
Council

Date

2019/02/20

Time

9:00 AM

Location

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

Members

Mayor Bonnie Crombie	
Councillor Stephen Dasko	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 Dipika Damerla	Ward 7
Councillor Matt Mahoney	Ward 8
Councillor Pat Saito	Ward 9
Councillor Sue McFadden	Ward 10
Councillor George Carlson	Ward 11

Contact

Karen Morden, Legislative Coordinator, Legislative Services
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Email karen.morden@mississauga.ca

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and archived at Mississauga.ca/videos

1. **CALL TO ORDER**

2. **INDIGENOUS LAND STATEMENT**

"Welcome to the City of Mississauga Council meeting. We would like to acknowledge that we are gathering here today on the Treaty Lands and Territory of the Mississaugas of the Credit, and the territory of the Anishinaabe, Haudenosaunee, Wyndot and Huron people. We also acknowledge the many Indigenous, Inuit, Metis and other global peoples who call Mississauga home. We welcome everyone."

3. **APPROVAL OF AGENDA**

4. **DECLARATION OF CONFLICT OF INTEREST**

5. **MINUTES OF PREVIOUS COUNCIL MEETING**

5.1. February 6, 2019

6. **PRESENTATIONS**

6.1. **Wilde Wood Award for School Zone Safety**

Peter Westbrook, Chair of Traffic Safety Council will present the Wilde Wood Award to the following schools:

St. Alfred Catholic Elementary School (Ward 3)
St. Barbara Catholic Elementary School (Ward 11)
Derry West Village Public School (Ward 11)
Hillside Public School (Ward 2)

6.2. **The Mississauga Food Bank Angel Award**

Meghan Nicholls, Executive Director of The Mississauga Food Bank to present the Angel Award to the City Councillor whose Ward raised the most food during Mayor Crombie's Holiday Food Drive.

6.3. **Ontario Public Works Association Project of the Year Awards**

Michelle Albert, Ontario Public Works Association will present Project of the Year Awards for the following City projects:

- Birch Glen Park Walkway Revitalization;
- Eastgate Park Underground STM Facility;
- The Mississauga Transitway.

7. **DEPUTATIONS**

7.1. **Art Gallery of Mississauga**

Mandy Salter, Director and Curator of the Art Gallery of Mississauga to speak regarding events at the Gallery.

8. **PUBLIC QUESTION PERIOD - 15 Minute Limit (5 Minutes per Speaker)**

Pursuant to Section 42 of the Council Procedure By-law 0139-2013, as amended: Council may grant permission to a member of the public to ask a question of Council, with the following provisions:

1. The question must pertain to a specific item on the current agenda and the speaker will state which item the question is related to.
2. A person asking a question shall limit any background explanation to two (2) statements, followed by the question.
3. The total speaking time shall be five (5) minutes maximum, per speaker.

9. **CONSENT AGENDA**

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

10.1. Report dated January 28, 2019 from the Commissioner of Planning and Building: **Growth Plan for the Greater Golden Horseshoe - Proposed Amendment and Regulations.**

Recommendation

That the recommendations contained in the report titled "Growth Plan for the Greater Golden Horseshoe – Proposed Amendment and Regulations" dated January 28, 2019 from the Commissioner of Planning and Building be received and forwarded by the City Clerk to the Ministry of Municipal Affairs and Housing.

11. **PRESENTATION OF COMMITTEE REPORTS**

11.1. General Committee Report 3-2019 dated February 13, 2019

11.2. General Committee (Corporate Grants) Report 4-2019 dated February 13, 2019.

12. **UNFINISHED BUSINESS** - Nil.

13. **PETITIONS** - Nil.

14. CORRESPONDENCE**14.1. *Information Items*****14.1.1. November 2018 Members of Council Declarations****For Receipt****14.1.2. Letter dated February 11, 2019 from the City of Toronto with respect to Member Motion 2.10 - Protecting the City of Toronto against potential impacts of the Government of Ontario's Bill 66.****For Receipt****14.2. *Direction Items*****14.2.1. Correspondence dated February 1, 2019 from Pierre Ranger, Chairman of Let's Remember Adam, requesting Council's endorsement of the implementation of Stop-Arm Technology on school buses.****Direction Required****15. NOTICE OF MOTION****15.1. Councillor Saito is requesting that staff be directed to rezone the property at 7500 Danbro Crescent to prohibit composting facilities to ensure the continued operation of CPL and other adjacent life sciences buildings which is a key sector from an economic development perspective.****16. MOTIONS****16.1. To close to the public a portion of the Council meeting to be held on February 20, 2019, to deal with various matters. (See Item 21 Closed Session)****16.2. To express sincere condolences to the family of City employee Brad Ellison who passed away on Thursday, February 7, 2019.****17. INTRODUCTION AND CONSIDERATION OF BY-LAWS****17.1. A by-law to establish certain lands as part of the municipal highway system, with respect to Metcalf Avenue, in the vicinity of Eglinton Avenue West and Erin Mills Parkway, Ward 8.****S.P. 17-181/ "B" 083-12**

- 17.2. A by-law to authorize the execution of an agreement between The Corporation of the City of Mississauga and the P. and L. Odette Charitable Foundation with respect to a monetary donation to the City in support of the initiatives of the Open Window Hub.

Resolution 0011-2019/ January 23, 2019

- 17.3. A by-law to remove lands located South West of Queensway West and Hurontario Street from part-lot control, Raffi Konialian, Ward 7.

PLC 18-001

- 17.4. A by-law to authorize the execution of a Letter of Agreement between Her Majesty the Queen in Right of the Province of Ontario, represented by the Ministry of Transportation for the Province of Ontario and the City of Mississauga.

GC-0058-2019/ February 13, 2019

- 17.5. A by-law to amend By-law 0555-2000, as amended, being the Traffic By-law with respect to the installation of an all-way stop on Birchview Drive at Algonquin Drive, Ward 2.

GC-0079-2019/ February 13, 2019

- 17.6. A by-law to authorize the execution of the Multi-Year Operating Funding Agreements between The Corporation of the City of Mississauga (the "City") and each of the grant recipients.

GC-0084-2019/ February 13, 2019

18. **MATTERS PERTAINING TO REGION OF PEEL COUNCIL**

19. **ENQUIRIES**

20. **OTHER BUSINESS/ANNOUNCEMENTS**

21. **CLOSED SESSION**

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

- 21.1. Personal matters about an identifiable person, including municipal or local board employees: **Citizen Appointments to the Committee of Adjustment.**

- 21.2. Personal matters about an identifiable person, including municipal or local board employees: **Citizen Appointments to Conservation Halton.**

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

21.3. Education Session: **Development Charges (Verbal)**.

22. **CONFIRMATORY BILL**

22.1. A by-law to confirm the proceedings of the Council of The Corporation of the City of Mississauga at its meeting held on February 20, 2019.

23. **ADJOURNMENT**

City of Mississauga

Corporate Report



Date: 2019/01/28

To: Chair and Members of Council

From: Andrew Whittemore, M.U.R.P., Commissioner of
Planning and Building

Originator's files:
LA.07-GRO

Meeting date:
2019/02/20

Subject

Growth Plan for the Greater Golden Horseshoe - Proposed Amendment and Regulations

Recommendation

That the recommendations contained in the report titled "Growth Plan for the Greater Golden Horseshoe – Proposed Amendment and Regulations" dated January 28, 2019 from the Commissioner of Planning and Building be received and forwarded by the City Clerk to the Ministry of Municipal Affairs and Housing.

Background

The Growth Plan for the Greater Golden Horseshoe, 2017, (Growth Plan) came into effect on July 1, 2017. It sets out a vision and policies for growth management in the Greater Golden Horseshoe to 2041. Mississauga staff participated in a series of working groups in the fall 2018 to discuss Growth Plan implementation challenges that were expressed by Mississauga and other municipalities.

On January 15, 2019, the Province released proposed Amendment 1 to the Growth Plan and has invited comments by February 28, 2019. At the same time, and with the same timeframe for comment, they released modifications to Growth Plan transition policies¹ which determine what happens to applications that are currently being processed. The mapping and proposed policy framework for provincially significant employment zones is also included.

This report provides comments on changes proposed of particular significance to Mississauga and recommendations to the Province for the final amendment and regulations.

¹ Proposed modifications to O.Reg. 311/06 (Transition Matters – Growth Plan) and O.Reg. 525/97 (Exemption from Approval – Official Plan Amendments)

Comments

The proposed amendment to the Growth Plan includes new statements regarding the housing supply reflecting market demand, providing housing choice, and the removal of references to 'urban sprawl' and 'low density development'. The amendment proposes a number of changes that are intended to speed up and simplify the approvals process in order to increase housing starts, attract investment and create and protect jobs. The focus of the changes is to quickly increase housing supply with less emphasis on built form and density.

While many of the amendments would allow for greater flexibility when implementing Official Plan policies and allow the City to more quickly enact land-use changes when they reflect good planning, the proposed revisions could also put more pressure on processing development applications, driving piece-meal versus comprehensive planning.

Appendix 1 provides a more detailed analysis of the proposed changes and feedback to the Province. A summary of the key implications of the changes for the City is provided below:

- The current Growth Plan 2017 requires the conversion of any employment lands to residential or other non-employment uses to undergo a Municipal Comprehensive Review (MCR). Within the proposed amendment certain land-use conversions would be able to proceed before a regional MCR is completed. This proposed change would allow for some developments to proceed faster including former employment lands on the Lakeview Waterfront and any other employment lands that the Province has not identified as being provincially significant.
- The Province has introduced new "provincially significant" employment zones (see map in Appendix 2 and 3) which includes most of Mississauga's prominent employment lands. Lands in the Dixie Employment Area on the Dundas Corridor are shown within a provincially significant employment zone which precludes the City from re-designating the lands to allow for mixed uses as envisioned by the Dundas Connects Master Plan. The methodology that was used to select these zones is unclear and consultation beyond the comment period is requested for the mapping and policy framework given the potential implications of having two categories of employment land: one that can be converted outside an MCR process and one that cannot.
- The current Growth Plan 2017 requires the delineation of MTSA's to be completed by the Region and through the overall MCR process. The increased flexibility for employment land conversions and the delineation of MTSA's in advance of an MCR may lead to increased pressure from landowners seeking development proposals. It will be important for the City to enact updated policies in these areas rather than responding to ad hoc development applications. The relaxing of the employment land conversion requirements may lead to more land speculation and possibly higher density requests.

- With the adoption of the Growth Plan 2017, there was a major shift in authority from local municipalities to the regions. The proposed amendment continues the expanded role of upper-tier municipalities. However, with the recently announced Provincial review of regional governance there is some uncertainty about where responsibilities will rest in the future. It is requested that the responsibility to initiate a Municipal Comprehensive Review be restored to local municipalities in order to make planning at the local level more efficient.
- The current Growth Plan 2017 does not permit settlement area expansions without undergoing an extensive planning process referred to as a Municipal Comprehensive Review (MCR). The proposed changes would allow for small (40 hectare) settlement area expansions outside the MCR process. This policy change would not impact the City because its settlement area has been fully expanded already.
- The current Growth Plan 2017 established new greenfield density requirements of 80 residents and jobs per hectare (ppj). This density is reflective of what was built in Churchill Meadows and planned for on the Ninth Line Lands and results in communities that have a range of housing forms while meeting market demands. The proposed amendment would allow reduced greenfield densities across the Greater Golden Horseshoe which runs counter to a number of sound planning objects such as creating transit supportive communities; improving financial and environmental sustainability; and reducing the loss of prime agricultural land.

Financial Impact

There are no financial impacts resulting from the recommendations in this report.

Conclusion

Many of the proposed changes to the Growth Plan and associated regulations are intended to provide for more flexibility and allow planning to proceed outside of a MCR. While this may help the City when implementing recommendations of some City initiated studies, it will also put pressure on the City to approve development applications before area plans are in place. The Province should consult further with municipalities on the identification and policies for provincially significant employment lands. Finally, it is requested that the responsibility to initiate a Municipal Comprehensive Review be restored to local municipalities although this could result in resource implications.

COUNCIL

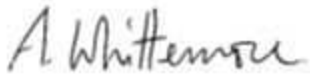
2019/01/28

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Originators file: LA.07-GRO

Attachments

- Appendix 1: Detailed Analysis of the Proposed Changes and Provincial Feedback
- Appendix 2: Proposed Provincially Significant Employment Zones
- Appendix 3: Proposed Provincially Significant Employment Zones in Mississauga



Andrew Whitemore, M.U.R.P., Commissioner of Planning and Building

Prepared by: Emily Irvine and Romas Juknevicus, Planners
City Planning Strategies

Appendix 1: Detailed Analysis of the Proposed Changes and Provincial Feedback

The implications of the proposed Growth Plan changes to the City can be separated into six categories:

- settlement area boundary expansions
- municipal comprehensive review
- major transit station areas
- intensification and density targets
- employment lands
- environmental matters

Settlement Boundary Expansions

Greater flexibility has been incorporated in the settlement boundary (greenfield) process, including the following:

- minor adjustments to settlement boundaries may be made prior to a MCR provided that there is no net increase in land within settlement areas
- expansions to settlement boundaries may be made prior to a MCR provided the expansion is less than 40 hectares
- supporting studies, justifications and requirements for settlement expansions are less onerous, for example:
 - expansions will now be “informed” rather than required to “align with” water, wastewater and stormwater management plans
 - agricultural impact assessments and watershed planning will no longer be required although the impacts on agricultural lands and watersheds must be considered

It is reasonable to allow minor adjustments and expansions; however, it is not clear if Regional approval is required and if 40 hectares is the individual or cumulative settlement area within a Region that can be added prior to a MCR.

Comments to Ministry

That the Province provides clarity regarding the Region’s role in settlement boundary adjustments and expansions

That the Province provides clarity regarding if settlement boundary expansions prior to a MCR are limited to 40 hectares per expansion or in total

In order to address an outstanding technical matter, we request the Province add a new transition policy or regulation be introduced to allow an amendment to the Region of Peel Official Plan to expand the urban boundary to include the Ninth Line Lands

Municipal Comprehensive Review (MCR)

The requirements to be addressed through a MCR have been reduced. A number of matters may proceed in advance of the MCR including:

- Major Transit Station Area (MTSA) delineation and establishment of minimum densities in official plans
- employment area designations incorporated into official plans
- conversion of employment land subject to matters such as the need for conversion, continued viability of employment area, availability of infrastructure and services, maintenance of a significant number of jobs on converted lands
- establish minimum density targets for employment areas
- mapping of Natural Heritage Systems and agricultural land base does not apply until implemented into official plans which may occur before the MCR

Allowing for a number of matters to be considered in advance of a MCR may reduce bureaucracy. In particular, the delineation of MTSA boundaries and conversion of employment lands are supported as this will allow planning approvals in Lakeview and some MTSA's to proceed. However, this may result in a less comprehensive planning process and increased pressure from landowners for approvals in these areas which will place pressure on our resources.

While there are a number of matters that can proceed prior to a MCR, provision for a staged MCR approach has not been included in the proposed amendment. This has been an approach the City of Mississauga has advocated. A staged approach would allow for some matters to be bundled and proceed expeditiously, while other matters that may be more involved or controversial are dealt with.

Comments to Ministry:

That the Province be advised that the matters that may be considered in advance of a MCR are supported

That the Province add policies that would allow for a staged MCR

That authority to initiate an MCR be restored to local municipalities

Major Transit Station Areas (MTSA)

The proposed amendment simplifies the process for establishing MTSA in official plans. The requirements for establishing alternative density targets are less onerous and the Region can now delineate and identify minimum density targets in advance of a MCR by using provisions in the *Planning Act*. The area of an MTSA has been expanded from approximately 500 metres from the transit station to 500 to 800 metres.

The proposed policies, particularly those regarding a more flexible approach to establishing alternative density targets are supported. The changes may increase interest in redevelopment and place pressure on land prices in the vicinity of MTSA. Mississauga has approximately 60 MTSA and staff will continue to work diligently with its consultants and partners at the Region by moving forward with all MTSA planning work, including the Clarkson Transit Station Area study and the Transit Project Assessment Process (TPAP) for Dundas Connects and Lakeshore Connecting Communities.

Comments to Ministry:

That the Province be advised that the proposed changes to Major Transit Station Areas policies are supported

That the authority to initiate an MCR including the delineation of MTSA be restored to local municipalities.

Intensification and Density Targets

Residential Intensification

The residential intensification target for the delineated built-up area in Peel and other more urban municipalities remains at 60%. However, the new timeline to meet the 60% target has been advanced from 2031 to the time of the next Municipal Comprehensive Review (MCR) which will require a redistribution of the population targets from greenfield areas to the built-up areas in Mississauga and Brampton. The target has been reduced to 50% for some municipalities while other jurisdictions will be able to establish potentially even lower targets through the MCR process which increases the opportunity for growth in greenfield development in these areas.¹

Greenfield Density

The reduction in greenfield densities has the potential to increase the amount of greenfield land added to the Region and more associated infrastructure costs. The 2006 Growth Plan had required minimum greenfield densities of 50 people plus jobs per hectare (ppj). The 2017

¹ 60% applies to the City of Hamilton and the Regions of Peel, Waterloo and York. 50% applies to the Cities of Barrie, Brantford, Guelph, Orillia and Peterborough and the Regions of Durham, Halton and Niagara. The City of Kawartha Lakes and the Counties of Brant, Dufferin, Haldimand, Northumberland, Peterborough, Simcoe and Wellington will establish a target through the next MCR.

Growth Plan increased this to 80 ppj subject to a number of phasing in policies and added employment areas as a permitted take-out in the density calculation. A number of municipalities had noted that to balance the lower densities on employment areas, residential densities had to be higher than 50 ppj to achieve the 2006 Growth Plan requirement.

The proposed amendment reduces the minimum greenfield density target from 80 ppj to 60 ppj for some areas including Peel, while the target has been reduced to 50 or 40 ppj for other municipalities². Employment areas appear to continue to be included as a permitted take-out. The proposed changes will allow for more greenfield lands to be added to the urban area. If employment areas are permitted as a take-out, greenfield densities may be lower than what was required by the 2006 Growth Plan.

The Ninth Line Lands are greenfield lands in Mississauga and have been planned to achieve a density of 80 ppj. As the greenfield density target is calculated across all greenfield lands in the Region, the reduction in the target to 60 ppj could result in a similar situation to the previous Growth Plan conformity exercise where higher densities in Mississauga (Churchill Meadows) were used to offset lower densities elsewhere in the Region (Caledon).

The greenfield area of Churchill Meadows which was planned before the 2006 Growth Plan and is now built, has a density of 77 ppj. It is an example of how higher greenfield densities can be realized while still building attractive communities that provide a variety of housing forms and appeals to housing consumers. Higher greenfield densities achieve many sound planning principles (e.g., transit supportive, financial and environmental sustainability, retention of agricultural lands) and the proposed density reductions should be reconsidered. If the density reductions are reconsidered, transition policies should be reinstated.

Land Needs Assessment

Removing provisions for a standard methodology may lead to inconsistencies in land needs calculations and challenges at LPAT. Proposed modifications to O. Reg, 311/06 (Transitional Matters – Growth Plan) include removing provisions for a standard methodology to calculate land needs to accommodate development. While it is understood that the policy-led approach of the land needs assessment methodology issued on May 4, 2018 does not reflect the more market sensitive approach of the proposed amendment, a standard methodology to calculate land budgets is a useful tool. Land budget methodologies to implement the 2006 Growth Plan were inconsistent and resulted in challenges to the Ontario Municipal Board.

Comments to Ministry

² 60 ppj applies to the City of Hamilton and the Regions of Peel, Waterloo and York. 50 ppj applies to the Cities of Barrie, Brantford, Guelph, Orillia and Peterborough and the Regions of Durham, Halton and Niagara. 40 ppj applies to The City of Kawartha Lakes and the Counties of Brant, Dufferin, Haldimand, Northumberland, Peterborough, Simcoe and Wellington.

That the Province clarifies if employment areas will be a permitted take-out for greenfield density calculations

That the Province reconsiders the proposed greenfield density reductions

That the Province be requested to issue guidance on the preferred land needs assessment methodology

Employment Lands

The proposed amendment makes a number of changes to the employment policies, including:

- allowing some employment land conversions to proceed in advance of a MCR subject to conditions such as the need for the conversion, infrastructure availability and retaining a significant number of jobs on the lands
- employment area designations may be included in upper-tier and single-tier official plans in advance of a MCR
- an employment strategy is no longer required
- the *prime employment areas* designation has been removed and replaced with a policy allowing the Province to identify provincially significant employment zones

Provisions for some employment land conversions in advance of a MCR should allow for employment lands along Lakeshore Road East to proceed in accordance with the recently approved policies for the Lakeview Waterfront Character Area.

The proposed amendment to the Growth Plan provides no details on the location or purpose of provincially significant employment zones; however, the Province has released mapping (see Appendix 2 and 3) of areas where this zone may be applied and a proposed framework. The intent of the zone is to protect strategic employment lands from conversion to non-employment uses and from encroachment by sensitive land uses that could threaten existing employment uses. Additional criteria being considered are sites that are in proximity to major transportation infrastructure, are economically strategic by virtue of being an area of high employment or economic output, are sensitive to encroachment, or constraint-free large (e.g., >10 acres/4 hectares) areas.

The Province is also asking for input regarding the use of the provincial significant employment zone in the vicinity of MTSAs. If included, employment land conversions could not occur prior to the next MCR. The use of this zone may be appropriate for some Mississauga MTSAs but would inappropriately delay development in other areas. In particular, lands in the vicinity of proposed MTSAs identified in the Dundas Connects Master Plan appear to be areas where the zone is being considered. If the zone was applied to these areas it would preclude the City from redesignating the lands to allow for mixed uses as envisioned by the Dundas Connects Master Plan

The Province has identified 29 areas where the zone might apply, including the following five zones that include lands in Mississauga:

- 427/Queen Elizabeth Way (QEW) – employment lands generally surrounding the intersection the 427 and QEW Highways
- Pearson Airport Hub (Airport) – employment lands around Pearson Airport
- Pearson Airport Hub (Airport Hwy 50) – employment areas proximate to Pearson Airport, generally extending along Highway 50
- Mavis and Burnhamthorpe – employment areas generally surrounding the intersection Mavis and Burnhamthorpe
- 401 407 (Meadowvale) – employment areas generally along the 401 Highway from approximately Mississauga Road to Tremaine Road (in Halton); employment areas generally along the 407 Highway, between the 401 and 403 Highways

Detailed mapping has been requested to determine the land parcels that are being considered as provincially significant employment zones. Almost all of the employment lands in Mississauga (approximately 97%) are proposed to be included. While it is clearly understood why some areas have been included (e.g., lands in the vicinity of the Airport), it is not clear why other lands have been included or excluded. The process for inclusion or removal from the zone is also not clear and consultation with municipalities beyond the February 28, 2019 comment period is advised.

Comments to Ministry:

That the Province be advised that the proposed policies for employment land conversions are supported provided the Province consults further with municipalities regarding lands to be identified as provincially significant employment zones and the policy framework that would apply to them

Environmental Matters

Policies regarding matters such as watershed planning, climate change, prime agricultural lands and natural heritage systems have been revised, generally to be less stringent and allow for more flexibility in addressing requirements. This includes:

- references to net-zero and low carbon communities have been removed and replaced with references to environmental sustainability
- requirements to align with water and wastewater master plans and stormwater master plans is replaced with the requirement to be informed by these masterplans
- watershed plans are no longer required but impact on watershed conditions and water resources must be considered
- Provincial mapping for prime agricultural lands and Natural Heritage Systems will not come into effect until implemented in municipal official plans and municipalities can

refine and implement provincial mapping in advance of an MCR subject to Provincial approval³

- references to the Ontario Climate Change Strategy and Climate Change Action Plan have been removed and replaced with references to 'other provincial plans and policies for environmental protection'

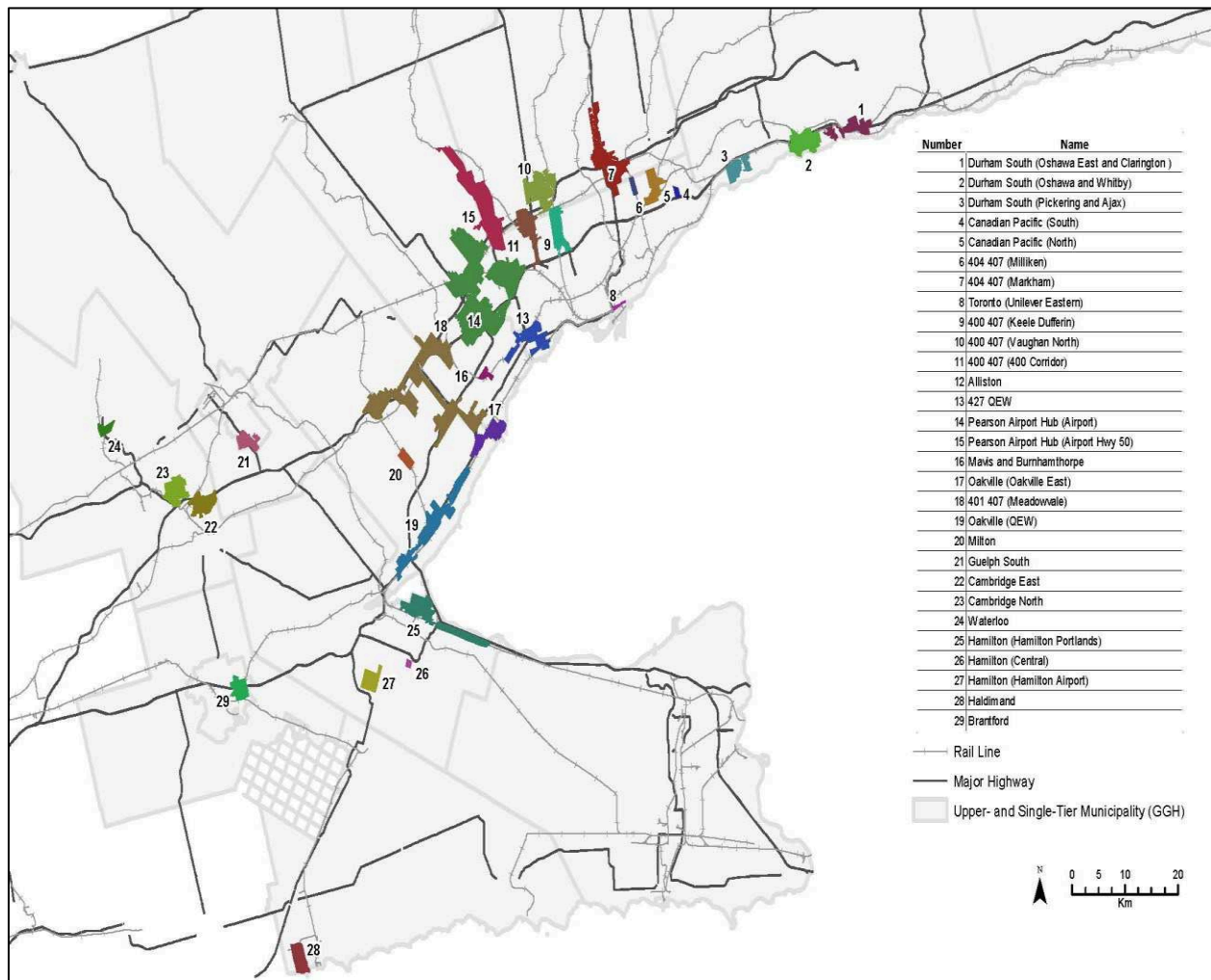
The proposed amendment is less stringent on how municipalities demonstrate that environmental matters have been addressed but retains the requirement that environmental matters be considered in the planning process. Official plans continue to be required to consider the important issue of climate change by identifying actions to reduce greenhouse gas emissions and address climate change adaptation goals.

Comments to Ministry:

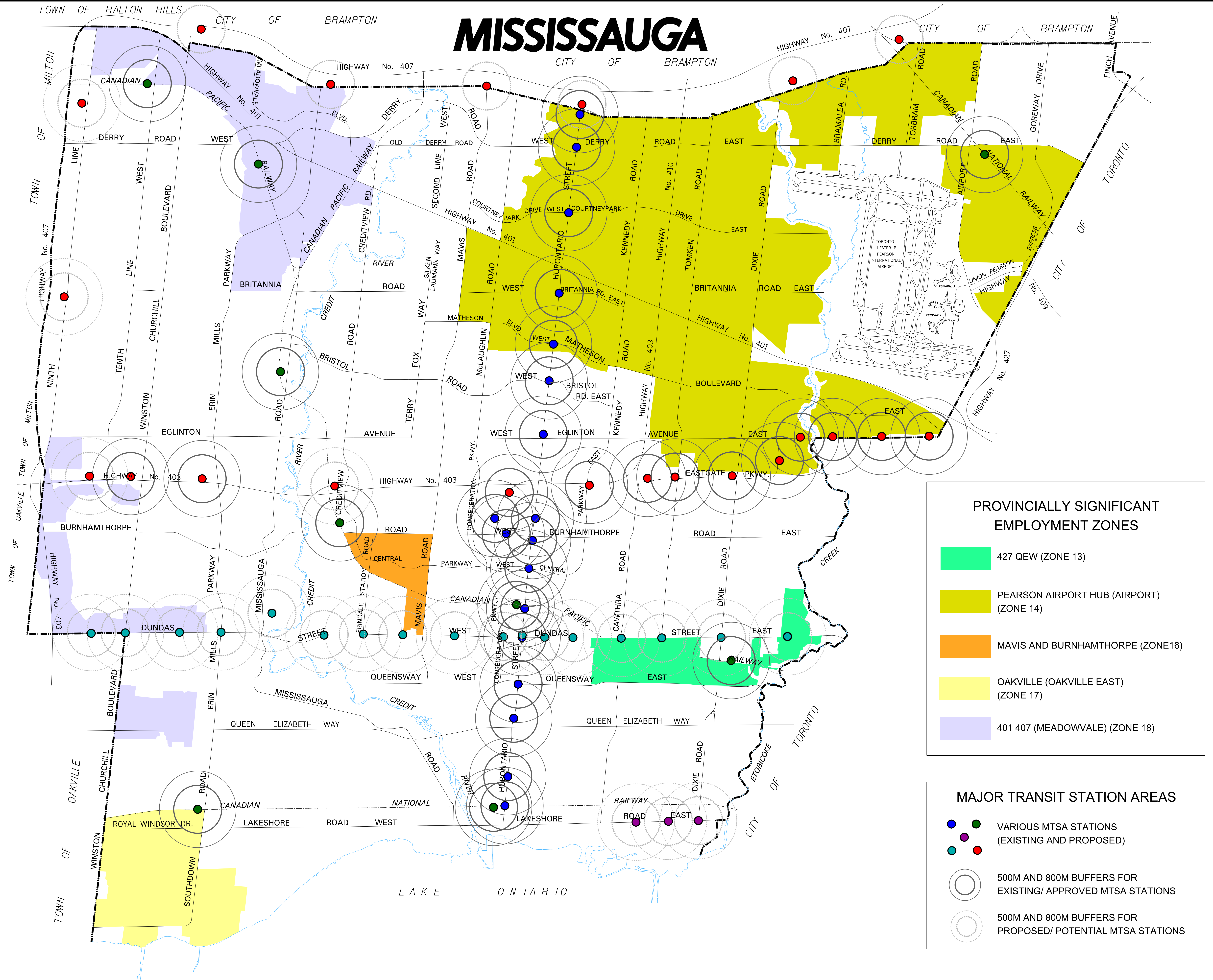
That the Province be advised that the City of Mississauga does not take issue with proposed policies for environmental matters

³ Proposed modifications to O. reg. 525/97 (Exemption from Approval – Official Plan Amendments) would allow municipalities to make changes to their official plan to implement Agricultural System and Natural Heritage System mapping before the next MCR, subject to Provincial approval

Appendix 2: Proposed Provincially Significant Employment Zones



MISSISSAUGA



PROVINCIALY SIGNIFICANT EMPLOYMENT ZONES

- 427 QEW (ZONE 13)
- PEARSON AIRPORT HUB (AIRPORT) (ZONE 14)
- MAVIS AND BURNHAMTHORPE (ZONE 16)
- OAKVILLE (OAKVILLE EAST) (ZONE 17)
- 401 407 (MEADOWVALE) (ZONE 18)

MAJOR TRANSIT STATION AREAS

- VARIOUS MTSA STATIONS (EXISTING AND PROPOSED)
- 500M AND 800M BUFFERS FOR EXISTING/ APPROVED MTSA STATIONS
- 500M AND 800M BUFFERS FOR PROPOSED/ POTENTIAL MTSA STATIONS

APPENDIX 3 : PROPOSED PROVINCIALY SIGNIFICANT EMPLOYMENT ZONES IN MISSISSAUGA

0 400 800 1200 1600 metres

REPORT 3 - 2019

To: MAYOR AND MEMBERS OF COUNCIL

The General Committee presents its third report for 2019 and recommends:

GC-0057-2019

That an all-way stop control not be implemented at the intersection of Malibou Terrace and Silver Birch Trail as outlined in the report from the Commissioner of Transportation and Works, dated January 29, 2019, entitled "All-way Stop - Malibou Terrace and Silver Birch Trail (Ward 2)".

GC-0058-2019

That a by-law be enacted to authorize the Mayor and the Commissioner of Corporate Services and Chief Financial Officer to execute, on behalf of The Corporation of the City of Mississauga, the letter of agreement with Her Majesty the Queen in right of the Province of Ontario, represented by the Minister of Transportation for the Province of Ontario, under the Dedicated Gas Tax Funds for Public Transportation Program (2018/2019), which agreement is attached as Appendix 1 to the corporate report dated January 31, 2019 from the Commissioner of Corporate Services and Chief Financial Officer

GC-0059-2019

That the following Corporate Policy and Procedure be declared obsolete and rescinded from the Corporate Policy and Procedure Manual:

a) 05-01-06 – Refreshment Cycle and Cart Vendors in City Parks

GC-0060-2019

That the Towing Industry Advisory Committee Action List be received for information.
(TIAC-0001-2019)

GC-0061-2019

That the deputation by Michelle Berquist, Project Leader, Transportation regarding the Draft Transportation Master Plan Overview be received.
(RSC-0001-2019)

GC-0062-2019

That the Road Safety Terms of Reference be amended to include three (3) councillors on Road Safety Committee.
(RSC-0002-2019)

GC-0063-2019

That the PowerPoint presentation by Leonard Verwey, Citizen Member, Mississauga Cycling Advisory Committee representative, regarding cycling issues be received.

(RSC-0003-2019)

GC-0064-2019

That the letters dated December 11, 2018, August 1, 2018, July 5, 2018 and July 16, 2018 from Donald Scott, Resident, Ward 7, be received.

(RSC-0004-2019)

GC-0065-2019

That the August 2018 to December 2018 Roadwatch Statistics be received.

(RSC-0005-2019)

GC-0066-2019

That the funds in the amount of up to \$300.00 from the 2019 Council Committee budget be allocated to purchase nine Walkable City Rules: 101 Steps to Making Better Place, paperback books for Road Safety Committee citizen members.

(RSC-0006-2019)

GC-0067-2019

That the property at 70 Queen Street South, which is listed on the City's Heritage Register, is not worthy of heritage designation, and consequently, that the owner's request to demolish proceed through the applicable process.

(Ward 11)

(HAC-0011-2019)

GC-0068-2019

That the request to alter the property at 31 Lakeshore Road East and the concept sign plan (Appendix 1), be approved with the terms and conditions set out below, as per the Corporate Report from the Commissioner of Community Services dated January 15, 2018.

(Ward 1)

(HAC-0012-2019)

GC-0069-2019

That the properties at 32 and 34 Queen Street South, which are listed on the City's Heritage Register, are not worthy of heritage designation, and consequently, that the owner's request to demolish proceed through the applicable process, as per the Corporate Report from the Commissioner of Community Services dated January 15, 2018.

(Ward 11)

(HAC-0013-2019)

GC-0070-2019

That the property at 24 Ann Street, which is listed on the City's Heritage Register, is not worthy of heritage designation, and consequently, that the owner's request to demolish proceed through the applicable process, as per the Corporate Report from the Commissioner of Community Services dated January 15, 2018.

(Ward 1)

(HAC-0014-2019)

GC-0071-2019

That the Corporate Report dated January 15, 2019 from the Commissioner of Community Services, entitled "Heritage Planning 2018 Year in Review," be received for information.

(HAC-0015-2019)

GC-0072-2019

That the verbal update and supporting documents from Councillor Parrish, with respect to Malton's Avro Arrow Replica Project, be received for information.

(Ward 5)

(HAC-0016-2019)

GC-0073-2019

That the deputation by Michelle Berquist, Project Leader Transportation regarding the Transportation Master Plan be received.

(MCAC-0010-2019)

GC-0074-2019

That the deputation by Katherine Jim, Project Manager, WSP Canada and James Schofield, Active Transportation Planner, WSP Canada regarding the Collegeway Protected Bicycle Lanes Project Update be received.

(MCAC-0011-2019)

GC-0075-2019

That the memorandum dated February 5, 2019 from Matthew Sweet, Manager, Active Transportation entitled Proposed 5 Year Cycling Implementation Plan be referred to the Network and Technical Subcommittee or to working group of members of the Mississauga Cycling Advisory Committee.

(MCAC-0012-2019)

GC-0076-2019

That the memorandum date February 5, 2019 entitled Winston Churchill Boulevard Multi-use Trail Barrier Options from Matthew Sweet, Manager, Active Transportation be received.

(MCAC-0013-2019)

GC-0077-2019

That the memorandum dated December 17, 2018 entitled 2018 Bike Challenge Review from Mattea Turco, Active Transportation Coordinator be deferred to a future Mississauga Cycling Advisory Committee meeting.

(MCAC-0014-2019)

GC-0078-2019

That the memorandum dated December 17, 2018 from Matt  a Turco, Active Transportation Coordinator entitled 2018 Community Rides Review be deferred to a future Mississauga Cycling Advisory Committee meeting.

(MCAC-0015-2019)

GC-0079-2019

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 Birchview Drive at Algonquin Drive as outlined in the report from the Commissioner of Transportation and Works, dated January 29, 2019, entitled "All-way Stop - Birchview Drive at Algonquin Drive (Ward 2)".

(Ward 2)

GC-0080-2019

That the current posted speed limit of 50 km/h be maintained on Windwood Drive, as outlined in the report from the Commissioner of Transportation and Works, dated January 15, 2019, entitled "Speed Limit Review – Windwood Drive between Glen Erin Drive and Erin Mills Parkway (Ward 9)".

(Ward 9)

GC-0081-2019

That the commitment with AECOM Canada Ltd., for engineering consulting services for detailed design and construction administration for the Torbram Road Grade Separations Project be increased from \$6,300,000 to \$7,520,000 and that the Purchasing Agent be authorized to revise the contract upset limit.

(Ward 5)

REPORT 4 - 2019

To: MAYOR AND MEMBERS OF COUNCIL

The General Committee (Corporate Grants) presents its fourth report for 2019 and recommends:

GC-0082-2019

1. That the request for funding of up to \$60,000.00 for the Mississauga Rotary Ribfest be referred to staff to report back to Council.
2. That Councillors Parrish, Ras, Saito and Dasko work with staff and the Mississauga Rotary Ribfest Committee to review the funding request and other options.

GC-0083-2019

1. That the deputation by Gordon West, Past Chair, Mississauga Rotary Ribfest and Richard Fawcett, Treasurer, Mississauga Rotary Ribfest regarding funding for the Mississauga Rotary Ribfest be received.
2. That the letter dated February 6, 2019 from the Mississauga Rotary Ribfest with respect to Funding for the Mississauga Rotary Ribfest Move to Port Credit Memorial Park be received.

GC-0084-2019

1. That the Corporate Report dated January 7 2019 from the Commissioner of Community Services entitled "Recommended Grant Allocations for the 2019 Community Grant Program and Multi-Year Agreements", as outlined in Appendix 1, be approved.
2. That a bylaw be enacted to authorize the Commissioner of Community Services and the City Clerk, or designate, on behalf of The Corporation of the City of Mississauga to execute the multi-year operating funding Agreement, including renewal, extension, amendment and all necessary agreements or documents ancillary thereto with each of the grant program recipients, in a form satisfactory to Legal Services.
3. That all necessary by-laws be enacted.

GC-0085-2019

That the Corporate Report entitled "2019 Arts and Culture Grant Program", dated January 11, 2019, from the Commissioner of Community Services, be approved.

GC-0086-2019

That the Corporate Report entitled "2019 Cultural Festivals and Celebrations Grant Program", dated January 11, 2019, from the Commissioner of Community Services, be approved.

**QUARTERLY COUNCILLOR
DECLARATION**


under the City of Mississauga Council Code of Conduct

[To be filed by every Member of Council on or by February 1st, May 1st, August 1st and November 1st in each year during the term of office of the Council of the City of Mississauga,

I, Bonnie Crombie, Member of the Council of the City of Mississauga, **HEREBY DECLARE** as follows:

I have received no fee, advance, cash, gift, gift certificate, personal benefit, price reduction or other consideration in the past quarter year, connected directly or indirectly with the performance of my duties of office as a member of Council which exceeds in value the sum of \$500 or in the case of multiple gifts from the same source in this calendar year, exceeds in value \$500 in the aggregate, and to the best of my knowledge information and belief, no family member of mine nor a member of my staff (all as defined in the Code of Conduct) has received any such gift in the past quarter year, except as I may have disclosed in a Councillor Information Statement filed by me with the Integrity Commissioner within 30 days of receipt of any such gift.

Date: November 6, 2018

Signature of Councillor: 

This Quarterly Councillor Declaration shall be filed with the City's Integrity Commissioner, by mail, e-mail or delivery, as follows:

"This Councillor Information Statement, together with the attached List of Gifts and Benefits, may be filed with the City's Integrity Commissioner, Principles *Integrity*, by mail, e-mail or delivery, as follows:

Principles *Integrity*, Integrity Commissioner for the City of Mississauga

30 Haddon Street, Toronto, Ontario M5M 3M9

Phone: 647-259-8697 E-mail: postoffice@principlesintegrity.org

Every Councillor Information Statement filed with the Integrity Commissioner will become a matter of public record."

QUARTERLY COUNCILLOR DECLARATION

under the City of Mississauga Council Code of Conduct

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I, Karen Ras, Member of the Council of the City of Mississauga, **HEREBY DECLARE** as follows:

I have received no fee, advance, cash, gift, gift certificate, personal benefit, price reduction or other consideration in the past quarter year, connected directly or indirectly with the performance of my duties of office as a member of Council which exceeds in value the sum of \$500 or in the case of multiple gifts from the same source in this calendar year, exceeds in value \$500 in the aggregate, and to the best of my knowledge information and belief, no family member of mine nor a member of my staff (all as defined in the Code of Conduct) has received any such gift in the past quarter year, except as I may have disclosed in a Councillor Information Statement filed by me with the Integrity Commissioner within 30 days of receipt of any such gift.

Date: Oct. 25/2018 Signature of Councillor: Karen Ras

This Quarterly Councillor Declaration shall be filed with the City's Integrity Commissioner, by mail, e-mail or delivery, as follows:

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I, Chris Fonseca, Member of the Council of the City of

Mississauga, **HEREBY DECLARE** as follows:

I have received no fee, advance, cash, gift, gift certificate, personal benefit, price reduction or other consideration in the past quarter year, connected directly or indirectly with the performance of my duties of office as a member of Council which exceeds in value the sum of \$500 or in the case of multiple gifts from the same source in this calendar year, exceeds in value \$500 in the aggregate, and to the best of my knowledge information and belief, no family member of mine nor a member of my staff (all as defined in the Code of Conduct) has received any such gift in the past quarter year, except as I may have disclosed in a Councillor Information Statement filed by me with the Integrity Commissioner within 30 days of receipt of any such gift.

Date: November 1, 2018

Signature of Councillor: Chris Fonseca

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under the City of Mississauga Council Code of Conduct

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I, JOHN KOVAC, Member of the Council of the City of

Mississauga, **HEREBY DECLARE** as follows:

I have received no fee, advance, cash, gift, gift certificate, personal benefit, price reduction or other consideration in the past quarter year, connected directly or indirectly with the performance of my duties of office as a member of Council which exceeds in value the sum of \$500 or in the case of multiple gifts from the same source in this calendar year, exceeds in value \$500 in the aggregate, and to the best of my knowledge information and belief, no family member of mine nor a member of my staff (all as defined in the Code of Conduct) has received any such gift in the past quarter year, except as I may have disclosed in a Councillor Information Statement filed by me with the Integrity Commissioner within 30 days of receipt of any such gift.

Date: Nov 1/18

Signature of Councillor: _____



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I, Carolyn Parrish, Member of the Council of the City of

Mississauga, **HEREBY DECLARE** as follows:

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Date: November 1, 2018

Signature of Councillor: 

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under the City of Mississauga Council Code of Conduct

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I, RON STARR, Member of the Council of the City of Mississauga, **HEREBY DECLARE** as follows:

I have received no fee, advance, cash, gift, gift certificate, personal benefit, price reduction or other consideration in the past quarter year, connected directly or indirectly with the performance of my duties of office as a member of Council which exceeds in value the sum of \$500 or in the case of multiple gifts from the same source in this calendar year, exceeds in value \$500 in the aggregate, and to the best of my knowledge information and belief, no family member of mine nor a member of my staff (all as defined in the Code of Conduct) has received any such gift in the past quarter year, except as I may have disclosed in a Councillor Information Statement filed by me with the Integrity Commissioner within 30 days of receipt of any such gift.

Date: OCT 31/18 Signature of Councillor: 

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QUARTERLY COUNCILLOR DECLARATION

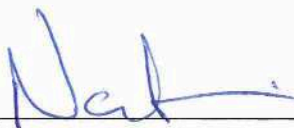
under the City of Mississauga Council Code of Conduct

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I, NANDO JANNICCA, Member of the Council of the City of Mississauga, **HEREBY DECLARE** as follows:

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Date: NOV 1, 2018

Signature of Councillor: 

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**QUARTERLY
COUNCILLOR DECLARATION**
under the City of Mississauga Council Code of Conduct

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I, **MATT MAHONEY**, Member of the Council of the City of Mississauga, **HEREBY DECLARE** as follows:

I have received no fee, advance, cash, gift, gift certificate, personal benefit, price reduction or other consideration in the past quarter year, connected directly or indirectly with the performance of my duties of office as a member of Council which exceeds in value the sum of \$500 or in the case of multiple gifts from the same source in this calendar year, exceeds in value \$500 in the aggregate, and to the best of my knowledge information and belief, no family member of mine nor a member of my staff (all as defined in the Code of Conduct) has received any such gift in the past quarter year, except as I may have disclosed in a Councillor Information Statement filed by me with the Integrity Commissioner within 30 days of receipt of any such gift.

Date: **November 1, 2018**

Signature of Councillor: 

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under the City of Mississauga Council Code of Conduct

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I, PAT SAITO, Member of the Council of the City of Mississauga, **HEREBY DECLARE** as follows:

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Date: November 1, 2018

Signature of Councillor: 

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I, Sue McFadden, Member of the Council of the City of Mississauga, **HEREBY DECLARE** as follows:

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Date: 2018/11/01

Signature of Councillor: 

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under the City of Mississauga Council Code of Conduct

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I, George Carlson, Member of the Council of the City of Mississauga, **HEREBY DECLARE** as follows:

I have received no fee, advance, cash, gift, gift certificate, personal benefit, price reduction or other consideration in the past quarter year, connected directly or indirectly with the performance of my duties of office as a member of Council which exceeds in value the sum of \$500 or in the case of multiple gifts from the same source in this calendar year, exceeds in value \$500 in the aggregate, and to the best of my knowledge information and belief, no family member of mine nor a member of my staff (all as defined in the Code of Conduct) has received any such gift in the past quarter year, except as I may have disclosed in a Councillor Information Statement filed by me with the Integrity Commissioner within 30 days of receipt of any such gift.

Date:

Oct 31/18

Signature of Councillor:



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Ulli S. Watkiss
City Clerk

City Clerk's Office

Secretariat
Marilyn Toft
Council Secretariat Support
City Hall, 12th Floor, West
100 Queen Street West
Toronto, Ontario M5H 2N2

Tel: 416-392-7032
Fax: 416-392-2980
e-mail: Marilyn.Toft@toronto.ca
web: www.toronto.ca

**In reply please quote:
Ref.: 19-MM2.10**

February 11, 2019

GREATER GOLDEN HORSESHOE MUNICIPALITIES:

**Subject: Member Motion 2.10
Protecting the City of Toronto against potential impacts of the Government
of Ontario's Bill 66**

City Council on January 30 and 31, 2019, adopted this Item, and in so doing, has:

1. expressed its opposition to Schedule 3 of Bill 66;
2. expressed its opposition to Schedule 5 of Bill 66;
3. expressed its opposition to Schedule 9 of Bill 66; and
4. expressed its opposition to Schedule 10 of Bill 66 or any similar successor sections or schedules within Bill 66.

for City Clerk

M. Toft/sb

Attachment

Sent to: Premier, Province of Ontario
Leader, New Democratic Party of Ontario, Province of Ontario
Leader, Green Party of Ontario, Province of Ontario
Interim Leader, Ontario Liberal Party, Province of Ontario
Minister of Municipal Affairs and Housing, Province of Ontario
Minister of the Environment, Conservation and Parks, Province of Ontario
Minister of Labour, Province of Ontario
Minister of Education, Province of Ontario
Greater Golden Horseshoe Municipalities,
Executive Director, Association of Municipalities of Ontario

c. City Manager

From: Pierre Ranger
Sent: 2019/01/31 4:18 PM
To: Mayor Bonnie Crombie; City Clerk
Subject: Let's Remember Adam Needs Your Help

February 1, 2019

Honourable Mayor Crombie & Mississauga City Council
 Mississauga City Hall
 300 City Centre Drive
 Mississauga, ON L5B 3C1

RE: School Bus Safety - Implementing Stop Arm technology

Dear Honourable Mayor and Council,

In 2000, my youngest brother Adam was tragically killed on his way home from school. A driver failed to stop for a stopped school bus, with emergency lights flashing and stop arm deployed, while Adam was crossing the street after exiting the school bus. Adam was five years old.

I am writing to request your help to put an end to stop-arm violations in order to make travel to and from school safer for children in Mississauga.

For the past 16 years, my family has been championing the "Let's Remember Adam - STOP FOR THE SCHOOL BUS" initiative to ensure that no family has to endure a senseless loss like ours. Our mission is to ensure all children travel to and from school safely every day. We spread Adam's message of school bus and student safety through educational campaigns that raise awareness of stop arm road safety rules and their enforcement. *Unfortunately, stop-arm violations continue to occur on an all too frequent basis, even in my community of Mattawa, where this tragedy took place.*

Last month, my family and I launched the 'This has to stop. We need to stop!' campaign because technological advances such as stop-arm cameras now provide a means of holding drivers who break the law accountable. [Our campaign video](#) has reached over 2 million people in just over a week and we received overwhelming support for stop-arm cameras on school buses.

My appeal to you today is to respectfully request the City of Mississauga to implement solutions like stop arm camera technology to change driver behavior and make the journey to and from school safer for all children who ride the school bus in Mississauga.

For over 30 years now, school buses have been using their flashing lights and stop arms to warn drivers to stop within 20 meters of the school bus. This is governed by the Highway Traffic Act under subsection 175 (11) or (12). Fines range from \$400 to \$2,000 and up to 6 demerit points in Ontario, for a first offence. However, due to a lack of enforcement resources, vehicles pass stopped school buses on a daily basis with no concern for our children's safety. In fact, a pilot project conducted in Mississauga in 2016 showed an average of 2.5 incidents per day where drivers failed to adhere to the law. This is a troubling statistic that needs to change for the better. One only needs to look south of the border to see this risk become reality. In the last two weeks of October 2018 alone, 5 children were killed due to stop arm violations in the United States.

Mississauga in 2016 showed an average of 2.5 incidents per day where drivers failed to adhere to the law. This is a troubling statistic that needs to change for the better. One only needs to look south of the border to see this risk become reality. In the last two weeks of October 2018 alone, 5 children were killed due to stop arm violations in the United States.

My family and I do not need statistics to understand that the danger is real. Our children are precious and the school bus is where most of them begin and end their school days.

Legislation was passed over a year ago that would help prevent these types of incidents under Bill 174, Section 21 (1) Duty of drivers when school bus stopped, specifically part XIV.3 School Bus Camera System, however we are still waiting for regulations to be approved in order for this technology to be implemented.

In December 2018 I wrote to the Minister of Transportation requesting that he expedite the regulatory amendments required for the legislation to become law. I received the attached response from the Ministry of Transportation this week that specifies, "In order for the province to develop the necessary supporting regulations, we require municipalities to identify the technology that will be used as well as develop the needed operational framework for the processing offences." I trust you have also received correspondence from the Province on this issue.

February 11, 2019 will mark the 19th anniversary of my brother's death. On behalf of my family and the Let's Remember Adam - STOP FOR THE SCHOOL BUS initiative, **I am asking you to help us honour Adam by mandating stop-arm cameras on all school buses in your community, and informing the Ministry of Transportation and Premier Ford of the importance of this technology to increase student safety.**

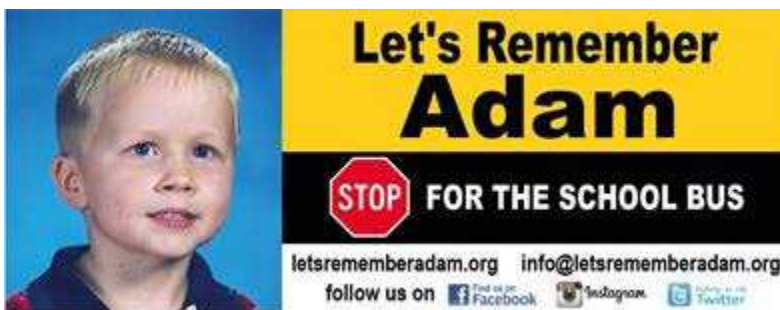
If I may provide any assistance in furthering this cause or providing additional information to you and you're Council, please do not hesitate to contact me at 705-840-8871. You can learn more about Adam's story and the "Let's Remember Adam - Stop for the School Bus" initiative at www.letsrememberadam.org.

Thank you in advance for taking a stance on this important issue.

Sincerely,

Pierre Ranger

Chairman, Let's Remember Adam - STOP FOR THE SCHOOL BUS



Ministry of
Transportation Transports

Ministère des

Road User Safety Division
87 Sir William Hearst Avenue
Room 191 bureau 191
Toronto, ON M3M 0B4
Tel: 416-235-4453 télé: 416-235-4453
Fax: 416-235-4153 télécopieur: 416-235-4153

Division de Sécurité Routière
87, avenue Sir William Hearst
Toronto, ON M3M 0B4



January 16, 2019

107-2018-83

Pierre Ranger
P.O Box 342
Mattawa, Ontario
P0H 1V0

Dear Mr. Ranger,

Re: School Bus Cameras

Thank you for sharing your concerns about school bus safety and, in particular, for your recommendation to move forward with the implementation of school bus stop-arm cameras.

I am very sorry to hear about the tragic loss of your brother Adam. The objective behind so many legislative initiatives the government has implemented over the years has been to improve road safety and to try to prevent so many of these needless deaths.

The safety of occupants on all vehicle types is a priority for the Ministry of Transportation (MTO) – especially the safety of our children traveling on school buses. I want to assure you that MTO has been working very hard to make sure that school buses are amongst the safest ways for children to travel.

As you know, it is illegal to fail to stop for a stopped school bus that has its red lights flashing and the *Highway Traffic Act* (HTA) sets out tough penalties for drivers who break this law. If a driver does not stop, they can be fined \$400 to \$2,000 and get six demerit points for a first offence. For drivers who are convicted a second time within five years, the penalty is a fine of \$1,000 to \$4,000 and six demerit points. Drivers could also go to jail for up to six months.

However, I recognize that no penalty can ever ease the pain of losing a loved one. We are committed to further addressing unsafe and inappropriate driving behaviours, and we aim to do so through a combination of strategies, including

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legislation, public education and providing support to the enforcement efforts of Ontario's police services.

With regards to school bus cameras, it is important to note that the HTA does not prohibit adding video equipment to school buses that record drivers who illegally pass stopped school buses, provided that the equipment does not extend beyond the allowable width of the vehicle and it does not interfere with its safe operation. However, photo/video evidence from a vehicle-based camera must be introduced by a witness to be admitted in court.

As you also pointed out on December 21, 2017, the government passed the *Cannabis Smoke-Free Ontario Amendment Act* which:

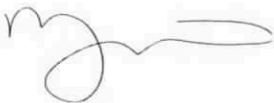
- Expands the school bus passing offence to include when the stop arm is actuated.
- Allows for the development of regulations that would establish specialized evidentiary rules to clarify what evidence could be used to prove a driver improperly passed a stopped school bus without the need to have a witness present in court.

These changes currently require regulatory amendments to become law. We are now looking to municipal partners, including school boards, to decide whether or not they will pursue the implementation of a school bus camera framework within their own jurisdictions. In order for the province to develop the necessary supporting regulations we require municipalities to identify the technology that will be used as well as develop the needed operational framework for the processing of offences.

To expedite implementation of this initiative I would suggest you bring your concerns regarding school bus cameras forward to your local municipality and possibly the school board. They will likely be working together to decide whether this program is something that should be pursued in your area.

Thank you for writing and for your advocacy efforts to improve the safety for children riding on a school bus.

Sincerely,



Kevin Byrnes
A/Assistant Deputy Minister
Road User Safety Division



NOTICE OF MOTION

WHEREAS the Region of Peel purchased a 3.0 ha (7.5 ac) property at 7500 Danbro Crescent in Mississauga for the purpose of building an anaerobic digestion (composting) facility; and

WHEREAS the site is zoned E2-19 (Employment – Exception) in Zoning By-law 0225-2007, which permits composting facilities, in addition to all other industrial uses permitted in the E2 (Employment) and E3 (Industrial) zones, except a power generating station; and

WHEREAS Mississauga Official Plan (MOP) designates the subject site as Business Employment in the Meadowvale Business Park Corporate Centre Character Area, but not in a Restricted Area, therefore a range of industrial uses are permitted, including waste processing stations; and

WHEREAS the property to the south at 7600 Danbro Crescent is owned by Contract Pharmaceutical Limited (CPL), which operates both its headquarters and manufacturing facilities at that address; and

WHEREAS this facility operates under Health Canada and other regulatory agencies and is deemed as required to be a clean facility in which any infestation of insects or bacteria would result in a shutdown of operations; and

WHEREAS despite odour and noise emission control mandated by the Ministry of the Environment, Conservation and Parks for the operation of the Regional anaerobic digestion facility, the owners of CPL expressed concern about their ability to maintain strict quality control and to negate a possible negative perception of having an anaerobic digestion facility in the vicinity of their business; and

WHEREAS the matter of a sensitive land use adjacent to the Region's property was not disclosed to the Ward Councillor or city staff prior to Regional Council approving the go ahead on the site; and

WHEREAS the Ward Councillor on finding that the composting facility use could seriously compromise the operation of one of the City's important Life Sciences companies and had the potential to impact hundreds of jobs in the Meadowvale Business Park; and

WHEREAS the Ward Councillor asked Regional Council to direct Region staff to look for an alternate site for the facility which did occur in late 2018; and

WHEREAS the Region of Peel will declare this land surplus and sell it in the coming year which could pose an ongoing concern as the existing zoning would still permit a composting facility to be constructed; and

WHEREAS this type of use is not compatible in the Meadowvale Business Park which is mainly high level corporations including numerous life science industries and office.

THEREFORE BE IT RESOLVED that staff be directed to rezone the property at 7500 Danbro Crescent to prohibit composting facilities to ensure the continued operation of CPL and other

adjacent life sciences businesses which is a key sector from an economic development perspective.