the Development Charges By-law of the City. Also the financial requirements of any other external commenting agency must be met.

Conclusion

Most agency and City department comments have been received. The Planning and Building Department will make a recommendation on this project after the public meeting has been held and the issues have been resolved.

Planning and Development Committee

2016/03/22

5

Originator's files: OZ 15/002 W2 & T-M15001 W2

Attachments

- Appendix 1: Site History
- Appendix 2: Aerial Photograph
- Appendix 3: Excerpt of Mississauga Official Plan
- Appendix 4: Existing Land Use and Zoning Map
- Appendix 5: Subdivision Plan
- Appendix 6: Agency Comments
- Appendix 7: Relevant Mississauga Official Plan Policies
- Appendix 8: Proposed Zoning Standards
- Appendix 9: General Context Map



Edward R. Sajecki,
Commissioner of Planning and Building

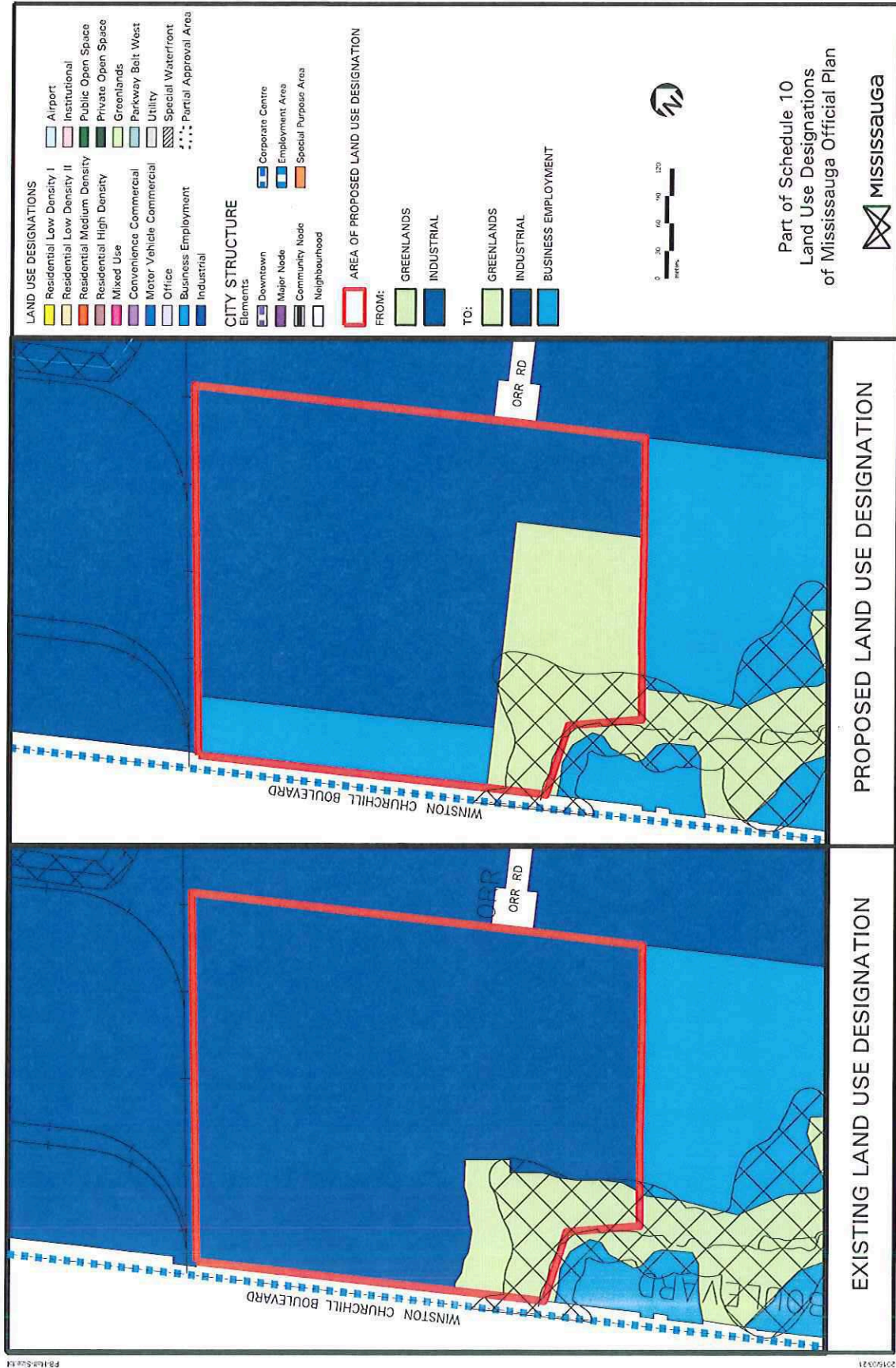
Prepared by: David Breveglieri, Development Planner

Appendix 1

Lifetime Winston Churchill Inc.

File: OZ 15/002 W2
T-M15001 W2**Site History**

- August 1981 – Committee of Adjustment granted a minor variance under file 'A' 466/81 W2 to permit the operation of golf driving range for the temporary period of 3 years;
- July 1984 – Committee of Adjustment granted a minor variance under file 'A' 341/84 W2 to continue to permit the operation of golf driving range for an additional 3 year period;
- April 1988 – Committee of Adjustment granted a minor variance under file 'A' 165/88 W2 to continue to permit the operation of golf driving range for an additional 3 year period;
- March 2000 – Rezoning application under file OZ 00/013 W2 submitted by Sithe Energies to permit a 800 megawatt natural gas power plant;
- September 2000 – Sithe Energies appeals Rezoning application to the Ontario Municipal Board (OMB) due to lack of decision;
- June 2001 – Council approves Sithe Energies Rezoning application to permit a 800 megawatt natural gas power plant;
- November 2001 – OMB issues decision allowing the appeal of the Rezoning application by Sithe Energies subject to all City requirements being satisfied and appropriate amending By-law being brought back to the OMB; thereby permitting a 800 megawatt natural gas power plant;
- March 2002 – Admin. Zoning By-law passed by Council (By-law 0139-2002) to implement the OMB Order;
- February 19, 2009 – Committee of Adjustment granted a minor variance under file 'A' 044/09 W2 to permit parking, offices and the storage of materials and equipment associated with the construction of a natural gas power plant for a temporary period of 5 years.





LEGEND:



"PROPOSED OFFICIAL PLAN AMENDMENT FROM 'INDUSTRIAL' AND 'GREENLANDS' TO 'BUSINESS EMPLOYMENT', 'INDUSTRIAL' AND 'GREENLANDS', PROPOSED REZONING FROM 'E3-2' (INDUSTRIAL) AND 'D' (DEVELOPMENT) TO 'E2-EXCEPTION' (EMPLOYMENT), 'E3-EXCEPTION' (INDUSTRIAL) AND 'G2' (GREENBELT - NATURAL FEATURES) AND PROPOSED PLAN OF SUBDIVISION TO PERMIT EMPLOYMENT AND INDUSTRIAL USES, TO PROTECT THE NATURAL FEATURES AND TO CREATE 22 BLOCKS OF LAND ON A NEW PUBLIC ROAD, INCLUDING THE EXTENSION OF ORR ROAD WEST TO WINSTON CHURCHILL BOULEVARD"

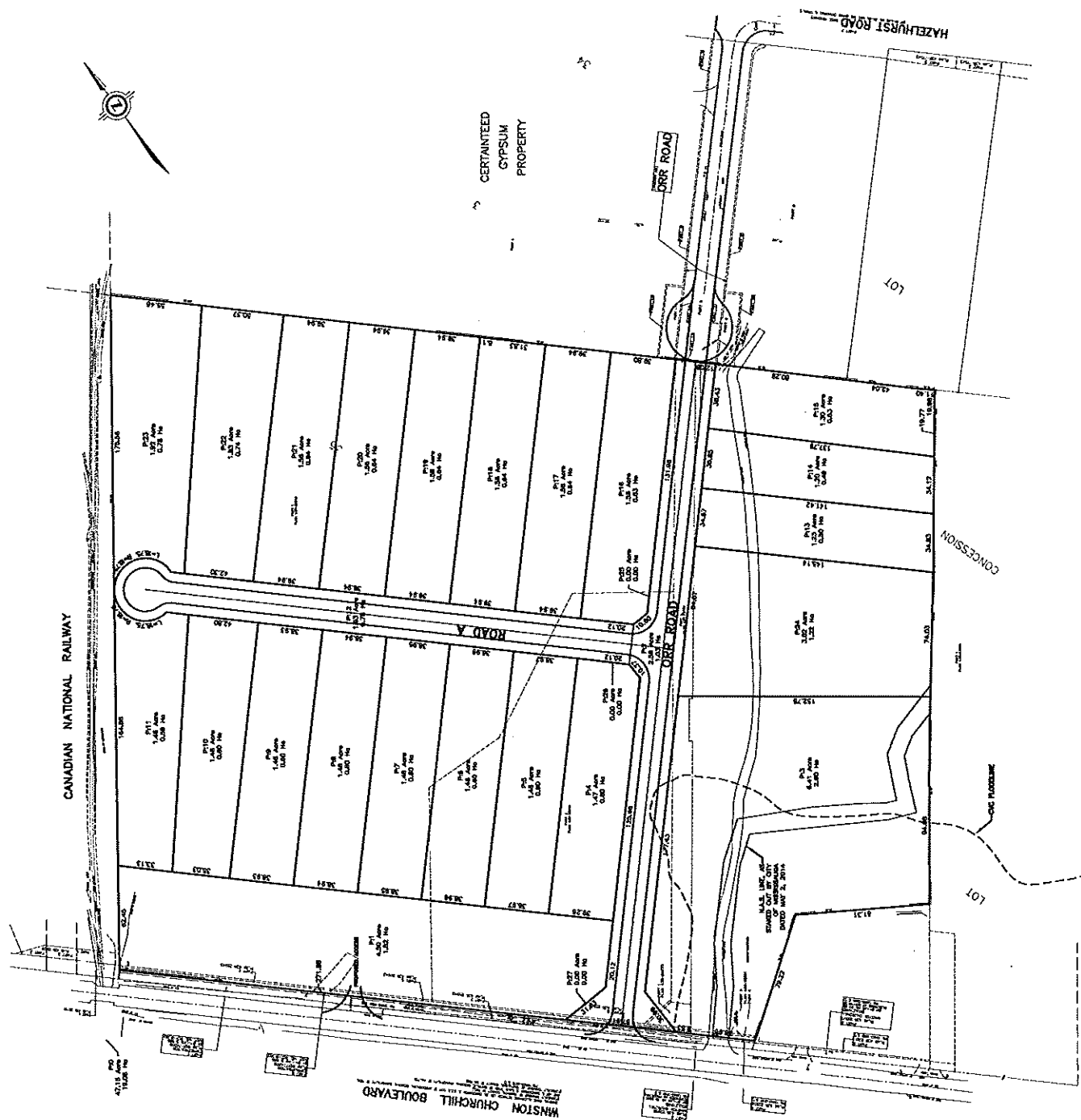


SUBJECT:

LIFETIME WINSTON CHURCHILL INC.

FILE NO: TM15001 & OZ15002		Appendix 4	
DWG. NO: 15001R/15002R		DATE: 2016/04/11	
SCALE: 1:4500		DRAWN BY: J. BERNARD	
Produced by T&W, Geomatics		MISSISSAUGA	

4.4 - 10



Lifetime Winston Churchill Inc.

File: OZ 15/002 W2
T-M15001 W2**Agency Comments**

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

Agency / Comment Date	Comment
Region of Peel (March 7, 2016)	<p>A revised FSR is to be submitted that addresses the comments provided below. Following this resubmission, further analysis will be conducted by Program Planning.</p> <p>a) The peak sanitary flow should be calculated based on the Peel sanitary sewer design criteria,</p> <p>b) The results of sanitary sewer analysis for 5 year storm indicated capacity constraint in the existing 250 mm (10") sewer on Orr Road and also in some sections of 525 mm (21") sewer on Lakeshore Road West. As an alternative option, draining the sanitary flow to 375 mm (15") sewer south of the subject property should be evaluated.</p> <p>c) The subject site is situated within the serviceable range of Pressure Zone 1. Existing PZ1 infrastructure includes a 300 mm (12") water main on the east side of Winston Churchill Boulevard and a 300 mm (12") water main on Orr Road terminating at the south property limit.</p> <p>The Region does not have any plans to construct additional water infrastructure in the vicinity of the proposed development. The proponent proposes to service the development by extending the 300 mm (12") water main along the extension of Orr Road and looping the water main with the existing 300 mm (12") water main on Winston Churchill Boulevard. The proponent also intends to install a 300 mm (12") dead-end water main on the future cul-de-sac. Looping the water distribution system in this way will improve water supply and security for the proposed development. Program Planning staff does not have any significant concerns with regards to water servicing for the proposed development.</p> <p>A revised Traffic Impact Study (TIS) is to be submitted as per Region of Peel Traffic Development comments on the Terms of Reference for the TIS.</p>

Lifetime Winston Churchill Inc.

File: OZ 15/002 W2
T-M15001 W2

Agency / Comment Date	Comment
City Community Services Department – Parks and Forestry Division/Park Planning Section (March 14, 2016)	<p>Prior to issuance of building permits for each block, cash-in-lieu for park or other public recreational purposes is required pursuant to Section 42 of the <i>Planning Act</i>, and in accordance with the City's Policies and By-laws.</p> <p>It is the understanding of this Department that limits of development and block configuration in relation to hazard lands are still being determined. Community Services require that all blocks identified for stormwater management purposes as well as all lands below the established top-of-bank, the Regional storm floodplain, and within the stability/erosion component of the valley slope shall be gratuitously dedicated to the City and appropriately zoned through the processing of these applications.</p> <p>Cash contributions for planting of street trees on Winston Churchill Boulevard, Orr Road and "Street A" at a standard rate of one tree per 10 m (32.8 ft.) of public road frontage will be required through the appropriate development/servicing agreement. Cash contributions for street trees are subject to the Community Services Department - Park Planning Section's latest requirements prior to draft approval.</p>
City Community Services Department – Fire and Emergency Services Division (June 15, 2015)	Fire has reviewed the applications from an emergency response perspective and has no concerns. Emergency response time to the site and water supply available are acceptable.
Credit Valley Conservation (CVC) (February 25, 2016)	<p>While CVC has not provided formal comments based on the last submission of the Environmental Impact Study, the following items are still unresolved and will have to be addressed prior to the Recommendation Report:</p> <ul style="list-style-type: none"> • The proposed road continues to traverse the natural heritage system (ie. coastal wetland, regulatory floodplain, significant habitat and associated setbacks); • The Stormwater Management Facility is proposed within a wetland identified as significant wildlife habitat. The loss of this wetland does not conform with CVC policy; • Sufficient compensation has not been identified for the loss of the minor wetland pockets located on the north and east portions of the property; • Proposed mitigation for the loss of the minor wetland

Lifetime Winston Churchill Inc.

File: OZ 15/002 W2
T-M15001 W2

Agency / Comment Date	Comment
	<p>pockets is partly located within an existing natural area and within the buffer areas to the remaining coastal wetlands and significant woodlands. Mitigation in the areas already vegetated would not result in appropriate compensation as they are already viable;</p> <ul style="list-style-type: none"> • Appropriate planting areas have not been identified to compensate for the significant tree cutting and vegetation removal that has occurred. <p>Outstanding information includes:</p> <ul style="list-style-type: none"> • An analysis to demonstrate there would be no negative impacts to the floodplain; • Feature Based Water Balance; • Functional Servicing Report; • Formal to scale constraints plan (ie. by a lands surveyor). <p>The proposal does not reflect the extent of impacts to the natural heritage features/system/hazards on the property or address how all functions will be maintained in the short and long-term. More discussion concerning the ultimate goals, size, and function of the mitigation/restoration areas and how it will be achieved must be provided. CVC does not have a level of comfort with the proposed Draft Plan of Subdivision and continues to work with the City and the applicant.</p>
City Transportation and Works Department (T&W) (March 10, 2016)	<p>The Applicant was engaged by staff from the City and CVC with respect to the management of ecological features as well as stormwater management measures. There is an existing wetland on the site that CVC staff have asked to be maintained. T&W staff are working through this matter with the applicant and CVC to ensure adequate environmental protection and stormwater management measures are proposed. Further information is to be provided by the applicant to confirm the approach on these items as there are outstanding concerns.</p> <p>Additionally, the applicant has been requested to respond to comments on the proposed development and provide additional technical details. Development matters currently under review and consideration by T&W include:</p>

Appendix 6, Page 4

Lifetime Winston Churchill Inc.

File: OZ 15/002 W2
T-M15001 W2

Agency / Comment Date	Comment
	<ul style="list-style-type: none"> • Revised Draft Plan of Subdivision; • Acoustical Report/Feasibility Study; • Environmental Site Assessment ; • Traffic Impact Study; • Access approval from Region of Peel and Canadian National Railway. <p>The above aspects will be addressed in detail prior to the Recommendation Report.</p>
Culture Division, Community Services Department (February 18, 2016)	<p>The property is located directly adjacent to 381 Winston Churchill Boulevard, which is a Designated property under Part 4 of the <i>Ontario Heritage Act</i>. Pursuant to Section 7.4.1.12 of the City's Official Plan, the applicant is required to submit a Heritage Impact Statement (HIS) to ensure that the proposed development does not negatively impact the heritage resource. More comments may be forthcoming once the HIS is accepted.</p> <p>A Stage 1 Archaeological report dated January 21, 2016 has been received. A corresponding letter from the Ministry of Tourism and Culture (MTCS) confirming that all archaeological resource concerns have met licensing and resource conservation requirements has yet to be received.</p>
Other City Departments and External Agencies	<p>The following City Departments and external agencies offered no objection to these applications provided that all technical matters are addressed in a satisfactory manner:</p> <ul style="list-style-type: none"> - Economic Development - CN Rail - Bell Canada - Enersource - Canada Post - Enbridge Gas Distribution Inc. - Rogers Cable
	<p>The following City Department was circulated the applications but provided no comments:</p> <ul style="list-style-type: none"> - Realty Services, Corporate Services Department

Appendix 7, Page 1

Lifetime Winston Churchill Inc.

File: OZ 15/002 W2
T-M15001 W2**Relevant Mississauga Official Plan Policies****Existing Official Plan Provisions**

Industrial which permits, but is not limited to, a mix of manufacturing, warehousing, trucking terminals, outdoor storage and display, and office uses with a maximum FSI of 0.5.

Greenlands which permit lands for conservation and flood control.

Schedule 5, Long Term Road Network, shows the Orr Road extension west to Winston Churchill Boulevard as a Future Minor Collector.

Proposed Official Plan Amendment Provisions

The applicant is proposing to designate the lands **Business Employment, Industrial and Greenlands**.

	Specific Policies	General Intent
Southdown Local Area Plan	Section 9.1 Section 9.2 Section 9.3 Section 9.4 Section 10.1 Section 10.2	<p>Buildings should be oriented to have a strong relationship to the street with parking located to the side or rear of the building and entrances facing the street. Manufacturing, warehousing and industrial facilities are encouraged to orient office components towards the street. Buildings brought forward to the street should be a minimum of two storeys in height.</p> <p>Facades visible to the street should have upgraded elevations and active frontages. Buildings and landscaping should screen views of facility operation and storage areas.</p> <p>Enhance and reinforce features such as swales and wetlands.</p> <p>Trucking terminals will not be permitted.</p> <p>Continuous sidewalks should be provided along all streets.</p> <p>Outdoor storage of material will be within enclosed containers, a structure with a minimum of three sides with a roof or otherwise covered to mitigate the effects of dust or particulate matter.</p>

Appendix 7, Page 2

Lifetime Winston Churchill Inc.

File: OZ 15/002 W2
T-M15001 W2

Section 5 – Direct Growth	Section 5.2.1 Section 5.2.2 Section 5.3.6	<p>The City's strategy for protecting, enhancing and restoring the Green system consists of initiatives such as naturalization, restoration and management of natural areas.</p> <p>Mississauga will maintain a sustainable diversified employment base by providing opportunities for a range of economic activities.</p>
Section 6 – Value the Environment	Section 6.1.1 Section 6.3.3 Section 6.3.4 Section 6.3.7 Section 6.3.24 Section 6.3.37 Section 6.3.47 – Section 6.3.55	<p>Mississauga will encourage stewardship and enhancement of the Green System especially where it contributes to the linkage of the Natural Heritage system.</p> <p>Buffers will be established to separate development from natural heritage features.</p> <p>Development shall protect and maintain natural heritage features through tree preservation, grading, landscaping and appropriate location of buildings and parking.</p> <p>Mississauga in consultation with the conservation authority shall improve the ecological function of watercourses.</p>
Section 19 - Implementation	Section 19.5.1	<p>This section contains criteria which requires an applicant to submit satisfactory planning reports to demonstrate the rationale for the proposed amendment as follows:</p> <ul style="list-style-type: none"> the proposal would not adversely impact or destabilize the following: the overall intent, goals and objectives of the Official Plan; and the development and functioning of the remaining lands which have the same designation, or neighbouring lands; the lands are suitable for the proposed uses, and compatible with existing and future uses of surrounding lands; there are adequate engineering services, community infrastructure and multi-modal transportation systems to support the proposed application; a planning rationale with reference to Mississauga Official Plan policies, other relevant policies, good planning principles and the merits of the proposed amendment in comparison with the existing designation has been provided by the applicant.

Appendix 8

Lifetime Winston Churchill Inc.

File: OZ 15/002 W2
T-M15001 W2**Summary of Existing Zoning By-law Provisions**

"E3-2" (Industrial), which permits a variety of industrial uses in addition to an electrical power generating facility.

"D" (Development), which permits a building legally existing on site and the existing legal use of such building.

Summary of Proposed Zoning By-law Provisions

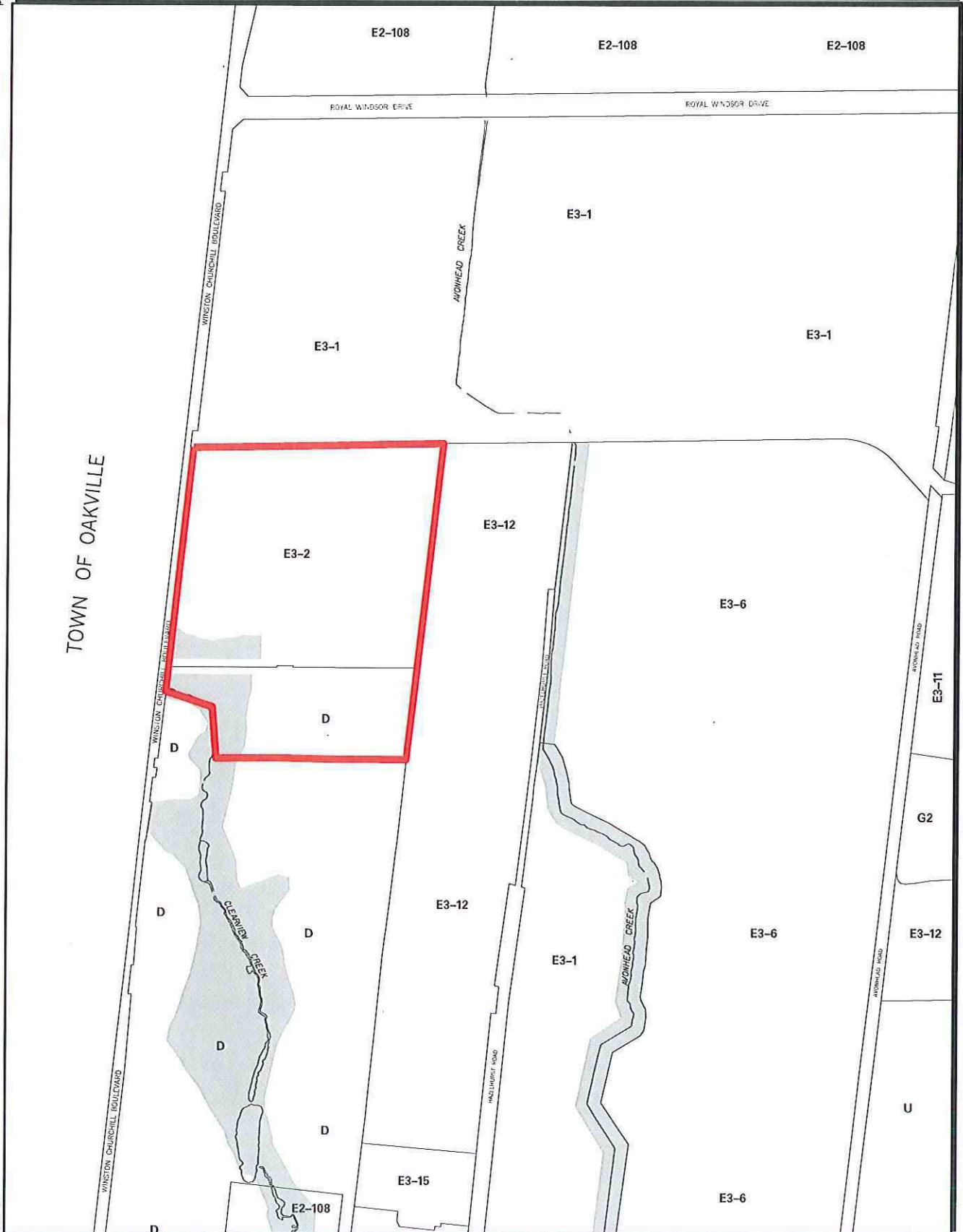
Zone Standards	Existing E3-2 Zoning Standards	Proposed E3- Exception Zoning Standards	Proposed E2-Exception Zoning Standards
Use	Permits most uses allowed in a E3 zone and adds permission for an electric power generating facility. Exclusions include truck terminal, motor vehicle body repair facility and other uses.	Permissions for power generating facility to be removed. Outdoor storage will be permitted provided is contained with a structure with three sides and a roof or cover.	Permits most uses allowed in a E2 zone with exception to truck terminal, waste processing, overnight accommodation and other uses.
Minimum front yard	7.5 m (24.6 ft.)	7.5 m (24.6 ft.)	7.5 m (24.6 ft.)
Minimum interior side yard	The greater of 10% of the frontage or 4.5 m (14.7 ft.)	The greater of 10% of the frontage or 4.5 m (14.7 ft.)	The greater of 10% of the frontage or 4.5 m (14.7 ft.)
Minimum exterior side yard	7.5 m (24.6 ft.)	7.5 m (24.6 ft.)	7.5 m (24.6 ft.)
Minimum rear yard setback	7.5 m (24.6 ft.)	7.5 m (24.6 ft.)	7.5 m (24.6 ft.)

PG-Hall-Size.tbl

GENERAL CONTEXT MAP

TM15/001
OZ 15/002

Appendix 9

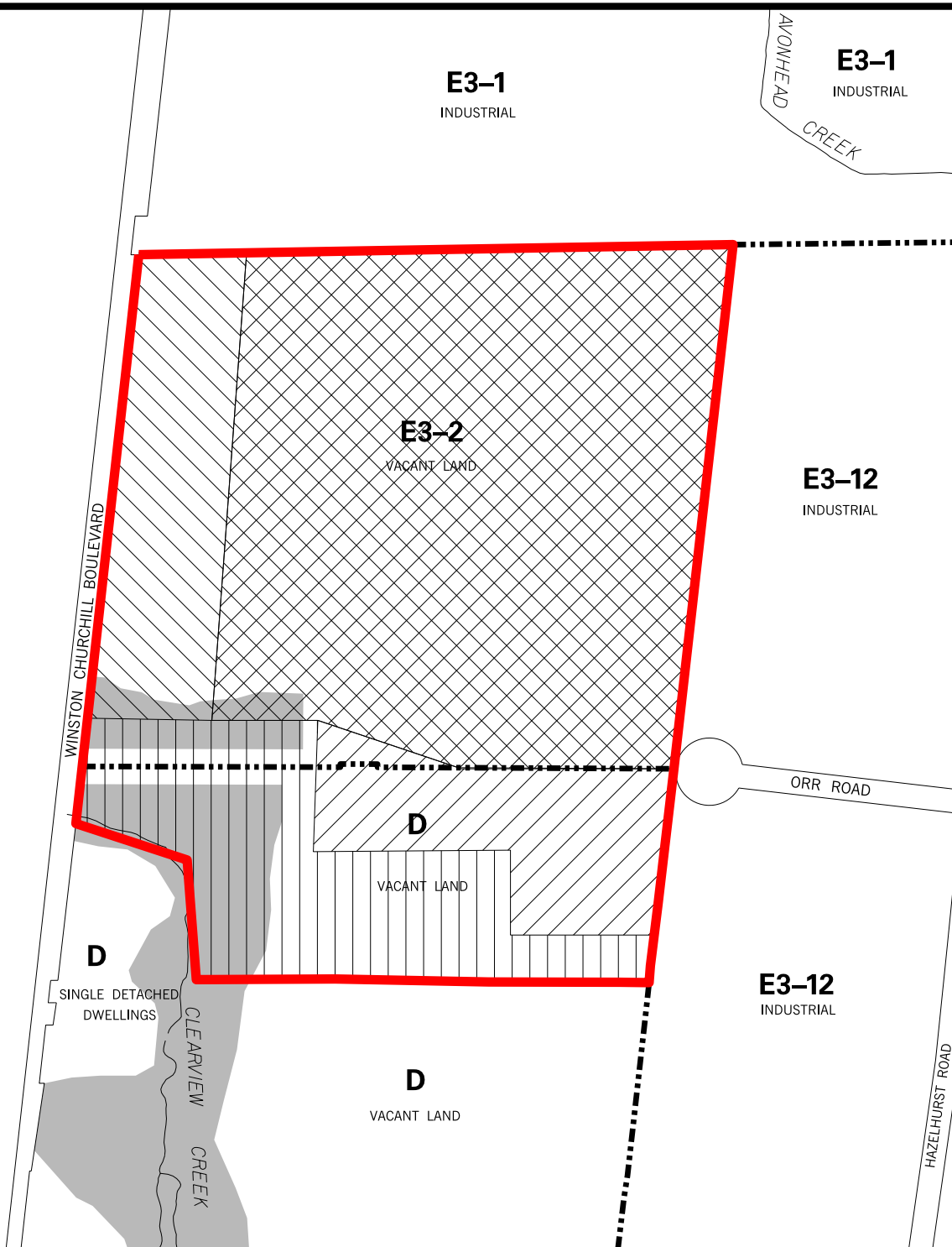


20160224

Justem



TOWN OF OAKVILLE



LEGEND:



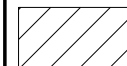
PROPOSED PLAN OF SUBDIVISION TO PERMIT EMPLOYMENT AND INDUSTRIAL USES, TO PROTECT THE NATURAL FEATURES AND TO CREATE 19 BLOCKS OF LAND ON A NEW PUBLIC ROAD, INCLUDING THE EXTENSION OF ORR ROAD WEST TO WINSTON CHURCHILL BOULEVARD



PROPOSED OFFICIAL PLAN AMENDMENT FROM 'INDUSTRIAL' AND 'GREENLANDS' TO 'BUSINESS EMPLOYMENT', PROPOSED REZONING FROM 'E3-2' (INDUSTRIAL) TO 'E2-EXCEPTION'



PROPOSED OFFICIAL PLAN AMENDMENT FROM 'INDUSTRIAL' AND 'GREENLANDS' TO 'GREENLANDS' PROPOSED REZONING FROM 'E3-2' (INDUSTRIAL) AND 'D' (DEVELOPMENT) TO 'G2' (GREENBELT - NATURAL FEATURES)



PROPOSED REZONING FROM 'E3-2' (INDUSTRIAL) AND 'D' (DEVELOPMENT) TO 'H-E3-EXCEPTION' (INDUSTRIAL)

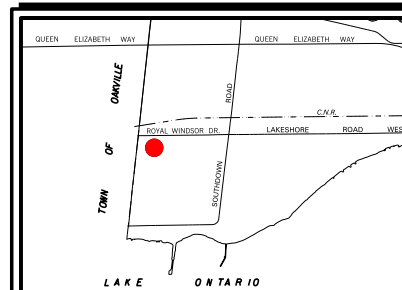


PROPOSED OFFICIAL PLAN AMENDMENT FROM 'INDUSTRIAL' AND 'GREENLANDS' TO 'INDUSTRIAL', PROPOSED REZONING FROM 'E3-2' (INDUSTRIAL) TO 'E3-EXCEPTION' (INDUSTRIAL)



SUBJECT:

LIFETIME WINSTON CHURCHILL INC.



FILE NO: TM15001
& OZ15/002

DWG. NO:
15001R/15002R

SCALE:

1:4500

DATE:

2016/07/06

DRAWN BY:

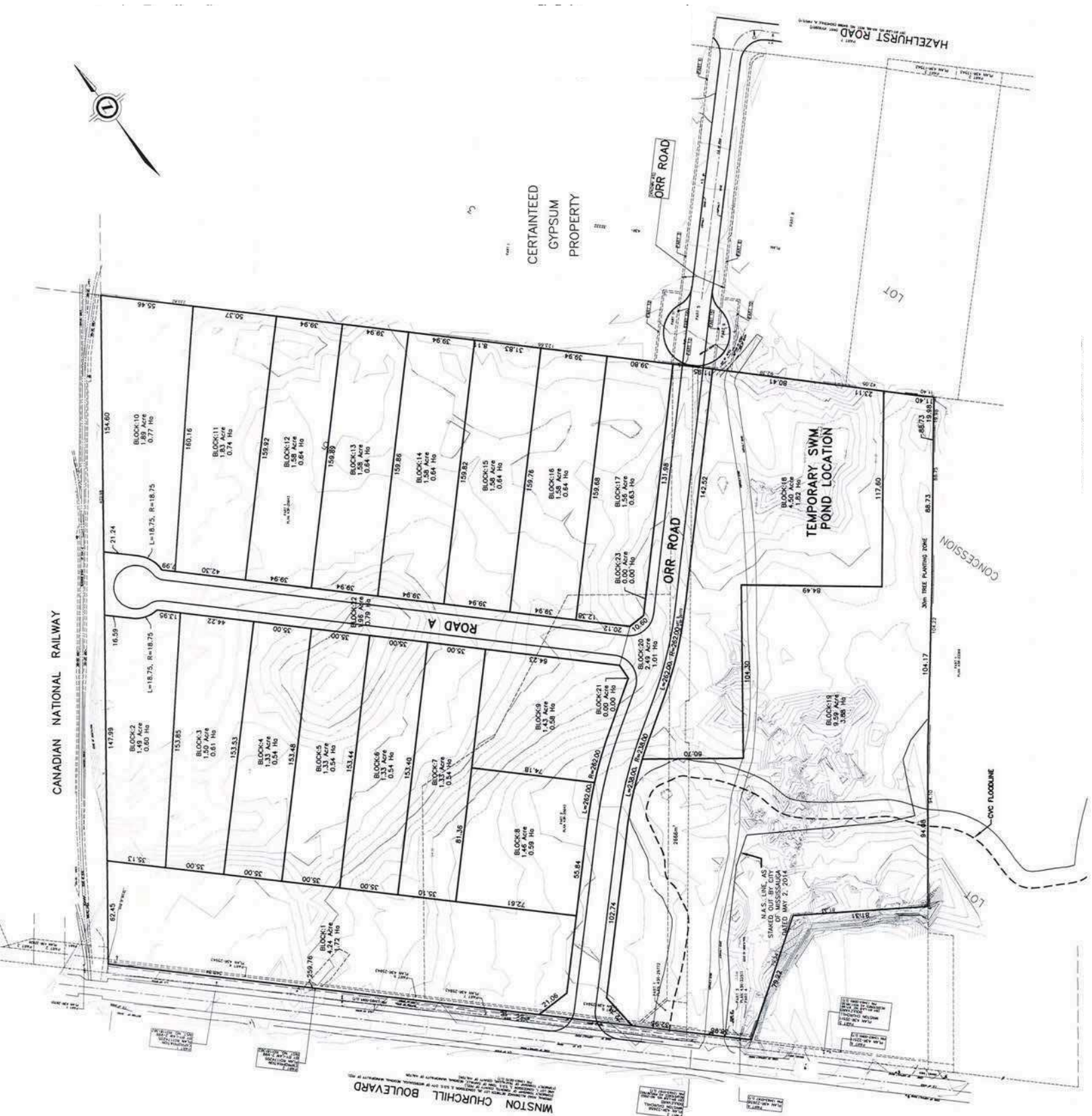
J. BERNARD

Appendix 3



MISSISSAUGA

Produced by
T&W, Geomatics



Lifetime Winston Churchill Inc.

File: OZ 15/002 W2
T-M15001 W2

Summary of Existing Zoning By-law Provisions

"E3-2" (Industrial), which permits a variety of industrial uses in addition to an electrical power generating facility

"D" (Development), which permits a building legally existing on site and the existing legal use of such building

Summary of Proposed Zoning By-law Provisions

Zone Standards	Existing E3-2 Zoning Standards	Proposed E3-Exception Zoning Standards	Proposed H-E3-Exception Zoning Standards	Proposed E2-Exception Zoning Standards
Use	Permits most uses allowed in an E3 zone and adds permission for an electric power generating facility. Exclusions include truck terminal, motor vehicle body repair facility and other uses	Permissions for electric power generating facility to be removed Outdoor storage will be permitted provided is contained with a structure with three sides and a roof or cover	Same as proposed E3-Exception except a stormwater management facility will be permitted	Permits most uses allowed in a E2 zone with exception of truck terminal, waste processing, overnight accommodation and other uses
Minimum front yard	7.5 m (24.6 ft.)	7.5 m (24.6 ft.)	7.5 m (24.6 ft.)	7.5 m (24.6 ft.)
Minimum interior side yard	The greater of 10% of the frontage or 4.5 m (14.8 ft.)	The greater of 10% of the frontage or 4.5 m(14.8 ft.)	The greater of 10% of the frontage or 4.5 m (14.8 ft.)	The greater of 10% of the frontage or 4.5 m (14.8 ft.)
Minimum exterior side yard	7.5 m (24.6 ft.)	7.5 m (24.6 ft.)	7.5 m (24.6 ft.)	7.5 m (24.6 ft.)
Minimum rear yard setback	7.5 m (24.6 ft.)	7.5 m (24.6 ft.)	7.5 m (24.6 ft.)	7.5 m (24.6 ft.)



**SCHEDULE A
CONDITIONS OF APPROVAL**

FILE: T-M15001 W2

SUBJECT: Draft Plan of Subdivision
701 & 805 Winston Churchill Boulevard
East side of Winston Churchill Boulevard, south of Royal Windsor Drive
City of Mississauga
Lifetime Winston Churchill Inc.

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

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

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

- 1.0 Approval of the draft plan applies to the plan dated May 13, 2016, revised June 16, 2016.
- 2.0 That the owner agree, in writing, to satisfy all the requirements, financial and otherwise of the City and the Region.
- 3.0 That the applicant/owner shall enter into Servicing, Development and any other necessary agreements, satisfactory to the City, Region or any other appropriate authority, prior to ANY development within the plan. These agreements may deal with matters including, but not limited to, the following: engineering matters such as municipal services, road widenings, construction and reconstruction, signals, grading, fencing, noise mitigation, and warning clauses; financial issues, such as cash contributions, levies (development charges), land dedications or reserves, securities, or letters of credit; planning matters such as residential reserve blocks, buffer blocks, site development plan and landscape plan approvals and conservation. THE DETAILS OF THESE REQUIREMENTS ARE CONTAINED IN COMMENTS IN RESPONSE TO THE CIRCULATION OF THE PLAN FROM AUTHORITIES, AGENCIES, AND DEPARTMENTS OF THE CITY AND REGION WHICH HAVE BEEN FORWARDED TO THE APPLICANT OR HIS CONSULTANTS, AND WHICH COMMENTS FORM PART OF THESE CONDITIONS.
- 4.0 All processing and administrative fees shall be paid prior to the registration of the plan. Such fees will be charged at prevailing rates of approved City and Regional Policies and By-laws on the day of payment.

-
- 5.0 The applicant/owner shall agree to convey/dedicate, gratuitously, any required road or highway widenings, 0.3 m (1 ft.) reserves, walkways, sight triangles, buffer blocks and utility or drainage easements to the satisfaction of the City, Region or other authority.
- 6.0 The applicant/owner shall provide all outstanding reports, plans or studies required by agency and departmental comments.
- 7.0 That a Zoning By-law for the development of these lands shall have been passed under Section 34 of the *Planning Act*, R.S.O. 1990, c.P.13, as amended, and be in full force and effect prior to registration of the plan.
- 8.0 The proposed streets shall be named to the satisfaction of the City and the Region. In this regard, a list of street names shall be submitted to the City Transportation and Works Department as soon as possible after draft plan approval has been received and prior to any servicing submissions. The owner is advised to refer to the Region of Peel Street Names Index to avoid proposing street names which conflict with the approved or existing street names on the basis of duplication, spelling, pronunciation, and similar sounding.
- 9.0 Prior to final approval, the Engineer is required to submit, to the satisfaction of the Region, all engineering drawings in Micro-Station format as set out in the latest version of the Region of Peel "Development Procedure Manual".
- 10.0 Prior to final approval or preservicing, the developer will be required to monitor wells, subject to the homeowner's permission, within the zone of influence, and to submit results to the satisfaction.
- 11.0 Prior to preservicing and/or execution of the Servicing Agreement, the developer shall name to the satisfaction of the City Transportation and Works Department the telecommunications provider.
- 12.0 Prior to execution of the Servicing Agreement, the developer must submit in writing, evidence to the Commissioner of the City Transportation and Works Department, that satisfactory arrangements have been made with the telecommunications provider, Cable TV and Hydro for the installation of their plant in a common trench, within the prescribed location on the road allowance.
- 13.0 Prior to final approval, final technical engineering drawings and reports must be submitted to the satisfaction of the City Transportation and Works Department.
- 14.0 That prior to signing of the final plan, the Commissioner of Planning and Building is to be advised that all of the above noted conditions have been carried out to the satisfaction of the appropriate agencies and the City.

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

City of Mississauga

Corporate Report



Date: 2016/06/29

To: Mayor and Members of Council

From: Mary Ellen Bench, BA, JD, CS, CIC.C

Originator's files:

Meeting date:
2016/07/06

Subject

Toronto Global - Three-Year Funding Agreement

Recommendation

That City Council authorize the Mayor and City Clerk to execute an agreement with a new foreign direct attraction agency, known as Toronto Global, and other participating municipalities, and to provide funding of approximately \$228,000 for each of the next three years, such agreement to be in a form satisfactory to the City Solicitor and content satisfactory to the Director of Economic Development.

Background

City Council, at its meeting of November 18, 2015, endorsed in principle the establishment of a new foreign direct investment attraction agency for the Greater Toronto Area as outlined in the report dated November 6, 2015 entitled "Support for a new GTA Regional Foreign Direct Investment Attraction Agency ("NewCo")", from the City Manager and Chief Administrative Officer. At that time, Council also approved subject to approval of the 2016 budget, the City entering into a services agreement between the City of Mississauga and the new agency to provide funding up to \$228,000 for the purposes set out in the report. A copy of that report is attached for information as Appendix 1.

NewCo is now known as Toronto Global, and will replace the Greater Toronto Marketing Alliance and Invest Toronto. Toronto Global has established an Economic Development Officers working group and a Legal working group and these groups have been tasked with working through the corporate structure and mandate of the new entity. As identified in the City Manager's report, Toronto Global is to be tasked with the challenge of increasing the GTA Region's share of Global foreign direct investment. The Economic Development Officers working group and a Strategy Council made up of the mayors and chairs of the participating municipalities will assist in that regard. The participating municipalities are proposed to be Toronto, Mississauga, Brampton, Durham, Halton and York Region, determined based on

Council	2016/06/29	2
---------	------------	---

where the economic development function lies. It is anticipated that Caledon will also join, likely in 2017.

Comments

Over the last several months, the Economic Development Officers working group and a Legal working group have been discussing the mandate, corporate and governance structure of Toronto Global. It is proposed that Toronto Global will provide foreign direct investment attraction services and support to municipalities in the Greater Toronto Area. The role of the mayors and chairs strategy committee will be to approve the annual business plan and strategic plan of Toronto Global and to qualify directors for Toronto Global. The role of the economic development officers working group is to provide a forum for dialogue, consultation and collaboration between Toronto Global and the municipal partners with regard to economic development priorities, activities, objectives and concerns; to provide an opportunity for the exchange of information on significant initiatives and provide a means of reporting back to the partner municipalities on key matters.

Toronto Global's transitional funding was provided by the Province of Ontario and the Province has committed ongoing funding of \$2.5 million for the 2016-17 fiscal year, with further funding still being negotiated. Federal funding is anticipated shortly. The municipal partners will pay an annual levy calculated on a per capita basis.

As set out in the City Manager's report dated November 6, 2015, the City of Mississauga has approved funding up to \$228,000 for purposes of supporting Toronto Global's efforts to attract foreign direct investment to the GTA. The purpose of this report is to seek Council approval to commit funding of \$227,598 in each of the next three years as a one-year commitment is not sufficient to allow Toronto Global to move forward with its business plans.

Financial Impact

The funding contribution of the City of Mississauga to the operations of Toronto Global under the funding agreement will be approximately \$228,000 annually for three years.

Conclusion

At its meeting of November 13, 2015, Council approved funding of \$228,000 for a period of one year and executing any necessary agreements with a new foreign direct investment attraction agency for the GTA. The purpose of this report is to update Council on the status of those negotiations and to seek authority for a three-year funding commitment of approximately \$228,000 per year and to execute a funding agreement that will also include the other participating municipal partners.

Attachments

Appendix 1: Report dated November 6, 2015 from the City Manager and Chief Administrative Officer entitled "Support for a new GTA Regional Foreign Direct Investment Attraction Agency ("NewCo")"



Mary Ellen Bench, BA, JD, CS, CIC.C

Prepared by: Mary Ellen Bench, City Solicitor

City of Mississauga

Corporate Report



<p>Date: November 6, 2015</p>	<p>Originator's files:</p>
<p>To: Chair and Members of General Committee</p> <p>From: Janice Baker, FCPA, FCA, City Manager and Chief Administrative Officer</p>	<p>Meeting date:</p> <p>2015/11/18</p>

Subject

Support for a new GTA Regional Foreign Direct Investment Attraction Agency "NewCo"

Recommendation

1. That City Council endorse in principle, the establishment of a new Foreign Direct Investment (FDI) Attraction Agency for the Greater Toronto Area (GTA) as outlined in the report dated November 13th, 2015 entitled, Support for a new GTA Regional Foreign Direct Investment Attraction Agency "NewCo", from the City Manager and Chief Administrative Officer.
2. That subject to Council approval of the 2016 Budget, the City of Mississauga enter into a services agreement between the City of Mississauga and the new GTA FDI Attraction Agency to provide funding up to \$228,000 for the purposes set out in this report; that the necessary by-law be prepared; and that the Mayor and City Clerk be authorized to execute said agreement and any other ancillary documents related to this agreement.

Report Highlights

- The GTA region is under resourced and underperforming in attracting investment from around the world in comparison to other North American Regions.
- The current level of collaboration and cooperation among municipalities and all senior levels of government in the GTA, as it relates to the attraction of foreign direct investment, is unprecedented from a prospective resource and financial standpoint. The funding partners will include: The Government of Canada, Province of Ontario and Regions of Halton, York, Durham, the Cities of Toronto, Mississauga, Brampton and the Town of Caledon.
- Efforts are underway to reinvigorate and reinvent the approach to FDI generation in the region through the creation of a new regional enterprise. This represents a singular opportunity to place the GTA region as the destination of choice for foreign direct investment and become a gold standard in investment attraction.

- As a funding partner, Mississauga's share based on a per capita basis will be approximately \$228,000 annually. (As part of the 2016 budget approval process and future budget cycles.)
- The provincial government has provided \$730,000 in transitional funding to assist NewCo to be established in early 2016.

Background

The Greater Toronto Marketing Alliance (GTMA) is a public-private partnership that serves as the key point of contact for businesses exploring opportunities in the Greater Toronto Area (GTA). The partnership brings together the 29 municipalities and regions in the GTA, the governments of Ontario and Canada, several not-for-profit organizations, and a broad cross section of private sector corporations. The GTMA's mission is to expand the economy of the GTA by raising the profile of the region internationally to attract new investment and employment.

Since 1997, the City of Mississauga has been a partner of the GTMA and supported the marketing of the GTA region internationally, recognizing that this economic growth is beneficial to all residents and businesses in the GTA. Today, Mississauga continues to be an active participant in the joint servicing of Foreign Direct Investment (FDI) leads in collaboration with the GTMA.

The City of Mississauga along with other municipal and regional governments increased their FDI activities in support of international business attraction while also continuing their partnership with the GTMA, including the City of Toronto that established Invest Toronto in 2008. A shared major concern was the limited resources and sustainable funding from either the Provincial or Federal governments that is appropriate for the strength and size of the GTA region, a region that is recognized as an economic engine for both Ontario and Canada.

In 2012, the GTMA Board of Directors initiated a process to secure greater funding. This initiative was Co-Chaired by Mayor John Tory, who was at the time head of CivicAction, and Mayor Dave Ryan who was the public sector co-chair of the GTMA. One major component of their work was a study commissioned by the GTMA and undertaken by PriceWaterhouseCoopers (PwC), entitled "Roadmap to Revitalization" Appendix 1. This study has set the stage for the work undertaken to date.

The PwC study clearly demonstrated that the GTA region is under resourced and underperforming in attracting investment from around the world in comparison to other North American Regions.

Noted in the report are some concerning trends. The GTA region ranks no better than middle of the pack when compared to global competitors in terms of the number of FDI projects. Canada's share of global FDI has been dropping consistently since the 1970s.

This trend is more worrisome when one considers that in 2010, for the first time, the majority of FDI went to developing and transition economies. And while Ontario attracted \$7 billion in

investments in 2014, this represents only 1% of the total global amount of investment made in the same year.

The growth of emerging economies provides more investment choice for potential investors. A truly global economy now means that capital is flowing at an increasing rate to more countries than ever before. As a result, the competitive landscape for the GTA region is more challenging than in the past.

The potential upside of increased FDI attraction is significant. In a time of low growth and a mature economy, a vibrant approach to foreign investment attraction is an essential tool in creating and maintaining a growing and diversified economy. Increased foreign direct investment has been identified as one tool to increase productivity and to attract stable high-income employment.

In short, while the GTA region has achieved a measure of success to date, the approach to generating FDI that gave rise to our existing enviable position will not guarantee the GTA region's competitive position in the future as new global challengers emerge. Nor will the status quo enable the GTA region to capitalize on its obvious strengths and increase its fair share of global investment in the years to come.

The PwC Report concluded that a reinvigorated, regionally based approach to FDI generation, bolstered by long-term stable funding from all levels of government and a clear mandate would be critical to maximizing FDI generation in the future. Ideally, in a time of increasing global competitiveness, the combined strength of the collective efforts of the Greater Toronto Region will outstrip the capabilities and capacities of any one municipality or organization.

As a follow-up to the study, the GTMA formed an advisory group which involved representatives from the private sector and regional and municipal economic development officials. This advisory group's work led to a proposal for a new, well-funded, regional agency concentrating on FDI, later referred to as 'NewCo'.

This Report provides an update on recent progress and a discussion on the implications for the City of Mississauga.

Present Status

NewCo has now been incorporated and is led by an interim board of directors comprised of the Mayors of Pickering, Mississauga and Toronto, the Chair of Regional Municipality of York, and three private sector individuals – Toby Lennox, the Interim CEO of NewCo, Janet Ecker, the President and Chief Executive Office of the Toronto Financial Services Alliance, and Pat Horgan, a Vice President with IBM Canada. The Board will serve on an interim basis until the permanent governance structure and board of directors is completed. The provincial government has provided \$730,000 in transitional funding to assist NewCo to be established in early 2016.

A working group of economic development officers from each of the regional municipalities, including the cities of Caledon, Brampton, Mississauga and Toronto, as well as representatives of the provincial government, meet regularly to discuss the essential elements of the operation and strategy of NewCo.

This group, with the assistance of NewCo staff and expert consultants, are examining several issues including:

- The operating model for NewCo to ensure that the objectives of the organization are met;
- How regional and local assets will be maximized by NewCo in marketing the region;
- How regional and municipal governments will contribute to the annual and long term strategic priorities of NewCo;
- The name, visual identity and tagline for the new organization; and
- The transitional arrangements that must be in place to ensure an orderly, seamless and effective start-up of NewCo.

Comments

The approach to building a new regional investment attraction agency reflects the regional, collaborative and cooperative culture that will ultimately define NewCo.

NewCo will be tasked with the challenge of increasing the GTA region's share of global FDI. This new agency is proposed to not simply be a larger version of existing organizations, but rather will be an entirely new enterprise, with a new and aggressive mandate, additional capabilities and the support of three levels of government.

NewCo will only succeed if it is able to work in a collaborative and cooperative fashion with all municipalities and regions, using the assets and advantages of the entire region for the benefit of all. As a regional enterprise, NewCo will work to lever the individual value propositions of each region to the larger benefit of all.

Although NewCo's Transition Board of Directors and the Economic Development Working Group continue to develop NewCo's strategy and operations plans for the first quarter 2016 launch, there has been agreement on a number of key principles for NewCo.

In particular, NewCo will:

- Be responsible for marketing the Greater Toronto Region, comprised of the Regions of Halton, York, Durham, the Cities of Toronto, Mississauga, Brampton and the Town of Caledon to attract new foreign direct investment.
- Be reflective of a regional dynamic. NewCo will be constantly alive to the priorities, attractions and concerns of the municipalities that comprise the Greater Toronto Region.
- Be built upon principles of regional cooperation and collaboration such that each municipality and region can share and take pride in the work done by NewCo.

- Have carriage for all aspects of investment generation, including research, in-market promotion and lead generation, advertising and marketing, business development, client servicing and strategy.
- Have at its core, a client-focused ethos directed at serving the needs of the investor with attention, agility, intelligence, savvy and diligence. Most vitally, NewCo will feature an excellence first approach to investor servicing at all points of contact.
- Receive multi-year funding from the Province of Ontario, the Government of Canada and the GTA funding partners that will enable the enterprise to bring best-in-class skills and techniques to investment promotion to become the gold standard for investment promotion practices.
- Build new capabilities that are not consistently employed in the Greater Toronto Region. These include greater research, sales and marketing capabilities, improved engagement with industry sectors in the Greater Toronto Region as well as a greater, more vital and persistent in-market presence.
- Market the Greater Toronto Region under one, vibrant and magnetic brand with a full complement of media and communications tools.
- Maximize the role of industry clusters in developing strategies and tactics for in-market efforts. These clusters reflect the best of the Greater Toronto Region's economic vitality and include financial services, life sciences, food and agriculture, advanced manufacturing, ICT and others.
- Serve to streamline relations between the federal and provincial governments and the Greater Toronto Region on investment leads and client servicing.
- Engage the private sector and incorporate the best private sector management practices, governance and performance.

Strategic Plan

This new GTA economic partnership will support and continue to activate the Mississauga Economic Development Master Plan and align with the Mississauga Strategic Plan, as it relates in large part to the Prosper Pillar. More specifically the work of this new partnership will assist Mississauga as an international destination and attract innovative business and create employment. With respect to the Economic Development Master Plan, the partnership will support Mississauga's Goal – To become a Global Business Magnet. This Master Plan continues to provide the foundation for all strategic initiatives and actions on the part of the City's Economic Development Office. The goals also support the overall vision for the City as stated in the Strategic Plan.

Financial Impact

The PwC Report recommended the following funding formula. Federal Government – \$2.5 Million per annum, Provincial Government – \$2.5 Million per annum, Municipal Funding Partners- \$2 Million per annum determined on a per capita basis and private sector corporations and academia - \$500,000 per annum.

Currently, Municipal Funding Partners contribute \$500,000 per annum to help operate the GTMA with Mississauga's portion being \$56,250. This new funding requirement is based on a per capita formula and will require an increase of Mississauga's share to approximately \$228,000 annually.

In its 2016 Budget submission, the Economic Development Office (EDO) is requesting funds to cover the City's portion of the annual contribution for the new GTA regional FDI attraction agency.

Conclusion

The GTA region is under resourced and underperforming in attracting investment from around the world in comparison to other North American Regions.

The current level of cooperation and collaboration among municipalities and all levels of government in the GTA, as it relates to the attraction of foreign direct investment, is unprecedented from a prospective resource and financial standpoint.

Efforts are underway to reinvigorate and reinvent the approach to FDI generation in the region through the creation of a new regional enterprise tasked with increasing the GTA region's share of global FDI. This represents a singular opportunity to place the GTA region as the destination of choice for foreign direct investment.

As a funding partner, Mississauga's share based on a per capita basis will be approximately \$228,000 annually.

Attachments

Appendix 1: Roadmap to Revitalization

<http://www.greatertoronto.org/wp-content/uploads/2014/02/Roadmap-to-Revitalization-Final-Report-Summer-2013.pdf>.



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

Prepared by: Susan Amring, Director Economic Development

City of Mississauga

Corporate Report



Date: 2016/06/27

To: Chair and Members of Council

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

Originator's files:

Meeting date:
2016/07/06

Subject

Funding Agreement & Single Source Contract Negotiations, relating to the acquisition, rehabilitation and environmental review of the Small Arms Inspection Building, 1352 Lakeshore Road East (Ward 1)

Recommendation

That the report from the Commissioner of Community Services dated June 27, 2016 and entitled "Small Arms Inspection Building Funding Agreement & Contracts" be received for information.

Background

On June 15, 2016, Council authorized staff from Realty Services Section of the Corporate Services Department to negotiate the conveyance of the Small Arms Inspection Building municipally known as 1352 Lakeshore Road East and a potential development block (5 acres) from the Toronto and Region Conservation Authority ("TRCA") to the City of Mississauga, and if successful in those negotiations allow the Commissioner of Community Services and the City Clerk to execute an Agreement of Purchase and Sale.

The TRCA has secured \$2.6 million towards the restoration of the Small Arms Inspection Building including \$1 million through the Canada 150 Community Infrastructure Program. The Canada 150 Community Infrastructure grant application and funding agreement stipulate that the funding is for rehabilitation to the south portion of the building and must be completed by March 31, 2018.

If negotiations are successful, the TRCA will transfer to the City \$1.6 million in secured project funds through an Agreement of Purchase and Sale for the Small Arms Inspection Building and adjacent development block and facilitate the negotiation and transfer of the \$1 million Canada 150 Infrastructure Funding agreement (subject to Minister approval). It is anticipated that an Agreement of Purchase and Sale will be executed brought to the TRCA Authority in late September 2016 for approval and executed shortly thereafter.

Council	2016/06/27	2
---------	------------	---

Comments

Funding Agreement

In order for the City of Mississauga to access current project funds held by the Toronto and Region Conversation Authority (“TRCA”) (\$1.6 million), the City will enter a funding agreement with the TRCA to ensure that all design-related, construction management, and preliminary on-site investigation, testing and initial environmental due diligence costs associated with the acquisition and rehabilitation of a portion of the property located at 1352 Lakeshore Road East, including the Small Arms Inspection Building, be paid for by the TRCA prior to the completion of the Agreement of Purchase and Sale.

The purpose of the Funding Agreement is to ensure that the City will not be liable for any costs in the event that the conveyance of the Small Arms Inspection Building, site and related five (5) acre development block to the City of Mississauga does not proceed. This agreement will be developed between the City and TRCA in July 2016 in a form satisfactory to the legal services. The Commissioner of Community Services has authority to approve and execute funding agreements under By-law 0198-2014.

Review of Environmental Conditions

Between 1991 and 2002, the TRCA conducted a number of environmental investigations into the soil and groundwater quality across the entire property, resulting in the identification of several areas of contamination. Remediation was completed at that time to address the contamination and a Record of Site Condition was filed in 2002. Since that time, the Ministry of the Environment and Climate Change updated the environmental soil and groundwater quality standards (the “MOECC Standards”). As a result, soil and groundwater quality on the subject lands may exceed the current MOECC Standards. As part of the City’s preliminary environmental due diligence, it is recommended that the available environmental reports be reviewed with consideration of the current regulatory requirements. The purpose of that review will be to identify what work may be required to ensure that the City understands the current condition of the subject lands, and to understand what additional investigation and/or remediation may be required to render the lands suitable for the intended future uses.

Single Source Acquisition

Phase 1 of the Small Arms Inspection Building restoration must be completed under very tight timelines in order to meet the completion deadline of March 31, 2018 as established through the Canada 150 Infrastructure Program agreement currently between FedDev and the TRCA. In order to meet this deadline, it is recommended that single source agreements be executed by the Purchasing Agent for architectural design, construction management and preliminary environmental consulting services relating to the acquisition and rehabilitation of a portion of the property located at 1352 Lakeshore Road East, including the Small Arms Inspection Building, in a form satisfactory to Legal Services.

The consultants and construction manager have not been selected at the time of this report. Schedule “A”(1)(xvi) of By-law No. 374-06, being The Corporation of the City of Mississauga

Council	2016/06/27	3
---------	------------	---

Purchasing By-law ("Purchasing By-law"), permits single/sole source acquisitions in circumstances where funding and project completion timelines imposed by senior government programs do not allow adequate time for a competitive bidding process. Given the project completion deadline of March 31, 2018 imposed on the TRCA by FedDev, the TRCA and the City will need to initiate work as soon as possible. For this reason, staff will be requesting approval of single source acquisitions during Council's Summer Recess under Council Procedure By-law 139-13 Section 89 (1) and in accordance with the Purchasing By-law, under the authority of the City Manager.

Financial Impact


There is no financial impact to the City of Mississauga. TRCA will agree to pay for the work contemplated by the funding agreement from funds allocated to the Small Arms Inspection Building project.

Conclusion

After review of the Canada 150 Infrastructure Program criteria and the requirement for Phase 1 of the Small Arms Inspection Building restoration to be completed by March 31, 2018, it is recommended that the Purchasing Agent execute a single source acquisition for architectural design, construction management and preliminary environmental consulting services so that work can be initiated immediately.

As part of the City's preliminary environmental due diligence, it is recommended that a review of available environmental reports be completed with consideration of the current regulatory requirements to identify what additional investigation and/or remediation may be required to render the lands suitable for the intended future uses.

In order for the City of Mississauga to fund this work in advance of the execution of the Agreement of Purchase and Sale between the City of Mississauga and the Toronto and Region Conservation Authority ("TRCA"), both parties will execute a funding agreement in a form satisfactory to legal services that will require the TRCA to cover associated consulting and construction management costs.



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

Prepared by: Michael Tunney, Cultural Planner

REPORT 10 - 2016

To: CHAIR AND MEMBERS OF GENERAL COMMITTEE

The Planning and Development Committee presents its tenth report for 2016 and recommends:
PDC-0047-2016

That the Sign Variance Application 16-00319 for Campus of Lambton Community College be deferred and that the applicant meet with Councillor Parrish to discuss further.

PDC-0048-2016

That the amendments to Mississauga Official Plan proposed in the report titled "Proposed amendments to Mississauga Official Plan policies, respecting updated noise and railway proximity guidelines – Report on Comments", dated June 7, 2016, from the Commissioner of Planning and Building, be approved.

File: CD.01-MIS

PDC-0049-2016

1. That a public meeting be held to consider the proposed amendments to Mississauga Official Plan contained in the report titled "Proposed Amendments to Aircraft Noise Policies in Mississauga Official Plan" dated June 6, 2016, from the Commissioner of Planning and Building.
2. That the report titled "Proposed Amendments to Aircraft Noise Policies in Mississauga Official Plan" dated June 6, 2016, from the Commissioner of Planning and Building, be circulated to the Region of Peel and the Greater Toronto Airports Authority.

File: EC.07-AIR (Ward 5)

PDC-0050-2016

1. That the report from the Commissioner of Planning and Building, dated June 7, 2016 titled "Affordable Housing Program: Public Land for Housing First", be approved.
2. That staff be directed to amend City Corporate Policy and Procedure 05-04-01 - *Acquisition and Disposal of Real Property*, to apply a "housing first" approach, as outlined in the above-referenced report.

File: CD.06.AFF

PDC-0051-2016

1. That the report from the Commissioner of Planning and Building, dated June 7, 2016 titled "Affordable Housing Program: Preservation of Rental Housing", be approved in principal.
2. That staff prepare a rental housing demolition and conversion to condominium ownership

control by-law as outlined in the report from the Commissioner of Planning and Building, dated June 7, 2016 titled "Affordable Housing Program: Preservation of Rental Housing".
File: CD.06.AFF

PDC-0052-2016

That the Report dated June 7, 2016 from the Commissioner of Planning and Building recommending approval of amended boulevard treatments for areas within Mississauga be approved in accordance with the following;

1. That the "Amended Boulevard Treatment for Rights-of-Way within the City Centre District" be expanded to include the areas shown on Appendix 1 of this report, entitled Expanded Boulevard Treatment, within the City of Mississauga.
2. That the "Amended Boulevard Treatment" be imposed on all site plan applications, as shown on Appendix 1 and for sites where buildings have been brought to the street to create an urban environment.
3. That the Commissioner of Planning and Building be granted the discretion to modify the "Amended Boulevard Treatment" in order to incorporate best practices and/or where local constraints require unique design standards.

File: CD.03.STE

PDC-0053-2016

That a by-law be enacted authorizing the Commissioner of Planning and Building and the City Clerk to execute and affix the corporate seal to a Development Agreement, and subsequent amending agreements and/or ancillary documents, between the City of Mississauga and Magellan Aerospace Limited, as owner of 3160 Derry Road East, and/or future owner of the severed parcel at 3160 Derry Road East, to permit Magellan Aerospace Limited and/or the future owner of the severed parcel to undertake remedial work, such Agreement to be in a form and content satisfactory to the City Solicitor.

File: "B" 21/15

REPORT 11 - 2016

To: MAYOR AND MEMBERS OF COUNCIL

The Planning and Development Committee presents its eleventh report for 2016 and recommends:

PDC-0054-2016

1. That the report titled "Vision Cooksville - A Long-Range Community Vision for Downtown Cooksville (Ward 7)", dated June 7, 2016, from the Commissioner of Planning and Building, be approved.
2. That staff proceed with the implementation of the Vision Cooksville Multi-Year Action Plan based on the Vision, Principles and Community Recommendations outlined in the Vision Cooksville Report - A Long-Range Community Vision for Downtown Cooksville, dated June 2016, from Urban Strategies Inc.

File: CD.21.COO W7

PDC-0055-2016

1. That the report dated June 7, 2016, from the Commissioner of Planning and Building titled "Mississauga Road Scenic Route Policies Review – Public Meeting" be received for information.
2. That the submissions made at the public meeting held at the Planning and Development Committee meeting on June 27, 2016, be received.
3. That staff report back to Planning and Development Committee on the submissions made.
4. That the designation of the Mississauga Road Scenic Route as a Heritage Conservation District be referred to Heritage staff, Culture Division, for review.

File: CD.21.MIS

PDC-0056-2016

That the report dated June 7, 2016, from the Commissioner of Planning and Building regarding the application by JG & G Holdings Inc. to permit a two storey office building under File OZ 15/010 W2, 1516 and 1526 Southdown Road, be received for information.

File: OZ 15/010 W2

PDC-0057-2016

1. That the report dated June 7, 2016, from the Commissioner of Planning and Building, titled "Malton Infill Housing Study: Potential Zoning By-law Amendments" be received for information.
2. That the Planning and Building Department report back on any public submissions received and make recommendations on potential zoning amendments for detached dwellings within the Malton Infill Housing Study Area.

File: CD.06.MAL

PDC-0058-2016

That the amendments to Mississauga Official Plan proposed in the report titled "Report on Comments (Ward 1) Port Credit GO Station Southeast Area Master Plan Implementation – Proposed Changes To Mississauga Official Plan" dated June 7, 2016, from the Commissioner of Planning and Building, be approved.

File: CD.04-POR

PDC-0059-2016

That the report dated June 7, 2016 from the Commissioner of Planning and Building recommending approval of the applications under File OZ 14/001 W3, Reza Tahmesbi, 971 Burnhamthorpe Road East, northeast corner of Burnhamthorpe Road East and Tomken Road, be adopted in accordance with the following:

1. That the application to amend Mississauga Official Plan from **Motor Vehicle Commercial to Mixed Use – Special Site** to permit a terraced three to six storey, mixed use building with commercial units on the ground floor be approved.
2. That the application to change the zoning from **C5-3 (Motor Vehicle Commercial)** to **C4-Exception (Mainstreet Commercial)** to permit a terraced three to six storey, mixed use building with 52 residential units and ground floor commercial units in accordance with the proposed revised zoning standards described in Appendix 4 of this report, be approved subject to the following conditions:
 - a) That the applicant agree to satisfy all the requirements of the City and any other external agency concerned with the development;
 - b) That the school accommodation condition as outlined in City of Mississauga Council Resolution 152-98 requiring that satisfactory arrangements regarding the adequate provision and distribution of educational facilities have been made between the developer/applicant and the School Boards not apply to the subject lands.
3. In the event these applications are approved by Council, that staff be directed to hold discussions with the applicant to secure community benefits, in accordance with Section 37 of the *Planning Act* and the Corporate Policy and Procedure on Bonus Zoning, and to return to Council with a Section 37 report outlining the recommended community benefits upon conclusion of the discussions.
4. That the decision of Council for approval of the rezoning application be considered null and void, and a new development application be required unless a zoning by-law is passed within 18 months of the Council decision.

File: OZ 14/001 W3

PDC-0060-2016

That the report dated June 7, 2016, from the Commissioner of Planning and Building recommending approval of the applications under File CD.21.LOR, City of Mississauga, be deferred to enable staff to provide more information.

File: CD.21.LOR

REPORT 12-2016

To: MAYOR AND MEMBERS OF COUNCIL

The General Committee presents its twelfth for 2016 and recommends:

GC-0460-2016

That the deputation by Johnny Bozzo, Chair, Paint the Town Red with respect to the Canada Day Celebration-Paint the Town Red parade, be received.

GC-0461-2016

That the deputation by Stephanie Scott, General Manager, Malton BIA and Sam Kohli, Malton BIA with respect to Malton Celebrates Canada Day, be received.

GC-0462-2016

That the deputation by Marianne Mowbray, Vice President, Leash-Free Mississauga with respect to the Leash-Free Zone review, be received.

GC-0463-2016

That the deputation by Helen Noehammer, Director, Transportation and Infrastructure Planning regarding the Stormwater Programs for residential properties, be received.

GC-0464-2016

That the deputation by Laura Wilson, Election Officer and Brian Bonner, Election Officer with respect to potential enhancements for the 2018 Municipal Election: Internet Voting, Ranked Choice Elections and Vote Anywhere, be received.

GC-0465-2016

1. That the Corporate Report dated May 31, 2016 from the Commissioner, Community Services entitled "Leash-Free Zone Review" be approved in principle, subject to capital budget funding.
2. That \$30,000 be allocated in the 2016 budget from the appropriate reserve fund for a leash-free zone in Union Gas Park (P-519).

GC-0466-2016

That the report dated June 15, 2016 from the Commissioner of Transportation and Works regarding the proposed Stormwater Programs for Residential Properties be approved in accordance with the following:

1. That staff develop in 2016 and implement in 2017 an enhanced Residential Stormwater Outreach and Education Program and that a new project PN16147 Residential Stormwater Outreach and Education Program Implementation be established with a net budget of \$40,000 and that funding be allocated from the Stormwater Capital Reserve Fund (Account #35992).
2. That Council approve in 2016 two contract full-time positions for the operations and administration of an enhanced Residential Stormwater Outreach and Education Program with an annual cost of \$112,000 to be included in the 2017 Stormwater Business Plan and Budget. With an anticipated recruitment this fall, the 2016 staffing cost of \$28,000 will be funded from PN12129 Stormwater Financing Study.
3. That staff develop in 2016 and implement in 2017 a Residential Stormwater Home Visit Service for a two year period and that a new project PN16148 Residential Stormwater Home Visit Service be established with a net budget of \$65,000 and funding be allocated from the Stormwater Capital Reserve Fund (Account #35992).
4. That staff be authorized to develop a stormwater charge subsidy program for low-income seniors and low-income persons with disabilities in single residential homes to offset the stormwater charges received by those homeowners and report back to General Committee in the fall of 2016.
5. That all necessary by-laws be enacted.
6. That staff be directed to continue with the Stormwater Program Committee to work on best practices, the conservation authorities and the Region of Peel.

GC-0467-2016

The email dated June 28, 2016 from Carolyn Lista, resident with respect to the Stormwater Charge, be received.
(GC-0467-2016)

GC-0468-2016

That a by-law be enacted to amend the Traffic By-law 555-00, as amended, to implement an all-way stop control at the intersection of Cardiff Boulevard and Lorimar Drive/Khalsa Drive.
(Ward 5)

GC-0469-2016

That a by-law be enacted to amend the Traffic By-law 555-00, as amended, to implement an all-way stop control at the intersection of Laird Road and Vega Boulevard.
(Ward 8)

GC-0470-2016

That a by-law be enacted to implement the following temporary road closures necessary for GO Transit to complete the removal and replacement of track material and reconstruction of the railway crossings at:

- a) Revus Avenue - commencing at 8:00 p.m. on Friday, July 8, 2016 and ending at 8:00 p.m. on Sunday, July 10, 2016.

- b) Alexandra Avenue - commencing at 8:00 p.m. on Friday, July 22, 2016 and ending at 4:00 a.m. on Monday, July 25, 2016.
(Ward 1)

GC-0471-2016

That the report from the Commissioner of Transportation and Works, dated June 15, 2016 and entitled "Regulating AirBnB (Short-term Accommodations) Overview" be received for information.

GC-0472-2016

That a by-law be enacted to amend the Tow Truck Licensing By-law 521-04, as amended, to require that all tow trucks be equipped with tint free-windows as outlined in the report from the Commissioner of Transportation and Works, dated June 16, 2016 and entitled "Changes to the Tow Truck Licensing By-law 521-04, as amended, to include vehicle standards that all tow trucks be equipped with tint-free windows except where the vehicle contains original vehicle manufactured tinted glass."

GC-0473-2016

That the draft Corporate Policy 05-06-03 "Winter Maintenance and Snow Clearing for City Facilities" attached as Appendix 1 to the Corporate Report dated June 10, 2016 from the Commissioner of Community Services be approved.

GC-0474-2016

1. That a by-law be enacted to implement the temporary road closure of the intersection of Explorer Drive and Skymark Avenue commencing Monday, August 8, 2016 and ending on Saturday, August 27, 2016.
2. That a by-law be enacted to amend the Traffic By-law 555-00, as amended, to implement the following:
 - a) Yield conditions on Explorer Drive and Skymark Avenue for all movements entering the roundabout.
 - b) One-way traffic in a counter-clockwise direction for traffic within the roundabout.

(Ward 5)

GC-0475-2016

That a by-law be enacted to authorize the Commissioner of Transportation and Works and the City Clerk to execute and affix the Corporate Seal to the *Statement from the Municipality* to be added to *Schedule G to Declaration for a Standard or Phased Condominium Corporation* for Draft Plan of Phased Condominium CDM-16002 located at 70, 80, 90 and 100 Little Creek Road and 5060 Four Springs Avenue.

(Ward 5)

GC-0476-2016

1. That the report from the Commissioner of Transportation and Works dated June 13, 2016 entitled Single Source Purchase of Automatic Passenger Counters (APC) (FA.49.421-16) and Bus Camera Hardware Upgrade (FA.49.422-16) be received.

2. That the Purchasing Agent be authorized to negotiate and execute contracts and all related ancillary documents with Infodev EDI Inc. for the APC (automatic passenger counters) and Seon Design Inc. for the bus camera equipment on a single source basis for a five year term where the amounts are approved in the budget. This is subject to the successful negotiation and legal approval of the contracts and all related ancillary documents.
3. That the Purchasing Agent be authorized to increase the value of the contract and to execute contract amendments for equipment supply, maintenance and support and professional services for system upgrades and updates. This will include scope changes, new features such as new software modules, equipment, infrastructure and associated services due to growth and to allow for the option to extend the Infodev EDI Inc. and Seon Design Inc. contract for an additional term of up to five years subject to budget approval by Council.

GC-0477-2016

That a by-law be enacted authorizing the Fire Chief to execute the Tiered Response Agreement between The Corporation of the City of Mississauga ("City") and the Peel Regional Paramedic Services, The Corporation of the City of Brampton (representing Brampton Fire and Emergency Services), The Corporation of the Town of Caledon (representing Caledon Fire and Emergency Services) including such ancillary documents and amending agreements as may be required to give further effect to the intended relationship of the parties herein, all of which must be in form and content satisfactory to the City Solicitor.

GC-0478-2016

That a by-law be enacted authorizing the Commissioner of Community Services and the City Clerk to execute and affix the Corporate Seal to a Fire Protection Services Agreement between The Corporation of the City of Mississauga ("City") and the Town of Halton Hills in a form satisfactory to Legal Services.

GC-0479-2016

That the Corporate Report dated June 7, 2016 from the Commissioner of Community Services entitled "Paul Coffey Arena and Park Improvements and Events" be received for information.

GC-0480-2016

That the report titled "Supporting Mississauga's Business Improvement Areas," dated June 13, 2016 from the Commissioner of Planning and Building, be received for information.

GC-0481-2016

That the report entitled "*Development Charges Act* Amendments through Bill 73 and *Ontario Regulation 428/15*" dated June 14, 2016 from the Commissioner of Corporate Services and Chief Financial Officer be received for information.

GC-0482-2016

That the deputation from Ann Hunter, Resident regarding the proposed bike trails through hydro corridors be received.

(MCAC-0020-2016)

GC-0483-2016

That the Legislative Coordinator investigate appointing a Mississauga Cycling Advisory Committee citizen member to SustainMobility Board of Directors.
(MCAC-0021-2016)

GC-0484-2016

That the memorandum dated June 14, 2016 from Ben Gomberg, Manager of Active Transportation and Dorothy Kowpak, Active Transportation Coordinator entitled Mid-Year Update: 2016 Cycling Network Program be received.
(MCAC-0022-2016)

GC-0485-2016

1. That staff be directed to investigate the cost associated with restoring bike lane markings and report back to a future Mississauga Cycling Advisory Committee meeting.
 2. That future replacement of bike lane markings be part of capital cost project funding and not part of the Active Transportation budget.
- (MCAC-0023-2016)

GC-0486-2016

That the Mississauga Cycling Advisory Committee supports the Burnhamthorpe Bridge and extension of the Burnhamthorpe multi-use trail as a priority project for the Canada 150 Community Infrastructure Funding.
(MCAC-0024-2016)

GC-0487-2016

That the Mississauga Cycling Advisory Committee supports the extension of the multi-use trail on Creditview Road as a priority project for the Canada 150 Community Infrastructure Funding.
(MCAC-0025-2016)

GC-0488-2016

That staff purchase four (4) sets of walkie talkies to promote safety and communication on Community Rides and that the funds come from the Mississauga Cycling Advisory Committees budget.
(MCAC-0026-2016)

GC-0489-2016

That the Mississauga Cycling Advisory Committee approach the Peel Regional Police to create a cycling educational and enforcement campaign that would follow the Halton Regional Police model.
(MCAC-0027-2016)

GC-0490-2016

That the email dated April 19, 2016 from the Office of Councillor Matt Mahoney regarding bike lanes on Mississauga Road be received.
MCAC-0028-2016

GC-0491-2016

That the resignation email dated May 26, 2016 from Joanne de Cloe, of Mississauga Cycling Advisory Committee (MCAC) Citizen Member advising her resignation from MCAC be received. (MCAC-0029-2016)

GC-0492-2016

That Legal Services staff be directed to report back to Council on a suitable solution for the Committee of Adjustment Procedure By-law 350-07 to include public notice when applications are withdrawn as outlined in Mr. Chris Mackie's deputation on behalf of Cranberry Cove Port Credit Ratepayers' Association to Governance Committee on June 20, 2016. (GOV-0008-2016)

GC-0493-2016

That Public Question Period be included on all agendas for Standing and Advisory Committees of Council. (GOV-0009-2016)

GC-0494-2016

1. That the Corporate Report dated June 7, 2016 from the Director of Legislative Services and City Clerk, outlining the potential enhancements for the 2018 Municipal Election be received for information.
2. That staff be directed to implement Vote Anywhere for the 2018 Municipal Election on Election Day and Advance Poll Days and that the City of Mississauga will wait for the Province to test the ranked ballot option before it is implemented for a municipal election. (GOV-0010-2016)

GC-0495-2016

That the Province be requested to review under the *Municipal Elections Act, 1996* the following:

- a) Increase campaign donation limits for candidates running for the offices of mayor or councillor based on the rate of inflation.
- b) Provide other tools for campaign fundraising, for example the length of time for fundraising.

(GOV-0011-2016)

GC-0496-2016

That the review of membership on the Towing Industry Advisory Committee be dealt with along with all of the committee membership reviews in the 1st quarter of 2018 by the Governance Committee. (GOV-0012-2016)

GC-0497-2016

That the status of the Governance Committee Work Plan Items dated June 20, 2016 be received for information. (GOV-0013-2016)

GC-0498-2016

1. That the warrants for the implementation of a school crossing guard at Paisley Boulevard and Crystalburn Avenue, for the students attending Mary Fix Catholic School have been met.
2. That Peel Regional Police be requested to monitor stopping compliance at Paisley Boulevard and Crystalburn Avenue between 8:40 a.m. to 9:05 a.m. and from 3:30 p.m. to 4:00 p.m. for the students attending Mary Fix Catholic School.
3. That Transportation and Works be requested to review signage on Paisley Boulevard for the students attending Mary Fix Catholic School.

(Ward 7)

(TSC-0057-2016)

GC-0499-2016

1. That the request for a crossing guard at the intersection of Aquinas Avenue and Sebastian Drive for the student attending St. Sebastian Catholic School, be denied as the warrants are not met.
2. That the warrants for the placement of a crossing guard at the intersection of Aquinas Avenue and Middlesex Gate for the students attending St. Sebastian Catholic School, have been met.

(Ward 8)

(TSC-0058-2016)

GC-0500-2016

That the letter dated June 7, 2016 from Sheelagh Duffin, Supervisor, Crossing Guards, to Ms. Joanne Golla, Principal at Bishop Scalabrini Catholic School, regarding the closing of the school crossing in front of Bishop Scalabrini Catholic School effective June 30, 2016, as a result of school boundary changes effective September 2016, be received for information.

(Ward 7)

(TSC-0059-2016)

GC-0501-2016

That the verbal updated provided by Tamara Coulson, Citizen Member regarding the Walk and Bike to School event held on May 5, 2016 at St. Gertrude Catholic School, be received for information.

(Ward 5)

(TSC-0060-2016)

GC-0502-2016

That the verbal update provided by Peter Westbrook, Chair, Traffic Safety Council and Sheelagh Duffin, Supervisor, Crossing Guards with respect to the meeting discussions with Peel Safe and Active Routes to School (PSARTS) regarding collaboration with Peel Nurses in providing on-going support for the Traffic Safety Council School Walking Routes Programs, be received for information.

(TSC-0061-2016)

GC-0503-2016

1. That the letter dated April 28, 2016 from Jennifer Evans, Chief of Police, Peel Regional Police, with respect to the 2015-2016 School Safety Patroller Program requesting a donation from Traffic Safety Council for Mississauga students to attend the School Safety Patroller Program at Camp Samac, be received.

2. That the amount of up to \$600.00 to send three Mississauga students to Camp Samac from July 19 to July 22, 2016, to participate in the 2015-2016 School Safety Patroller Program be approved.

(TSC-0062-2016)

GC-0504-2016

1. That the request for a crossing guard at the intersection of Golden Orchard Drive and Grand Forks Road for the students attending Burnhamthorpe Public School be denied as the warrants are not met.
2. That Parking Enforcement be requested to enforce all parking prohibitions between 3:20 p.m. to 3:45 p.m. opposite Burnhamthorpe Public School on Golden Orchard Drive.
3. That the Traffic Safety Council, Walk to School Subcommittee approach the Principal of Burnhamthorpe Public School with respect to implementing a Walk to School Program.

(Ward 3)

(TSC-0063-2016)

GC-0505-2016

1. That Transportation and Works be requested to modify the south east corner next to the football field to improve the turning radius for exiting school buses.
2. That the Dufferin-Peel Catholic District School Board and the City of Mississauga's Transportation and Works Department be requested to effect changes to the Kiss & Ride Layout and school bus pick up and drop off as per the attached revised site plan.
3. That St. Marcellinus Secondary School Principal Josie Lorenzon arrange a follow up meeting with the City of Mississauga's Library Board, City of Mississauga's Traffic Safety Council, City of Mississauga's Transportation and Works Department, and Dufferin-Peel Catholic District School Board Plant Project Officer, Dale Lucas, to discuss next steps to resolving the traffic issues.

(Ward 11)

(TSC-0064-2016)

GC-0506-2016

That the Reports from the Manager of Parking Enforcement with respect to parking enforcement in school zones for the months of April and May 2016, be received for information.

(TSC-0065-2016)

GC-0507-2016

That the Action Items List from Transportation and Works for the month of April 2016, be received for information.

(TSC-0066-2016)

GC-0508-2016

That the verbal update provided by Sandra Beniuk, Citizen Member, with respect to the Walk and Roll event at Ridgewood Public School held on May 17, 2016, be received for information.

(Ward 5)

(TSC-0067-2016)

GC-0509-2016

That the verbal update provided by Peter Westbrook, Chair, with respect to the Walk and Bike to School event at St. Faustina Elementary School held on May 31, 2016, be received for information.

(Ward 10)

(TSC-0068-2016)

GC-0510-2016

That the Report prepared by Traffic Safety Council Citizen Members Louise Goegan, Katherine Vukobrat, and Denise Gordon-Mohamud summarizing the sessions they attended at the 66th Annual Ontario Traffic Council Conference held on May 15 to 17, 2016, be received for information.

(TSC-0069-2016)

GC-0511-2016

That the verbal update provided by Altamash Syed, Citizen Member, regarding the site inspection/safety review, be received for information.

(TSC-0070-2016)

GC-0512-2016

That the verbal update provided by Louise Goegan, Chair, Walk To School Subcommittee, with respect to the data collected from the schools who participate in the Walk to School Program, be received for information.

(TSC-0071-2016)

GC-0513-2016

That a by-law be enacted to authorize the Commissioner of Transportation and Works to enter into agreements with Dufferin Construction Company, a Division of CRH Canada Group Inc., ("Dufferin") with respect to the completion of construction works under Contracts 2 and 3 of the Mississauga Transitway Project, in a form satisfactory to Legal Services.

GC-0514-2016

That the Realty Services Section of the Corporate Services Department be authorized to enter into negotiations for the potential acquisition of the property located at 0 Meadowvale Boulevard for parkland purposes

(Ward 9)

GC-0515-2016

That the Corporate Report dated June 7, 2016 from the Commissioner of Community Services entitled "Mississauga Steelheads Update" be received for information.

GC-0516-2016

That the verbal update on labour negotiations, be received.

(GC-0516-2016)

JUNE 16 , 2016

Councillor Mr. Tovey,

Thank you for taking the time to address our communities concern regarding turning the western Denise RD/Venta AVE intersection into an all -way/ 3 way stop.

For many years the houses on Denise Rd have endured vehicles travelling at high rates of speed down this stretch of road. We have approached the city to add these stop signs but as you can read from their response there has to be accidents for that to take place.

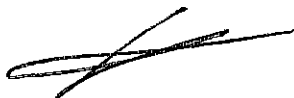
We are unwilling to tolerate this any longer and do not wish our children or residents to be hurt or killed to have our request granted. I have 3 children and live on the north side of Denise Rd, adding these stop sign would allow my children and others a safe place to cross the road when they are going to their school bus stop or going to play in the park.

Please see the attached petition containing the support signatures of 15 HOUSEHOLDS that want these stop signs. To be honest, I have gotten the signature of every house I spoke with and only stopped getting more signatures in hopes of getting this addressed before council breaks for summer holidays. If more support is needed or if you require more individual signatures I will see it happens.

Adding these stop sign may seem trivial in light of the massive changes that are coming to our area with the interchange, but it a very important to us and we would like your support and help to see it happen.

Please feel free to contact me anytime to discuss this further.

Sincerely



Casey Trigiani

2323 Denise Rd

[REDACTED]






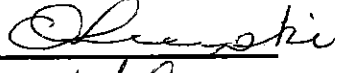


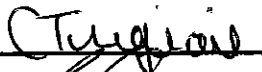





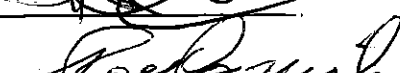
May 13/2016

To Whom it May Concern

This petition is in regards to having 2 stop signs installed at the Denise Rd/ Venta Ave (east) intersection. As residents of this community we are extremely concerned at the rate of speed that cars travel down Denise Rd. Our children play in the streets, we bike on the roads, and it is only a matter of time before some is hurt or worse.

By installing 2 stop signs and making this intersection a 3-way (all-way) stop, it will force the traffic to maintain a lower speed through the long straight away on Denise Rd.

Listed below are just a few of the concerned neighbours who are directly impacted by the cars speeding down Denise Rd and would like to see these 2 stop signs installed.

Address	Name	Signature
2323 Denise Rd	Cosimo Trigliani	
1541 Venta Ave	Terry Delgrosso	
2332 Denise Rd	Adlyson Sautters	
2320 Denise Rd	Frank Puro	
2312 Denise Rd	BRENNAN	
2309 Denise Rd	NILESTEPSKI	
2305 DENISE RD	VANESSA GRETTA	
2338 Denise Rd.	NICOLA DE GIBREIO	
2342 Denise Rd	Caterina Trigliani	
2319 Denise Rd	ELTON SILVA	
2313 Denise Rd	Carla Basso	
1996 Venta Ave	A EYERS	
2318 Denise Rd		
2333 Denise Rd	Karen Black	
2146 DENISE RD	BOB CORNISH	

This is a petition to place back the sidewalk on the east side of Alexandra Avenue from 1297 to 1267 Alexandra Avenue or south to the Busy Bee Convenience store. This is to be completed as soon as possible, the sooner the better, for health and safety reasons.

Please sign.

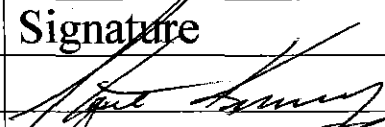


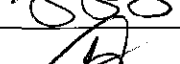
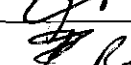

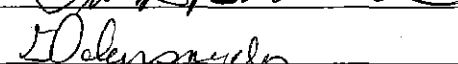
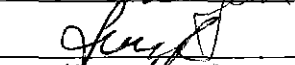
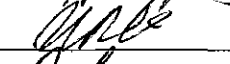
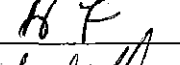
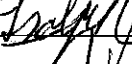




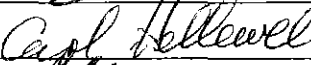
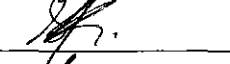




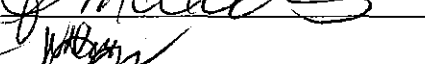



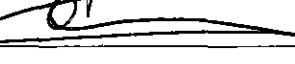

To be submitted to Jim Tovey, Counselor

Name	Address	Phone #	Signature
DANIEL RODRIGUES	1293 ALEXANDRA AVE		D. Rodrigues
Rosemary dos SANTOS	1293 Alexandra Ave		R. Santos
John Mungum	1293 ALEXANDRA AVE		John Mungum
Adam Lahay	1293 Alexandra Ave		Adam Lahay
Jacob Johnson	1293 alexandra		228 JACOB
Bubbles Bilyk	1293 alexandra		Bubbles
Kledi Pershaku	1257 lakeshore rd		Kledi
Toby Mikula	1257 lakeshore		T. Mikula
Me Nam Ben	1261 Alexandra Ave		Me Nam Ben
Jessica	1173 Alexandra Ave		Jessica
Michael	1173 Alexandra Ave		Michael
Paul Chung	1261 Alexandra Ave		Paul Chung
Kristine Davis	1393 Alexandra Ave		Kristine Davis
Robert Kral	1521 Alexandra Ave		Robert Kral
Jennifer Dyer	1362 Northwood		Jennifer Dyer
Breg Ivory	1555 Blenheim Rd		Breg Ivory
Jeffrey	997 Perimeter		Jeffrey
Joe Alo	1267 ALEXANDRA		Joe Alo
James Aves	1267 Alexandra		James Aves
Adriana Botelho	1267 Alexandra		Adriana Botelho
Florinda Spaulst	1291 Alexandra		Florinda Spaulst
ANTONIO VRBAT	954 HALLIDAY AVE.		Antonio Vrbat
Iovana Vrbat	954 Halliday Ave.		Iovana Vrbat
BRIAN WAY	964 HALLIDAY AVE		Brian Way
Linda Way	964 Halliday Ave		Linda Way
John McKinnon	1283 ALEXANDRA AVE		John McKinnon
RALPH BURTON	1284 ALEXANDRA		Ralph Burton
Kecamie	1375		Kecamie

This is a petition to place back the sidewalk on the east side of Alexandra Avenue from 1297 to 1267 Alexandra Avenue or south to the Busy Bee Convenience store. This is to be completed as soon as possible, the sooner the better, for health and safety reasons.

Please sign.

To be submitted to Jim Tovey, Counselor

Name	Address	Phone #	Signature
STEVE KENNY	1297 ALEXANDRA AVE		
Aaron Kenny	1297 Alexandra Ave		
SALLY KENNY	1297 Alexandra Ave		
MICHAEL COTARONE	1294 ALEXANDRA AVE		
MARICEL GIMAN	1294 ALEXANDRA AVE		
NEEMA RANLACKHAN	1366 MEREDITH AVE		
Faith Ballard	1343 Alexandra Ave		
Greg Deekersnyder	1329 Applewood Rd		
Barry Ryle	1329 Applewood Rd		
Virginia Puray	1259 Ogden Ave		
N. Koryee	1293 Meredith		
Isabel Cappel	1293 Meredith		
Nelson Goulet	1291 Alexandra Ave		
Nathan Goulet	5579 Quatermain		
BRIAN RODRIGUES	280 HILLCREST		
Frances Carbone	280 Hillcrest Ave		
KEVIN CHOI	1261 Alexandra Rd		
CAROL HELLEWELL	1616 HATO BLVD #24		
MIKHAIL RAMTAHAL	1089 Ogden Ave		
Seemah Lymour	1119 Caven St		
Arday Zielinski	1110 Caven St		
JERRY	1633 NORTH MOUNT		
Tony DeLeonardis	1357 ALEXANDRA		
GERY DELEONARDIS	1357 Alexandra Ave		
Will Davis	1353 Alexandra Ave		
JOHN IKA PANDORAK	1288 Alexandra Ave		
FRANK	917 NINTH ST		
P. SZCZEPAN	917 NINTH ST		
Ray Furlate	514 3rd Ave		

This is a petition to place back the sidewalk on the east side of Alexandra Avenue from 1297 to 1267 Alexandra Avenue or south to the Busy Bee Convenience store. This is to be completed as soon as possible, the sooner the better, for health and safety reasons.

Please sign.

To be submitted to Jim Tovey, Counselor

Name	Address	Phone #	Signature
ZELFANIE FIARICA	1275 ALEXANDRA AVE		Momica Zupone
NICK GOMEZ	1279 ALEXANDRA AVE		
SONIA CIPRIETTI	1287 Alexandra Ave		Sonia Ciprietti
Orest Maczala	1061 Halliday Ave		
Kyle Johnson	1616 Harg Blvd		Johnson
Kevin Scarsella	1618 Harg Blvd		K. Scarsella
Danny Zita	1287 Alexandra Ave		
R. Smylace	1284 Alexandra Ave		R. Smylace
ED KRUIK	1312 ALEXANDRA		Ed KruiK
Scott Vecile	1271 Alexandra Ave		
Y. LEE	1261 Alexandra Ave		Y. Lee
D. LEE			
B. Foley	1230 Northmont Ave.		B. Foley
LYN SHUGREY	7 NORTHMOUNT AVE		64 Lyn Shugrey
Jeff Winder	1230 Northmont		Jeff Winder
DAN HILLGARTNER	947 HALLIDAY		DA
I. MakSYMUK	952 Alwater		
O. KOROL	1264 Alexandra		
A.W. ORDELAS	1298 ALEXANDRA AVE		Adrian Ordeas
TONY DRNELOS	1298 ALEXANDRA AVE		
VICOR NEVES	3915 CATHAM		
D. Maldonado	1360 Alexandra Ave		
D. McCracken	885 SIXTH ST.		D. McCracken
Isaiah Headley	116 Capen St		Isaiah Headley
Dora Lopes	435 Northmont		D. Lopes
JAMES DRAUM	962 TENTH ST		
CHRISTIAN ALARZO	905 BOY 1361		C. Alarzo
Michael Casciolo	1155 Northmont Ave		MC
Danna Pescilli	1330 ALEXANDRA		Danna E. Pescilli

Saint Sava Serbian Orthodox Church and School Congregation

2520 Dixie Rd. ♦ Mississauga ♦ ON ♦ L4Y 2A5



Wednesday, June 15, 2016

Re.: Notification Letter for Serbian Food Fest, September 3, 4, 2016

To Whom It May Concern:

St. Sava Serbian Orthodox Church is organizing an event, called the Mississauga Serbian Food Fest, on the following dates and times:

- Saturday, September 03 from 12:00 pm to 01 am and
- Sunday, September 04 from 12:00 pm to 10:00 pm.

The location of our event is in parking lot of our church property located at 2520 Dixie Rd, Mississauga, ON, L4Y 2A5. The event is public and will showcase our food, dancing, music, and culture.

We are expecting around 500 people both days.

We will sell traditional food and alcoholic drinks in the following locations:

- a) inside the church hall, where we already have a liquor licence, and
- b) outside, in the church parking lot, for which we have submitted a request for a Special Occasion Permit to the Alcohol and Gaming Commission of Ontario.

We are planning to put one tent of 30x80 feet and ten tents of 10x10 feet in the parking lot. In the biggest tent we will be selling alcohol, while food will be sold in the smaller tents. There will be a partition at least 36" high separating the licensed areas and areas to which the AGCO liquor licence does not apply.

We kindly request for you to contact us if you need any additional information about the event, or have any questions or concerns. Please feel free to contact Zeljko Djogo at [REDACTED] or Nikola Beric at [REDACTED] or Stevo Cukilo at [REDACTED] and President of the Church-School Congregation Jovo Miskin at [REDACTED]

This notification letter will be sent to the Municipality of Mississauga, Planning and Building Department, Peel Regional Police, Peel Public Health and Mississauga Fire and Emergency Services.

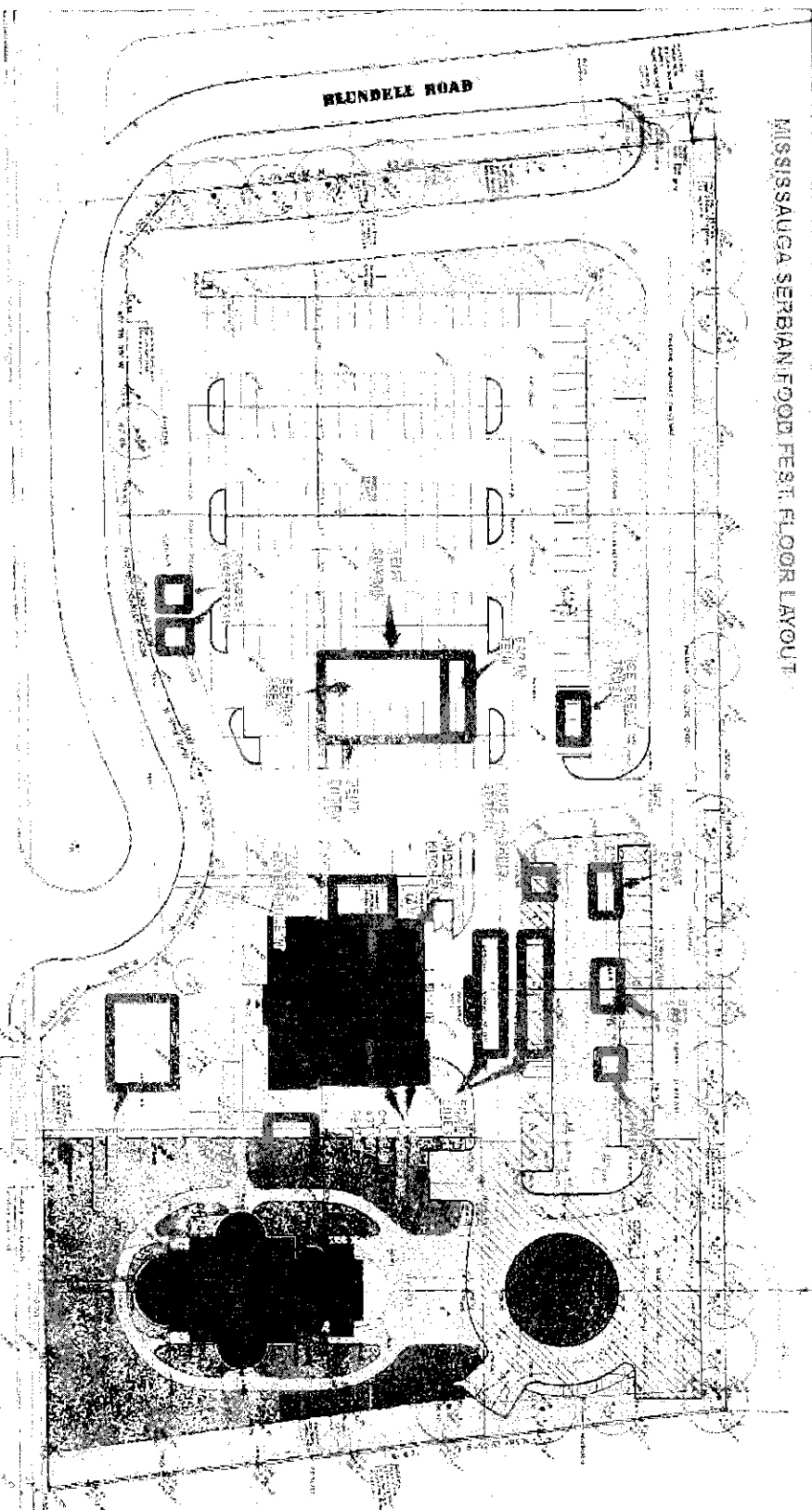
Thank you,

Stevo Cukilo

Vice-President of the Church-School Congregation

16 JUN 20 10:20
CITY OF MISSISSAUGA

MISSISSAUGA SERBIAN FOOD FEST. FLOOR LAYOUT



GENERAL NOTES:

1. ALL DIMENSIONS ARE IN METERS.
2. ALL DIMENSIONS ARE TO THE CENTER OF THE ROAD.
3. ALL DIMENSIONS ARE TO THE CENTER OF THE ROAD.
4. ALL DIMENSIONS ARE TO THE CENTER OF THE ROAD.
5. ALL DIMENSIONS ARE TO THE CENTER OF THE ROAD.
6. ALL DIMENSIONS ARE TO THE CENTER OF THE ROAD.
7. ALL DIMENSIONS ARE TO THE CENTER OF THE ROAD.
8. ALL DIMENSIONS ARE TO THE CENTER OF THE ROAD.
9. ALL DIMENSIONS ARE TO THE CENTER OF THE ROAD.
10. ALL DIMENSIONS ARE TO THE CENTER OF THE ROAD.

SITE STATISTICS:

ITEM	QUANTITY	UNIT
TABLES	100	PCS
CHAIRS	200	PCS
STANDS	50	PCS
STAGE	1	PCS
KITCHEN	1	PCS
RESTAURANT	1	PCS
Cafe	1	PCS
Bar	1	PCS

LEGEND:

SYMBOL	DESCRIPTION
[Symbol]	TABLE
[Symbol]	CHAIR
[Symbol]	STAND
[Symbol]	STAGE
[Symbol]	KITCHEN
[Symbol]	RESTAURANT
[Symbol]	Cafe
[Symbol]	Bar

<p>SEBASTIAN OWNER MISSISSAUGA ONARIO</p>	<p>MILOVANKA M. KOPSA OWNER</p>	<p>OFFICE COPY</p>
--	--	---------------------------

12 1 1

Serbiana Food Fest

Saturday Sept. 3. (12PM-midnight)

Sunday Sept. 4. (12PM-8PM)

2520 Dixie Rd, Mississauga

WWW.MSFF.CA

Saturday Sept. 3. (12PM-midnight)

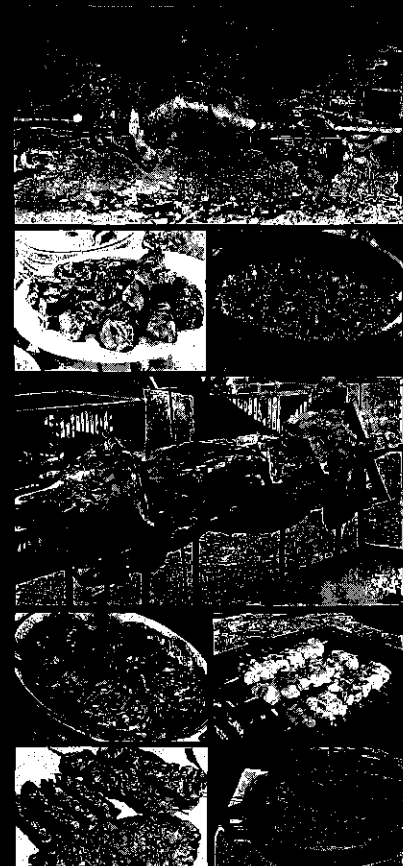
Sunday Sept. 4. (12PM-8PM)

FREE ADMISSION

Serbian Culinary Specialties and Delicacies
Bull, pig, lamb roast and Serbian barbeque

MISSISSAUGA

Serbian Food Fest



**BULL ROAST
ON THE SPIT**

Festival of Serbian Food and Serbian Culture
2520 Dixie Rd, Mississauga, on the church grounds
Serbian Folk Dance Performances | Kids activities



www.msff.ca



71 Lakeshore Road East
Mississauga, Ontario
L5G 1C9
Tel: 905.271.9777
www.shoregrillandgrotto.ca

June 24, 2016

Ms Crystal Greer
City Clerk, City of Mississauga
300 City Centre Drive
Mississauga, Ontario L5B 3C2

Dear Ms. Greer:

I am writing to request that the City of Mississauga allow us to open a licensed area on August 20, 2016 to host a telecast of the Tragically Hip's very last concert.

As you may remember, we have held similar events several times in the past with no issues whatsoever. Similarly, we would like to request the same area to be used. We intend to fully prepare the area to meet all of the requirements from Health, Building and Fire as in the past.

Site Specifics

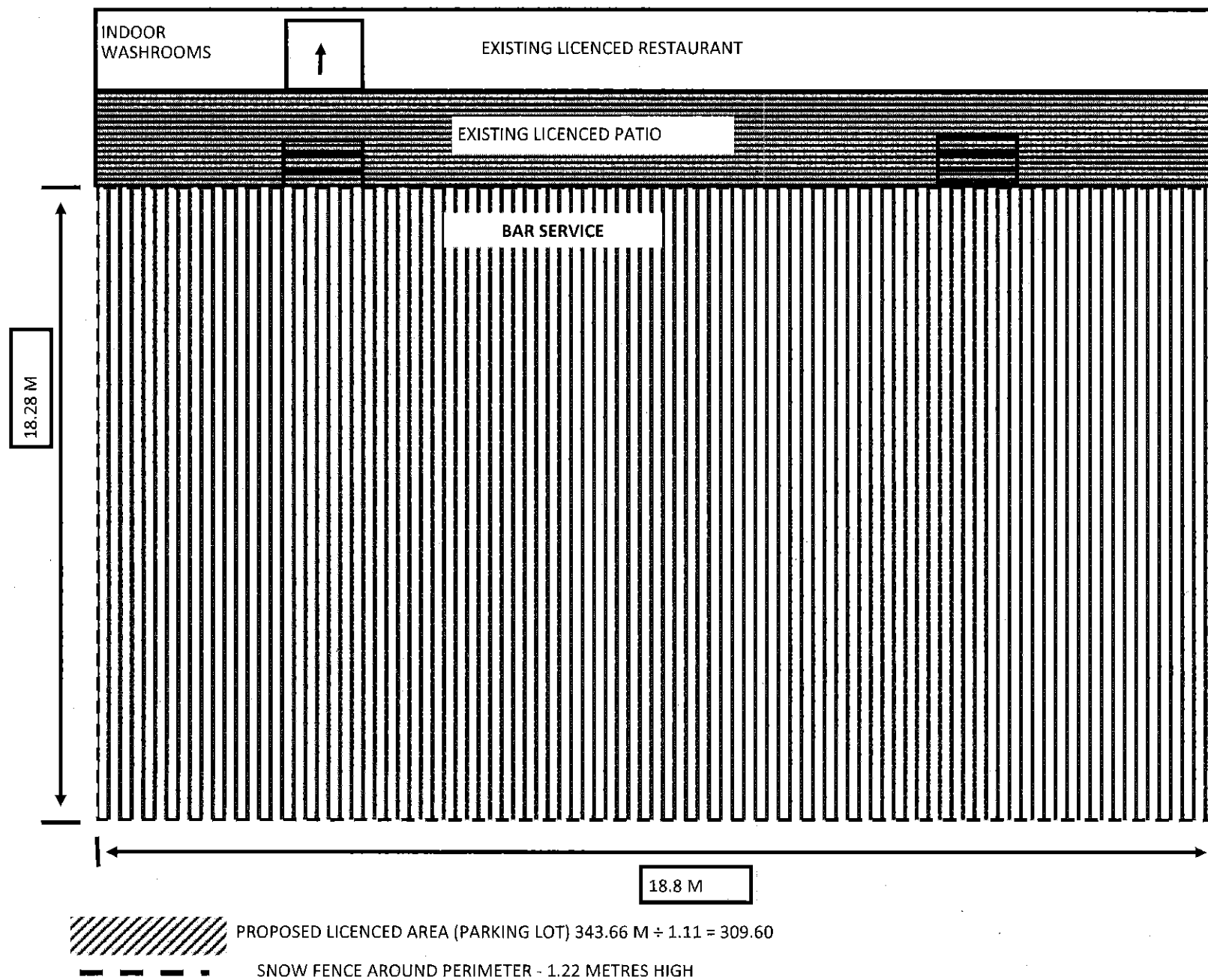
1. Private Property (owned by ourselves)
2. 65 x 60 feet (the parking lot)
3. Insurance will be extended to cover this area
4. Fire exits and extinguishers will be present
5. Exterior fencing will be installed
6. Security will be provided
7. No large structures will be installed
8. There will be no food preparation done outside the building.
9. Operating Hours 11 am – 2 am

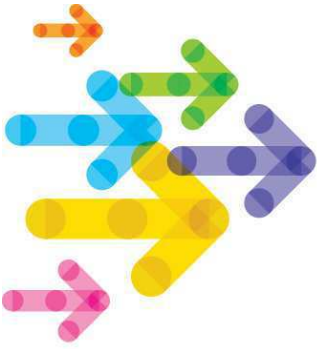
I thank you for your attention to this request.

Regards,

Jen McAnaney
On behalf of
Maureen O'Neill-Pikul
Owner / Operator
Shore Grill and Grotto

SHORE GRILL AND GROTTO—LICENCE 90256





Donnie Morris
Chair, Mississauga Cycling Advisory Committee

June 22, 2016

Dear Donnie Morris,

Since assuming responsibility for the planning and delivery of the 2016 Tour de Mississauga SustainMobility has held several “Tour Planning” Committee meetings. The Tour planning committee meetings consist of three members from the Mississauga Cycling Advisory Committee (MCAC) and three members of SustainMobility staff.

As previously discussed, SustainMobility would also like to invite a member from the Mississauga Cycling Advisory Committee to join the SustainMobility board of directors. This will give MCAC a vote at the board on matters related to the ongoing operations of SustainMobility and the ability to influence decisions related to all programs of SustainMobility, including the Tour de Mississauga.

I look forward to receiving a nomination for a member from the MCAC to sit on our board of directors. All new board members will officially join the board in the fall.

Thank you,

Glenn Gumulka

Glenn Gumulka
Executive Director
SustainMobility

cc: Sante Esposito, Chair Board of Directors
Alex MacIsaac, Treasurer, Board of Directors
Stephen Kwinter, Secretary, Board of Directors

NOTICE OF MOTION

WHEREAS Toyotoshi Group Canada is currently constructing automotive dealerships in a new block of development north of Highway 401 and east of Dixie Road;

AND WHEREAS Toyotoshi Group Canada has requested the use of Toyo Circle as the private street name for its automotive dealerships;

AND WHEREAS the name 'Toyo' meets the requirements of Corporate Policy and Procedure - Street Names (10-02-01);

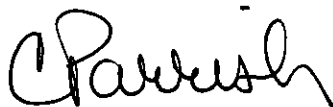
AND WHEREAS the name 'Toyo' was submitted to the Region of Peel Street Names Committee for approval;

AND WHEREAS The Region of Peel Street Names Committee has reviewed and approved the name 'Toyo';

AND WHEREAS according to The Corporation of the City of Mississauga Notice By-law 215-08 (amended by 376-08, 140-13), public notice on the City's official website is required two weeks prior to the Committee meeting at which a new private street name is being considered;

NOW THEREFORE BE IT RESOLVED THAT the name 'Toyo' be approved such that Toyotoshi Group Canada can use Toyo Circle as the street name for the private street leading to its automotive dealerships;

AND FURTHER THAT the requirement under The Corporation of the City of Mississauga Notice By-law 215-08 (amended by 376-08, 140-13) for a notice to be posted on the City's official website for two weeks prior to any Committee meeting at which a new private road name is considered be waived.



Moved by Chris Fonseca Seconded by _____

WHEREAS the City of Mississauga Clock Tower be lit in green from September 18th to 24th to help raise awareness for Mitochondrial Awareness Week,

AND WHEREAS the third week of September is known as "Mitochondrial Awareness Week", and countries and cities around the world are marking the week in a variety of ways including lighting landmarks in green to raise awareness of Mitochondrial disease,

NOW THEREFORE BE IT RESOLVED that Council approves lighting of the Clock Tower green the week of September 18th to 24th in support of Mitochondrial Awareness Week.

Moved by Chris Fonseca Seconded by _____

WHEREAS MCAC recommended at their June 14, 2016 meeting that Council approach Peel Regional Police to create a cycling educational and enforcement campaign that would follow the Halton Regional Police model;

AND WHEREAS MCAC-0027-2016 was passed at General Committee on June 29, 2016;

AND WHEREAS Councillor Fonseca is requesting Mayor Crombie send a letter to Peel Regional Police requesting they implement a cycling education and enforcement campaign that would follow Halton Regional Police model;

NOW Therefore be it resolved that Council moves to:

1. approach Peel Regional Police to create a cycling educational and enforcement campaign that would follow the Halton Regional Police model;
2. Mayor Crombie sends a letter to Peel Regional Police requesting they implement a cycling education and enforcement campaign that would follow Halton Regional Police model.

June 29, 2016

Chris Fonseca