
Council

Date: May 6, 2020
Time: 9:30 AM
Location: Online Video Conference

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

Due to efforts to contain the spread of COVID-19 and to protect all individuals, the Council Chamber will not be open to the public to attend Council and Committee meetings until further notice.

Public Comments: The public may submit comments regarding agenda matters to the city.clerk@mississauga.ca by Monday, May 4, 2020 before 4:30 PM. Comments submitted will be considered as public information and entered into public record.

Contact

Krystal Christopher, Legislative Coordinator, Legislative Services
905-615-3200 ext. 5411
Email krystal.christopher@mississauga.ca

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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 traditional territories of the Anishinaabe, Haudenosaunee, Wyndot and Huron people. We also acknowledge the many First Nations, Inuit, Metis and other global Indigenous 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 Council Minutes - April 22, 2020

6. **PRESENTATIONS**

7. **DEPUTATIONS**

8. **PUBLIC QUESTION PERIOD (15 Minutes)**

Written submissions can be submitted to city.clerk@mississauga.ca by Monday, May 4, 2020 before 4:00 PM.

9. **CONSENT AGENDA**

10. **MATTERS PERTAINING TO COVID-19**

10.1 2020 Final Levy Taxation Addressing Covid 19 Impacts

10.2 Amendments to Fireworks Related By-Laws to prohibit the sale and use of fireworks.

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

11.1 RECOMMENDATION REPORT (WARD 5)

Sign Variance Application to permit one (1) Billboard Sign with two (2) electronic changing copy sign faces

6900 Dixie Road

Applicant: Permit World Consulting Services Inc.

File: SGN BLD 19-4909 VAR (W5)

11.2 H REMOVAL REPORT, H-OZ 19005 (WARD 11)

Application to remove the "H" Holding Symbol to permit 4 detached homes, 2 semi-detached homes, 14 condominium townhomes and 4 back to back condominium dwelling units within the existing heritage building (Old Barber House)
5155 Mississauga Road, northeast corner of Mississauga Road and Barbertown Road
Owner: City Park (Old Barber) Homes Inc.
File: H-OZ 19/005 W11

11.3 APS Online Written Submissions

12. **PRESENTATION OF COMMITTEE REPORTS**

12.1 Traffic Safety Council, Site Inspection Subcommittee Report 1 - 2020 - May 6, 2020

13. **UNFINISHED BUSINESS**

14. **PETITIONS**

15. **CORRESPONDENCE**

16. **NOTICE OF MOTION**

17. **MOTIONS**

17.1 To close to the public a portion of the Council meeting to be held on May 6, 2020 to deal with various matters. (See Item 22 Closed Session)

17.2 To close to the public a meeting of the Members of Council to facilitate a meeting with Mississauga Members of Provincial Parliament and Members of Parliament to share City priorities.

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

18.1 A by-law to amend By-law 0051-2009, amended by By-laws 0020-2011, 0228-2014 and 077-2017 being a By-law to exempt certain lands from Part-Lot Control (Ward 11)

PLC 20-002

18.2 A by law to amend By law Number 0225 2007, regarding Downtown Core Parking Exception Area, located Southwest of Centre View Drive and Hurontario Street (OZ 19/005 W4)

Resolution 0102-2020 / April 22, 2020

18.3 A by-law to amend Bylaw Number 02252007, to introduce two new Office Zones regarding Lands located in the Gateway Corporate Centre Character Area and properties zoned O outside of the Gateway Corporate Centre

PDC-0002-2020 / January 13, 2020

18.4 A by-law to levy business improvement area charges pursuant to Section 208 of the Municipal Act, 2001, S.O. 2001, c. 25, as amended, for the 2020 taxation year

Item 10.1.

- 18.5 A By-law to provide for the Collection of the Final Tax Levies for the Year 2020
Item 10.1.
- 18.6 A by-law to establish the Tax Ratios and to Levy the Residential, Commercial, Industrial, Multi-Residential, New Multi-Residential, Pipeline, Farmland and Managed Forest Taxes and levy an amount upon Public Hospitals, Universities and Colleges for 2020
Item 10.1.
- 18.7 A by-law to establish certain lands as part of the municipal highway system regarding Lands to be established as part of Kateson Drive Part of Reserve Block 21, Registered Plan 43M-1776
SP 19-115
- 18.8 A by-law to establish certain lands as part of the municipal highway system regarding Lands to be established as part of Bromsgrove Road Part of Block J, Registered Plan 587
SP 16-041
- 18.9 A by-law to establish certain lands as part of the municipal highway system regarding Lands to be established as part of Lakeshore Road West Part of Lots 6 and 7, Registered Plan G-22
PDC-0037-2018 / June 20, 2018
- 18.10 A by-law to amend By-law 135-14, as amended, being the Licensing Administrative Penalty By-law, to enable screening reviews of administrative penalties to be conducted by way of online written submissions
Item 11.3.
- 18.11 A by-law to amend By-law 282-13, as amended, being the Administrative Penalty By-law, to enable screening reviews of administrative penalties to be conducted by way of online written submissions
Item 11.3.
- 18.12 A by-law to amend the Fireworks Residents By-law 293-01, the Fireworks Vendors Licensing By-law 340-01 and the Business Licensing By-law 1-06, to prohibit the sale and setting off of fireworks during the emergency period related to COVID-19
Item 10.2.
19. MATTERS PERTAINING TO REGION OF PEEL COUNCIL
20. COUNCILLORS' ENQUIRIES
21. OTHER BUSINESS/ANNOUNCEMENTS

22. CLOSED SESSION

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

Personal matters about an identifiable individual, including municipal or local board employees:

22.1 Appointments to the Tourism Mississauga Board of Directors

23. CONFIRMATORY BILL

A by- law to confirm the proceedings of the Council of The Corporation of the City of Mississauga at its meeting held on May 6, 2020.

24. ADJOURNMENT

City of Mississauga

Corporate Report



Date: April 28, 2020

To: Mayor and Members of Council

From: Gary Kent, CPA, CGA, ICD.D, Commissioner of
Corporate Services and Chief Financial Officer

Originator's files:

Meeting date:
May 6, 2020

Subject

2020 Final Levy Taxation Addressing COVID-19 Impacts

Recommendation

1. That the report of the Commissioner of Corporate Services and Chief Financial Officer dated April 28, 2020 entitled "2020 Final Levy Taxation Addressing COVID-19 Impacts" be received.
2. That the 2020 net operating municipal property tax levy be approved at \$537,539,908.
3. That the 2020 tax ratios for the City of Mississauga be approved as follows:

Residential	1.000000
Commercial	1.516977
Industrial	1.615021
Multi-residential	1.265604
New multi-residential	1.000000
Pipeline	1.313120
Farmland	0.250000
Managed Forest	0.250000
4. That the 2020 tax rates for the City of Mississauga be established as outlined in Appendix 1 of this report.
5. That the 2020 residential and non-residential final property tax due dates be set for October 1st, November 5th, and December 3rd, 2020.
6. That the 2020 due dates for properties enrolled in the City's monthly pre-authorized tax payment plan that have paid interim instalments as originally billed be set based on their

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chosen withdrawal date from July to December, 2020 for residential properties and August to December for non-residential properties.

7. That the 2020 due dates for properties enrolled in the City's monthly pre-authorized tax payment plan that deferred interim payments to July to September be set based on their chosen withdrawal date in October, November and December, 2020.
8. That the fees established through the User Fees and Charges by-law 0156-2019 for Cheque Retrieval, Payment Redistribution, Returned Payment and Photocopy of Processed Cheque be waived from April 1 to December 31, 2020.
9. That penalty and interest charges be set to zero per cent from July 2 to December 31, 2020.
10. That the 2020 budgets of the Clarkson, Port Credit, Streetsville and Malton Business Improvement Areas (BIAs) as set out in Appendix 2 requiring tax levies of \$73,000, \$901,000, \$399,770 and \$146,140 respectively, be approved as submitted, and that the necessary budget adjustments be made.
11. That the rates to levy the 2020 taxes for the Clarkson, Port Credit, Streetsville and Malton BIAs be established as set out in Appendix 3 to this report.
12. That the 2020 operating budget be adjusted to reflect a transfer to the Capital Reserve Fund (#33121) in the amount of \$359,434.
13. And that all necessary by-laws be enacted.

Report Highlights

- The COVID-19 pandemic has significantly impacted residents and businesses in Mississauga.
- Council moved quickly in March to provide cash flow assistance by deferring the April to June interim tax instalment dates by 90 days.
- 94% of taxpayers who pay the City directly have opted to have their interim tax instalments deferred.
- A number of guiding principles have been established including preserving the long-term strength of the property tax base, complying with legislation and deviating from financial plans should not be permanent.
- Legislation requires that taxes are billed and collected within the calendar year.

- To provide further assistance to taxpayers, final instalment due dates are being recommended to be deferred by 90 days.
- Landlords are being asked to pass the tax deferral on to their tenants.
- Additional financial assistance will be provided with the suspension of late payment charges and fees relating to payment processing and taxpayer requests for changes to tax payments until December.
- The 2020 tax rebate amount for low-income seniors and low-income persons with disabilities is being increased to \$436.
- The Ontario government has announced that the 2020 Assessment Update has been postponed.
- The City thanks the Region of Peel and the Province of Ontario for deferring the upper-tier and education tax remittance payment dates which will assist with the City's cash flow challenges.

Background

City Council approved the 2020 Budget on January 22, 2020 which provided for a 4.5% average tax increase on the City's portion of the tax bill and equates to an average 1.6% increase on the total residential tax bill. The Region of Peel Council approved its 2020 budget with a 3.6% average tax levy increase for residents in Peel. The combined blended tax impact for City and Regional services is 3.2% on the total residential tax bill.

In accordance with section 205 of the *Municipal Act, S.O. 2001, c. 25*, Council must approve the BIA budgets annually. Section 208 of the Act, requires a special charge to be levied upon the BIA members to provide the revenues as identified in each of the BIA budgets.

The COVID-19 pandemic has significantly impacted residents and businesses in Mississauga. A state of emergency was declared in March. Council acted quickly to provide assistance to taxpayers by deferring the April, May and June interim tax instalments by 90 days.

This report outlines the decisions necessary by Council to establish tax ratios and tax rates for 2020, to authorize collection of the final tax levy and to provide additional cash flow assistance to taxpayers for the remainder of 2020.

Comments

Property Assessment

All properties in Ontario were reassessed by MPAC in 2016 to determine a value based on January 1, 2016 property values. The previous valuation date was January 1, 2012. To smooth the impact of valuation changes, properties are reassessed every four years with a phase-in of increases over the four-year period. Assessment values for the 2019 taxation year represent the final year phase-in of the 2016 reassessment.

For non-residential properties, the existing capping regime continues. Properties that have reached Current Value Assessment (CVA) taxes in 2019 or that would cross over from being a capped property in 2019 to a claw back property in 2020 or vice versa are taxed at CVA thereby reducing the number of capped and claw back properties. In 2020, the preliminary capping calculations indicate that of the approximately 10,000 non-residential properties in Mississauga, one commercial property remains capped and nine will be clawed back to fund the cap. The remainder of the commercial properties will pay taxes at CVA.

Property values change over time at different rates. Valuation changes cause a shift in tax burden between properties within a class. Properties with assessment increases above the average increase for the class will experience a tax increase. Properties with assessment increases below the average increase for the class will experience a tax decrease.

The chart below provides the average total assessment increase for each of the property classes being phased in for 2020. On average, the phase-in assessment increase for 2020 for residential properties is 5.5%.

Property Class	2020 Phased-in Assessment
Residential	5.5%
Multi-residential	12.2%
Commercial	4.0%
Industrial	4.7%

In addition to shifts in tax burden within classes, there are also shifts in tax burden between classes. This is because the different classes change in value at different rates. The chart below identifies the changes between classes.

Tax Class	Tax Change	Percentage Change
Residential	-\$ 392,485	-0.1%
Multi-residential	\$ 3,397,667	5.9%
Commercial	-\$ 3,348,150	-1.1%
Industrial	\$ 380,406	0.7%

Tax Ratios and Rates

Section 310 of the *Municipal Act, S.O. 2001, c. 25*, requires Council to establish tax ratios for property classes annually.

To address shifts in tax burden resulting from the phase-in of the 2016 reassessment, the Province allows municipalities to reset their ratios to be revenue-neutral thereby eliminating tax shifts between classes. As has been our practice in previous years, it is proposed that changes be made to the tax ratios for 2020 in order to be revenue-neutral so the relative tax burden for each class remains the same as it was prior to reassessment. These changes will offset the tax shift to the multi-residential class resulting from the significant increase in assessment values in multi-residential relative to all other classes and support our affordable housing goals. Attached as Appendix 1 are the tax rates based upon these ratios.

Education tax rates are set by the Province through regulation and are included in Appendix 1 for information purposes only. There is one Province-wide rate for residential taxpayers.

The Financial Impact section of this report shows the tax impact of reassessment on the average single family detached residential dwelling to be \$48.27 or 0.9%.

Levy Adjustment

When the 2020 budget was prepared in the fall of 2019, assessment growth for 2019 was projected at 0.60%. With receipt of the 2020 assessment roll, final assessment growth has been determined at 0.67%. The previous year's assessment forms the base for the current year's tax levy. Because the budget was approved before the final growth numbers were calculated, it is necessary to amend the budget and the 2020 levy by \$359,434 to reflect the final assessment growth. It is proposed that the additional funds be allocated to the Capital Reserve Fund.

2020 BIA Budgets and Levy

The Clarkson, Port Credit, Streetsville, and Malton BIAs have submitted their 2020 budget requests which are summarized in Appendix 2. Staff has reviewed the submissions to ensure that adequate provisions have been made for audit fees. In keeping with past practice, other elements of the budgets have not been reviewed in detail. The BIA tax rates have been calculated as indicated in Appendix 3 using the CVA provided by the Municipal Property Assessment Corporation for the 2020 taxation year for the properties within each of the BIA boundaries in order to raise the required revenues. The newly formed Cooksville BIA has been delayed in submitting their 2020 budget request; a separate report will be presented to Council for consideration in time for the tax rates to be incorporated into the non-residential tax billing for 2020.

Low-Income Seniors and Persons with Disabilities Tax Rebate

The 2020 tax rebate amount for the low-income seniors and low-income persons with disabilities is being adjusted to \$436, reflecting the increase based on the blended tax impact.

Assistance Provided to Address COVID-19

In response to the COVID-19 pandemic, Council deferred April, May and June Interim tax instalment dues dates by 90 days to assist taxpayers with cash flow. 94% of taxpayers who pay the City directly have opted to have their interim tax instalments deferred. Notwithstanding the deferral, some taxpayers have continued to pay on the original instalment dates. Currently, there are about 65,900 taxpayers registered for monthly PTP and 3,577 have opted to maintain their payments by paying on their original due dates via an alternate payment method. Additionally, the City is currently holding post-dated cheques from approximately 7,900 taxpayers of which 774 have requested their cheques to be cashed as originally dated. The City is grateful to those that have continued to pay their taxes as originally billed.

Legislation requires taxes to be collected within the calendar year.

Instalment Dates

Taxpayers fall into three categories depending on their chosen method of payment and whether they have opted for the deferral; regular instalments, monthly PTP where April to June Interim payments continued to be made, and monthly PTP where Interim instalments have been deferred. Final instalment dates are being recommended to be adjusted to address the unique requirements of each.

Residential Due Dates

1. Regular Instalment Due Dates

Normally the final tax instalments for residential properties are in July, August and September. Staff are recommending that the due dates for the 2020 final tax instalments be established as October 1st, November 5th and December 3rd, 2020. This will continue to assist residents with cash flow by deferring the final tax instalment dates by 90 days. Table 1 provides a comparison of the recommended instalments to the normal final levy instalment due dates for residential taxpayers.

Table 1. Example Residential Regular Instalment Due Dates; Two Interim Levy Instalments Remaining to be Paid=\$2,000, Final Levy = \$3,000						
	July	Aug	Sept	Oct	Nov	Dec
Interim Regular Instalments Deferred now due	\$1,000	\$1,000	\$0			
Normal Final Instalment Dates	\$1,000	\$1,000	\$1,000			
Recommended Final Instalment Dates				\$1,000	\$1,000	\$1,000

2. Monthly PTP, April to June Interim Payments Continued

Typically, final monthly PTP payments are distributed equally between July and December for residential properties. Staff are recommending that the final PTP withdrawals continue with the same structure as previous years for taxpayers that have opted to continue to make payments through the deferral period providing consistency of monthly withdrawals. Table 2 provides a comparison of the recommended monthly instalments for those residents that have continued to pay their instalments in April, May and June to the normal monthly final tax instalments.

**Table 2. Example Residential Monthly PTP, April to June Interim Payments Continued;
Deferred Interim Payments=\$0, Final Levy = \$3,000**

	July	Aug	Sept	Oct	Nov	Dec
April to June Interim PTP Payments Continued	\$0	\$0	\$0			
Normal Final Instalment Dates	\$500	\$500	\$500	\$500	\$500	\$500
Recommended monthly instalment dates where Interim tax payments have been continued in April, May and June	\$500	\$500	\$500	\$500	\$500	\$500

3. Monthly PTP, Interim Instalments Deferred

Staff are recommending that the PTP schedule for those that have deferred their interim PTP withdrawals be established as a three month equal distribution between October and December which defers final instalments until after the interim instalments have passed. Table 3 provides a comparison of the recommended monthly instalments for residents that have opted to have their interim tax instalments deferred to the normal monthly final tax instalments.

**Table 3. Example Residential Monthly PTP, Interim Instalments Deferred;
Three instalments of Interim Levy Remaining to be Paid=\$1,500, Final Levy = \$3,000**

	July	Aug	Sept	Oct	Nov	Dec
Interim PTP Instalments Deferred now due	\$500	\$500	\$500			
Normal Final Instalment Dates	\$500	\$500	\$500	\$500	\$500	\$500
Recommended Final Instalment Dates where Interim tax instalments are being deferred to July to September				\$1,000	\$1,000	\$1,000

Providing two options for PTP instalments assists taxpayers who opted to maintain their current payment schedule avoiding the need to change how they make payment. Taxpayers choosing to maintain their current payment schedule have paid their April and May instalments. It is assumed that they will also pay their June instalment. If this is not received, it will result in a

double payment in September. The PTP three month instalment option for those that accepted the deferral results in no overlap between the interim instalments and the final instalments, however the final instalments are spread over three months and not six months as taxes are required to be collected within the year.

Non-Residential Due Dates

4. Regular Instalment Due Dates

Typically final taxes for non-residential properties are due in a single instalment in August. Staff are recommending that the due dates for the 2020 final tax instalments be established as October 1st, November 5th and December 3rd to align with the residential tax due dates. This will assist businesses with cash flow by spreading the impact over three instalments instead of one and deferring the tax due dates to the end of the year. Table 4 provides a comparison of the recommended instalments to the normal final levy instalment due dates for non-residential taxpayers.

Table 4. Example Non-Residential Regular Instalment Due Dates; Final Levy = \$30,000						
	July	Aug	Sept	Oct	Nov	Dec
Interim Regular Instalments now due	\$0	\$0	\$0			
Normal Final Instalment Dates		\$30,000				
Recommended Final Instalment Dates				\$10,000	\$10,000	\$10,000

5. Monthly PTP, April to June Interim Payments Continued

Normally final PTP payments are distributed equally between August and December for non-residential properties. Staff are recommending that the final PTP withdrawals continue with the same structure as previous years for taxpayers that have opted to continue to make payments through the deferral period providing consistency of monthly withdrawals. Table 5 provides a comparison of the recommended monthly instalments for those taxpayers that have continued to pay their instalments in April, May and June to the normal monthly final tax instalments.

Table 5. Example Non-Residential Monthly PTP, April to June Interim Payments Continued; Deferred Interim Payments=\$0, Final Levy = \$30,000						
	July	Aug	Sept	Oct	Nov	Dec
April to June Interim PTP Payments Continued	\$0	\$0	\$0			
Normal Final Instalment Dates		\$6,000	\$6,000	\$6,000	\$6,000	\$6,000
Recommended monthly final instalment dates where Interim tax payments have been continued in April, May and June		\$6,000	\$6,000	\$6,000	\$6,000	\$6,000

6. Monthly PTP, Interim Instalments Deferred

Staff are recommending that the PTP schedule for businesses that have deferred their interim PTP withdrawals be distributed between October and December. This defers final instalments until after the interim instalments have passed and the final instalments are spread over three months rather than the typical five months, as taxes are required to be collected within the year. Table 6 provides a comparison of the recommended monthly instalments for non-residential taxpayers that have opted to have their interim tax instalments deferred to the normal monthly final tax instalments.

Table 6. Example Non-Residential Monthly PTP, Interim Instalments Deferred; Three instalments of Interim Levy Remaining to be Paid=\$15,000, Final Levy = \$30,000						
	July	Aug	Sept	Oct	Nov	Dec
Interim PTP Instalments Deferred now due	\$5,000	\$5,000	\$5,000			
Normal Final Instalment Dates		\$6,000	\$6,000	\$6,000	\$6,000	\$6,000
Recommended Final Instalment Dates where Interim tax instalments are being deferred to July to September				\$10,000	\$10,000	\$10,000

Landlords are being asked to pass the tax deferral on to their tenants.

Other Financial Assistance

Currently there are a number of fees relating to taxpayer requests for changes to their tax payments, specifically, Cheque Retrieval Fee, Payment Redistribution Fee, Returned Payment Fee and Photocopy of Processed Cheque Fee. Staff are recommending that application of these fees be waived from April 1, 2020 to December 31, 2020 to assist with taxpayers requiring changes to their tax payments. Eliminating these fees will result in an estimated revenue loss of \$45,000.

Currently, penalty charges are applied on the first day following the due date for payments not received and interest charges are applied on the first of every month until the balance owing is paid in full. Staff are recommending that the penalty and interest rate be reduced to zero percent from July 2 to December 31, 2020. This would provide additional financial assistance to taxpayers who are experiencing cash flow issues as a result of the COVID-19 pandemic by providing additional time for payment of their taxes within the calendar year without incurring late payment charges. It should be noted that the reduced rate would apply to all tax accounts in arrears including those with arrears prior to the current COVID-19 pandemic; legislation does not allow for different rates to be applied. Eliminating penalty and interest charges for July to December will result in a variance to budget of -\$3.5 million.

2020 Reassessment

MPAC updates assessment values every four years with the next reassessment planned to be completed in 2020 for the 2021 taxation year. This would result in MPAC issuing new assessment values to all properties in Ontario beginning this spring. The Ontario government has announced that the 2020 Assessment Update has been postponed. This means that the property assessment used for the 2021 tax year will be the same as the 2020 tax year unless changes have been made to a property. Postponing the reassessment will provide stability for taxpayers.

Tax Collection

The deferral of the property tax due dates will impact the preparation of annual overdue notices for all tax accounts that have an outstanding balance following the last tax due date. It will also impact final notices for properties approaching three years in arrears. Typically, the overdue notices are mailed in October following the last tax due date in September and the final notices are issued in November. As the last due date is now deferred to December these notices will not be issued. Legislatively, we are required to provide a year-end position for all accounts with an outstanding balance as at December 31, 2020. The required year-end notice will be the only notice provided to taxpayers to reflect any outstanding balances. This will impact the City's revenue generated from the overdue notice and final notice fees charged. It is estimated that there will be a \$245,000 revenue loss.

Financial Impact

Adjusting the 2020 operating budget to reflect the final assessment growth will result in an increase of \$359,434. It is proposed that the additional funds be allocated to the Capital Reserve Fund (#33121).

The tax levy changes affecting the typical single family home are as follows:

2019 taxes on \$688,000 assessment	\$5,513.94
Phased-in assessment change – Municipal taxes	41.94
Phased-in assessment change – Education taxes	6.33
City tax increase	86.87
Region tax increase	88.44
2020 taxes on \$730,000 assessment	<u>\$5,737.52</u>

It is estimated that eliminating penalty and interest charges for July to December will result in an adverse variance to budget of \$3.5 million. It is estimated that there will be a revenue loss of \$245,000 resulting from eliminating the overdue notices in October and the final notices in November and a revenue loss of \$45,000 for suspending the Cheque Retrieval, Payment

Redistribution, Returned Payment and Photocopy of Processed Cheque fees from April to December.

Cash Flow

The total final levy for 2020 for the City, Region of Peel and School Boards is \$1.7765 billion; approximately \$849.5 million was billed through interim taxes and \$927.0 million will be collected through the final billing. The table below shows how cash flow is affected by the change in the timing of the final levy instalment due dates as well as the deferred interim taxes.

	July	Aug	Sept	Oct	Nov	Dec	Total
Normal Final Levy	\$145.5m	\$448.7m	\$177.1m	\$51.9m	\$51.9m	\$51.9m	\$927.0m
Amended Final Levy	\$2.6m	\$2.6m	\$2.6m	\$275.5m	\$337.6m	\$306.1m	\$927.0m
Deferred Interim Taxes now due	\$87.4m	\$87.9m	\$41.0m				\$216.3m

The Region of Peel's regular payment schedule has been amended to support the local tax collection decisions made in light of the COVID-19 pandemic. As a result, the City of Mississauga will have a total of six instalments which reflect its final tax bill instalment due dates plus the monthly pre-authorized payment plan receipts. Additionally, the Province of Ontario deferred the June and September school board remittances by 90 days. Lost investment income is approximately \$58,000 due to the compression of the levy receipts followed by school board payments.

The City thanks the Region of Peel and the Province of Ontario for deferring the upper-tier and education tax remittance payment dates which will assist with the City's cash flow challenges.

Conclusion

The COVID-19 pandemic has financially impacted the residents and businesses in Mississauga. Council previously provided cash flow assistance to taxpayers by deferring the April to June interim tax instalment due dates by 90 days. Additional assistance to taxpayers will be provided by deferring the regular final tax instalments to October 1st, November 5th and December 3rd, 2020. For taxpayers on a monthly preauthorized payment plan, two payment options will be available; maintaining the original monthly schedule for any taxpayer that paid their interim instalments as originally billed and a three month schedule for taxpayers that accepted the deferral. Providing two options for PTP instalments allows taxpayers who opted to maintain their April to June payments to continue to have their typical withdrawals and eliminates the need for replacing deferred payments through alternate methods. Landlords are being asked to pass the tax deferral on to their tenants.

Additional financial assistance will be provided through the suspension of late payment charges and fees relating to taxpayer requests for changes to tax payments. This will allow taxpayers the flexibility to pay taxes at any time during 2020 without additional fees or charges.

The 2020 tax rates have been calculated as shown in Appendix 1. It is proposed that revenue neutral tax ratios be adopted to eliminate the tax shifts between classes resulting from the fourth year phase-in of the 2016 reassessment.

Appendix 2 shows the 2020 budgets that have been submitted by the Clarkson, Port Credit, Streetsville and Malton BIAs and tax rates have been calculated as shown in Appendix 3. The newly formed Cooksville BIA has been delayed in submitting their 2020 budget request; a separate report will be presented to Council for consideration in time for the tax rates to be incorporated into the non-residential tax billing.

Attachments

Appendix 1: 2020 Final Tax Rates

Appendix 2: 2020 Business Improvement Area Budget Submissions

Appendix 3: 2020 Business Improvement Area Tax Rates



Gary Kent, CPA, CGA, ICD.D, Commissioner of Corporate Services and Chief Financial Officer

Prepared by: Louise Cooke, Manager, Revenue and Taxation

Appendix 1

**The Corporation of the City of Mississauga
2020 Final Tax Rates**

Description	Tax Class	2020 Final Tax Rate
Residential	RT	0.785962%
Residential Shared (PIL for Ed)	RH	0.785962%
Residential Farm Awaiting Development I	R1	0.235789%
Residential Farm Awaiting Development II	R4	0.785962%
Residential - Education Only	RD	0.153000%
Multi-Residential	MT	0.954080%
Multi-Residential Farm Awaiting Development I	M1	0.235789%
Multi-Residential Farm Awaiting Development II	M4	0.954080%
New Multi-Residential	NT	0.785962%
Commercial	CT	1.904916%
Commercial Shared (PIL for Ed)	CH	1.904916%
Commercial Taxable (No Ed)	CM	0.960189%
Commercial Excess Land (PIL for Ed)	CK	1.760888%
Commercial Farm Awaiting Development I	C1	0.235789%
Commercial Farm Awaiting Development II	C4	1.904916%
Commercial Small Scale On-Farm Business	C7	0.485047%
Commercial Excess Land	CU	1.760888%
Commercial Vacant Land (PIL for Ed)	CJ	1.760888%
Commercial Vacant Land	CX	1.760888%
Commercial New Construction - Lower Tier and Education Only	XC	1.371538%
Commercial New Construction - Education Only	XD	0.944727%
Commercial New Construction Shared (PIL for Ed)	XH	1.904916%
Commercial New Construction Vacant Land (PIL for Ed)	XJ	1.760888%
Commercial New Construction Excess Land (PIL for Ed)	XK	1.760888%
Commercial New Construction - Upper Tier and Education Only	XL	1.478106%
Commercial New Construction	XT	1.904916%
Commercial New Construction Excess Land	XU	1.760888%
Commercial New Construction Vacant Land	XX	1.760888%
Office Building	DT	1.904916%
Office Building Shared (PIL for Ed)	DH	1.904916%
Office Building Excess Land	DU	1.760888%
Office Building Excess Land (PIL for Ed)	DK	1.760888%
Office Building New Construction - Lower Tier and Education Only	YC	1.371538%
Office Building New Construction - Education Only	YD	0.944727%
Office Building New Construction Shared (PIL for Ed)	YH	1.904916%
Office Building New Construction Excess Land (PIL for Ed)	YK	1.760888%
Office Building New Construction - Upper Tier and Education Only	YL	1.478106%
Office Building New Construction	YT	1.904916%
Office Building New Construction Excess Land	YU	1.760888%
Shopping Centre	ST	1.904916%
Shopping Centre Excess Land	SU	1.760888%
Shopping Centre New Construction - Lower Tier and Education Only	ZC	1.371538%
Shopping Centre New Construction - Education Only	ZD	0.944727%
Shopping Centre New Construction Shared (PIL for Ed)	ZH	1.904916%
Shopping Centre New Construction Excess Land (PIL for Ed)	ZK	1.760888%
Shopping Centre New Construction - Upper Tier and Education Only	ZL	1.478106%
Shopping Centre New Construction	ZT	1.904916%
Shopping Centre New Construction Excess Land	ZU	1.760888%

Description	Tax Class	2020 Final Tax Rate
Parking Lot	GT	1.904916%
Industrial	IT	2.088279%
Industrial Shared (PIL for Ed)	IH	2.088279%
Industrial Farm Awaiting Development I	I1	0.235789%
Industrial Farm Awaiting Development II	I4	2.088279%
Industrial Small Scale On-Farm Business	I7	0.500562%
Industrial Excess Land	IU	1.934942%
Industrial Vacant Land	IX	1.934942%
Industrial - Water Intake System	II	2.088279%
Industrial Vacant Land (PIL for Ed)	IJ	1.934942%
Industrial Excess Land (PIL for Ed)	IK	1.934942%
Industrial New Construction Shared (PIL for Ed)	JH	2.002247%
Industrial New Construction - Water Intake System (PIL for Ed)	JI	2.002247%
Industrial New Construction Vacant Land (PIL for Ed)	JJ	1.848910%
Industrial New Construction Excess Land (PIL for Ed)	JK	1.848910%
Industrial New Construction - Non-Generating Station (PIL for Ed)	JN	2.002247%
Industrial New Construction - Generating Station (PIL for Ed)	JS	2.002247%
Industrial New Construction	JT	2.002247%
Industrial New Construction Excess Land	JU	1.848910%
Industrial New Construction Vacant Land	JX	1.848910%
Large Industrial	LT	2.088279%
Large Industrial Shared (PIL for Ed)	LH	2.088279%
Large Industrial Vacant Land (PIL for Ed)	LJ	1.934942%
Large Industrial Excess Land (PIL for Ed)	LK	1.934942%
Large Industrial Excess Land	LU	1.934942%
Large Industrial New Construction Shared (PIL for Ed)	KH	2.002247%
Large Industrial New Construction - Water Intake System (PIL for Ed)	KI	2.002247%
Large Industrial New Construction Excess Land (PIL for Ed)	KK	1.848910%
Large Industrial New Construction - Non-Generating Station (PIL for Ed)	KN	2.002247%
Large Industrial New Construction - Generating Station (PIL for Ed)	KS	2.002247%
Large Industrial New Construction	KT	2.002247%
Large Industrial New Construction Excess Land	KU	1.848910%
Large Industrial New Construction Vacant Land	KX	1.848910%
Pipeline	PT	2.020204%
Farm	FT	0.196491%
Managed Forests	TT	0.196491%

Appendix 2

Business Improvement Associations Budget Submissions

2020 Budget					
	Clarkson	Port Credit	Streetsville	Malton	Total
Revenues:					
Taxation	73,000	901,000	399,770	146,140	1,519,910
Membership Fees		800	4,000		4,800
Sponsorship	5,000	49,500	45,600	107,000	207,100
Grants & Donations			14,100	55,080	69,180
Marketing Income		15,000			15,000
Miscellaneous Income		13,000	7,200		20,200
Transfer from Reserves	7,000	40,000	2,500	40,597	90,097
Over Levy				5,375	5,375
Total Revenues	85,000	1,019,300	473,170	354,192	1,931,662
Expenses:					
Salaries		232,000	111,970	45,750	389,720
Office Administration	11,970	53,900	61,055	24,832	151,757
Finance Expenses	130	1,500	3,200	350	5,180
Audit	1,300	2,700	1,200	1,200	6,400
Bookkeeping Services	1,700	12,000	1,000	3,000	17,700
Professional Services		20,000			20,000
Beautification and Maintenance	37,000	346,000	142,995	5,500	531,495
Marketing and Promotions	10,400	101,000	11,800	6,400	129,600
Project/Event Expenses	22,500	105,800	124,950	152,160	405,410
Sponsorship		80,000		10,000	90,000
Amortization			7,500		7,500
Capital		34,500	2,500	105,000	142,000
Transfer to Reserves		10,197			10,197
Underlevy		19,703	5,000		24,703
Total Expenses	85,000	1,019,300	473,170	354,192	1,931,662
2019 Budget					
	Clarkson	Port Credit	Streetsville	Malton	Total
Revenues:					
Taxation	73,000	856,533	387,313	146,140	1,462,986
Membership Fees	4,000	4,500	4,000		12,500
Sponsorship	4,000	15,000	35,000	65,200	119,200
Donation			10,000		10,000
Marketing Income		13,500			13,500
Miscellaneous Income		20,000		41,250	61,250
Transfer from Reserves		10,000		39,924	49,924
Under/Over Levy					-
Total Revenues	81,000	919,533	436,313	292,514	1,729,360
Expenses:					
Salaries		232,403	91,066	35,500	358,969
Office Administration	11,570	58,600	56,328	11,250	137,748
Finance Expenses	130	500	3,200	250	4,080
Audit	1,300	4,000	1,200	1,200	7,700
Bookkeeping Services	1,700	9,600		2,500	13,800
Contracted Services			1,000		1,000
Beautification and Maintenance	33,000	330,817	126,469	17,000	507,286
Marketing and Promotions	11,300	82,426	37,000	12,000	142,726
Project/Event Expenses	22,000	111,500	107,550	133,500	374,550
Sponsorship		64,500		5,000	69,500
Capital		10,000		60,000	70,000
Transfer to Reserves			7,500		7,500
Under levy		15,187	5,000	14,314	34,501
Total Expenses	81,000	919,533	436,313	292,514	1,729,360

**Clarkson Business Improvement Area
2020 Final Tax Rates and Levy**

Appendix 3

	Description	Returned Assessment for 2020	Tax Rate	Tax \$
CT	Commercial	93,554,200	0.070743%	66,184
CH	Commercial Shared (PIL for Ed)		0.070743%	0
CM	Commercial Taxable (No Ed)		0.070743%	0
CK	Commercial Excess Land (PIL for Ed)		0.060132%	0
C4	Commercial Farm Awaiting Development II		0.070743%	0
CU	Commercial Excess Land		0.060132%	0
CJ	Commercial Vacant Land (PIL for Ed)		0.060132%	0
CX	Commercial Vacant Land		0.060132%	0
XC	Commercial New Construction - Lower Tier and Education Only		0.070743%	0
XH	Commercial New Construction Shared (PIL for Ed)		0.070743%	0
XJ	Commercial New Construction Vacant Land (PIL for Ed)		0.060132%	0
XK	Commercial New Construction Excess Land (PIL for Ed)		0.060132%	0
XT	Commercial New Construction		0.070743%	0
XU	Commercial New Construction Excess Land		0.060132%	0
XX	Commercial New Construction Vacant Land		0.060132%	0
DT	Office Building		0.070743%	0
DH	Office Building Shared (PIL for Ed)		0.070743%	0
DU	Office Building Excess Land		0.060132%	0
DK	Office Building Excess Land (PIL for Ed)		0.060132%	0
YC	Office Building New Construction - Lower Tier and Education Only		0.070743%	0
YH	Office Building New Construction Shared (PIL for Ed)		0.070743%	0
YK	Office Building New Construction Excess Land (PIL for Ed)		0.060132%	0
YT	Office Building New Construction		0.070743%	0
YU	Office Building New Construction Excess Land		0.060132%	0
ST	Shopping Centre	9,635,500	0.070743%	6,816
SU	Shopping Centre Excess Land		0.060132%	0
ZC	Shopping Centre New Construction - Lower Tier and Education Only		0.070743%	0
ZH	Shopping Centre New Construction Shared (PIL for Ed)		0.070743%	0
ZK	Shopping Centre New Construction Excess Land (PIL for Ed)		0.060132%	0
ZT	Shopping Centre New Construction		0.070743%	0
ZU	Shopping Centre New Construction Excess Land		0.060132%	0
GT	Parking Lot		0.070743%	0
IT	Industrial		0.070743%	0
IH	Industrial Shared (PIL for Ed)		0.070743%	0
I4	Industrial Farm Awaiting Development II		0.070743%	0
IU	Industrial Excess Land		0.060132%	0
IX	Industrial Vacant Land		0.060132%	0
II	Industrial - Water Intake System (PIL for Ed)		0.070743%	0
IJ	Industrial Vacant Land (PIL for Ed)		0.060132%	0
IK	Industrial Excess Land (PIL for Ed)		0.060132%	0
JH	Industrial New Construction Shared (PIL for Ed)		0.070743%	0
JI	Industrial New Construction - Water Intake System (PIL for Ed)		0.070743%	0
JJ	Industrial New Construction Vacant Land (PIL for Ed)		0.060132%	0
JK	Industrial New Construction Excess Land (PIL for Ed)		0.060132%	0
JN	Industrial New Construction - Non-Generating Station (PIL for Ed)		0.070743%	0
JS	Industrial New Construction - Generating Station (PIL for Ed)		0.070743%	0
JT	Industrial New Construction		0.070743%	0
JU	Industrial New Construction Excess Land		0.060132%	0
JX	Industrial New Construction Vacant Land		0.060132%	0
LT	Large Industrial		0.070743%	0
LH	Large Industrial Shared (PIL for Ed)		0.070743%	0
LJ	Large Industrial Vacant Land (PIL for Ed)		0.060132%	0
LK	Large Industrial Excess Land (PIL for Ed)		0.060132%	0
LU	Large Industrial Excess Land		0.060132%	0
KH	Large Industrial New Construction Shared (PIL for Ed)		0.070743%	0
KI	Large Industrial New Construction - Water Intake System (PIL for Ed)		0.070743%	0
KK	Large Industrial New Construction Excess Land (PIL for Ed)		0.060132%	0
KN	Large Industrial New Construction - Non-Generating Station (PIL for Ed)		0.070743%	0
KS	Large Industrial New Construction - Generating Station (PIL for Ed)		0.070743%	0
KT	Large Industrial New Construction		0.070743%	0
KU	Large Industrial New Construction Excess Land		0.060132%	0
KX	Large Industrial New Construction Vacant Land		0.060132%	0
	Total	103,189,700		73,000

**Malton Business Improvement Area
2020 Final Tax Rates and Levy**

Appendix 3

	Description	Returned Assessment for 2020	Tax Rate	Tax \$
CT	Commercial	217,837,100	0.044467%	96,865
CH	Commercial Shared (PIL for Ed)		0.044467%	0
CM	Commercial Taxable (No Ed)		0.044467%	0
CK	Commercial Excess Land (PIL for Ed)		0.037797%	0
C4	Commercial Farm Awaiting Development II		0.044467%	0
CU	Commercial Excess Land	55,000	0.037797%	21
CJ	Commercial Vacant Land (PIL for Ed)		0.037797%	0
CX	Commercial Vacant Land	3,090,000	0.037797%	1,168
XC	Commercial New Construction - Lower Tier and Education Only		0.044467%	0
XH	Commercial New Construction Shared (PIL for Ed)		0.044467%	0
XJ	Commercial New Construction Vacant Land (PIL for Ed)		0.037797%	0
XK	Commercial New Construction Excess Land (PIL for Ed)		0.037797%	0
XT	Commercial New Construction	3,294,000	0.044467%	1,465
XU	Commercial New Construction Excess Land		0.037797%	0
XX	Commercial New Construction Vacant Land		0.037797%	0
DT	Office Building	1,672,200	0.044467%	744
DH	Office Building Shared (PIL for Ed)		0.044467%	0
DU	Office Building Excess Land		0.037797%	0
DK	Office Building Excess Land (PIL for Ed)		0.037797%	0
YC	Office Building New Construction - Lower Tier and Education Only		0.044467%	0
YH	Office Building New Construction Shared (PIL for Ed)		0.044467%	0
YK	Office Building New Construction Excess Land (PIL for Ed)		0.037797%	0
YT	Office Building New Construction		0.044467%	0
YU	Office Building New Construction Excess Land		0.037797%	0
ST	Shopping Centre	98,473,900	0.044467%	43,788
SU	Shopping Centre Excess Land		0.037797%	0
ZC	Shopping Centre New Construction - Lower Tier and Education Only		0.044467%	0
ZH	Shopping Centre New Construction Shared (PIL for Ed)		0.044467%	0
ZK	Shopping Centre New Construction Excess Land (PIL for Ed)		0.037797%	0
ZT	Shopping Centre New Construction		0.044467%	0
ZU	Shopping Centre New Construction Excess Land		0.037797%	0
GT	Parking Lot		0.044467%	0
IT	Industrial	3,584,700	0.044467%	1,594
IH	Industrial Shared (PIL for Ed)		0.044467%	0
I4	Industrial Farm Awaiting Development II		0.044467%	0
IU	Industrial Excess Land		0.037797%	0
IX	Industrial Vacant Land	1,313,000	0.037797%	496
II	Industrial - Water Intake System (PIL for Ed)		0.044467%	0
IJ	Industrial Vacant Land (PIL for Ed)		0.037797%	0
IK	Industrial Excess Land (PIL for Ed)		0.037797%	0
JH	Industrial New Construction Shared (PIL for Ed)		0.044467%	0
JI	Industrial New Construction - Water Intake System (PIL for Ed)		0.044467%	0
JJ	Industrial New Construction Vacant Land (PIL for Ed)		0.037797%	0
JK	Industrial New Construction Excess Land (PIL for Ed)		0.037797%	0
JN	Industrial New Construction - Non-Generating Station (PIL for Ed)		0.044467%	0
JS	Industrial New Construction - Generating Station (PIL for Ed)		0.044467%	0
JT	Industrial New Construction		0.044467%	0
JU	Industrial New Construction Excess Land		0.037797%	0
JX	Industrial New Construction Vacant Land		0.037797%	0
LT	Large Industrial		0.044467%	0
LH	Large Industrial Shared (PIL for Ed)		0.044467%	0
LJ	Large Industrial Vacant Land (PIL for Ed)		0.037797%	0
LK	Large Industrial Excess Land (PIL for Ed)		0.037797%	0
LU	Large Industrial Excess Land		0.037797%	0
KH	Large Industrial New Construction Shared (PIL for Ed)		0.044467%	0
KI	Large Industrial New Construction - Water Intake System (PIL for Ed)		0.044467%	0
KK	Large Industrial New Construction Excess Land (PIL for Ed)		0.037797%	0
KN	Large Industrial New Construction - Non-Generating Station (PIL for Ed)		0.044467%	0
KS	Large Industrial New Construction - Generating Station (PIL for Ed)		0.044467%	0
KT	Large Industrial New Construction		0.044467%	0
KU	Large Industrial New Construction Excess Land		0.037797%	0
KX	Large Industrial New Construction Vacant Land		0.037797%	0
	Total	329,319,900		146,140

**Port Credit Business Improvement Area
2020 Final Tax Rates and Levy**

Appendix 3

	Description	Returned Assessment for 2020	Tax Rate	Tax \$
CT	Commercial	282,901,943	0.229487%	649,224
CH	Commercial Shared (PIL for Ed)		0.229487%	0
CM	Commercial Taxable (No Ed)		0.229487%	0
CK	Commercial Excess Land (PIL for Ed)		0.195064%	0
C4	Comm Farm Awaiting Development II		0.229487%	0
CU	Commercial Vacant Units		0.195064%	0
CJ	Commercial Vacant (PIL for Ed)		0.195064%	0
CX	Commercial Vacant Land	1,516,000	0.195064%	2,957
XC	Commercial New Construction - Lower Tier and Education Only		0.229487%	0
XH	Commercial New Construction Shared (PIL for Ed)		0.229487%	0
XJ	Commercial New Construction Vacant Land (PIL for Ed)		0.195064%	0
XK	Commercial New Construction Excess Land (PIL for Ed)		0.195064%	0
XT	Commercial New Construction	30,352,936	0.229487%	69,656
XU	Commercial New Construction Excess Land		0.195064%	0
XX	Commercial New Construction Vacant Land		0.195064%	0
DT	Office Building		0.229487%	0
DH	Office Building Shared (PIL for Ed)		0.229487%	0
DU	Office Building Vacant Units		0.195064%	0
DK	Office Building Excess Land (PIL for Ed)		0.195064%	0
YC	Office Building New Construction - Lower Tier and Education Only		0.229487%	0
YH	Office Building New Construction Shared (PIL for Ed)		0.229487%	0
YK	Office Building New Construction Excess Land (PIL for Ed)		0.195064%	0
YT	Office Building New Construction	4,057,000	0.229487%	9,310
YU	Office Building New Construction Excess Land		0.195064%	0
ST	Shopping Centre	16,508,409	0.229487%	37,885
SU	Shopping Centre Vacant Units		0.195064%	0
ZC	Shopping Centre New Construction - Lower Tier and Education Only		0.229487%	0
ZH	Shopping Centre New Construction Shared (PIL for Ed)		0.229487%	0
ZK	Shopping Centre New Construction Excess Land (PIL for Ed)		0.195064%	0
ZT	Shopping Centre New Construction	49,806,064	0.229487%	114,299
ZU	Shopping Centre New Construction Excess Land		0.195064%	0
GT	Parking Lot	7,128,000	0.229487%	16,358
IT	Industrial		0.229487%	0
IH	Industrial Shared (PIL for educ)		0.229487%	0
I4	Industrial Farm Awaiting Development II		0.229487%	0
IU	Industrial Vacant Units		0.195064%	0
IX	Industrial Vacant Land	672,000	0.195064%	1,311
II	Industrial - Water Intake System (PIL for Ed)		0.229487%	0
IJ	Industrial Vacant (PIL for Ed)		0.195064%	0
IK	Industrial Excess Land (PIL for Ed)		0.195064%	0
JH	Industrial New Construction Shared (PIL for Ed)		0.229487%	0
JI	Industrial New Construction - Water Intake System (PIL for Ed)		0.229487%	0
JJ	Industrial New Construction Vacant Land (PIL for Ed)		0.195064%	0
JK	Industrial New Construction Excess Land (PIL for Ed)		0.195064%	0
JN	Industrial New Construction - Non-Generating Station (PIL for Ed)		0.229487%	0
JS	Industrial New Construction - Generating Station (PIL for Ed)		0.229487%	0
JT	Industrial New Construction		0.229487%	0
JU	Industrial New Construction Excess Land		0.195064%	0
JX	Industrial New Construction Vacant Land		0.195064%	0
LT	Large Industrial		0.229487%	0
LH	Large Industrial Shared (PIL for Ed)		0.229487%	0
LJ	Large Industrial Vacant (PIL for Ed)		0.195064%	0
LK	Large Industrial Excess Land (PIL for Ed)		0.195064%	0
LU	Large Industrial Vacant Units		0.195064%	0
KH	Large Industrial New Construction Shared (PIL for Ed)		0.229487%	0
KI	Large Industrial New Construction - Water Intake System (PIL for Ed)		0.229487%	0
KK	Large Industrial New Construction Excess Land (PIL for Ed)		0.195064%	0
KN	Large Industrial New Construction - Non-Generating Station (PIL for Ed)		0.229487%	0
KS	Large Industrial New Construction - Generating Station (PIL for Ed)		0.229487%	0
KT	Large Industrial New Construction		0.229487%	0
KU	Large Industrial New Construction Excess Land		0.195064%	0
KX	Large Industrial New Construction Vacant Land		0.195064%	0
	Total	392,942,352		901,000

**Streetsville Business Improvement Area
2020 Final Tax Rates and Levy**

Appendix 3

	Description	Returned Assessment for 2020	Tax Rate	Tax \$
CT	Commercial	121,079,100	0.261385%	316,482
CH	Commercial Shared (PIL for Ed)		0.261385%	0
CM	Commercial Taxable (No Ed)		0.261385%	0
CK	Commercial Excess Land (PIL for Ed)		0.222177%	0
C4	Commercial Farm Awaiting Development II		0.261385%	0
CU	Commercial Excess Land		0.222177%	0
CJ	Commercial Vacant Land (PIL for Ed)		0.222177%	0
CX	Commercial Vacant Land	5,449,000	0.222177%	12,106
XC	Commercial New Construction - Lower Tier and Education Only		0.261385%	0
XH	Commercial New Construction Shared (PIL for Ed)		0.261385%	0
XJ	Commercial New Construction Vacant Land (PIL for Ed)		0.222177%	0
XK	Commercial New Construction Excess Land (PIL for Ed)		0.222177%	0
XT	Commercial New Construction	4,934,000	0.261385%	12,897
XU	Commercial New Construction Excess Land		0.222177%	0
XX	Commercial New Construction Vacant Land		0.222177%	0
DT	Office Building		0.261385%	0
DH	Office Building Shared (PIL for Ed)		0.261385%	0
DU	Office Building Excess Land		0.222177%	0
DK	Office Building Excess Land (PIL for Ed)		0.222177%	0
YC	Office Building New Construction - Lower Tier and Education Only		0.261385%	0
YH	Office Building New Construction Shared (PIL for Ed)		0.261385%	0
YK	Office Building New Construction Excess Land (PIL for Ed)		0.222177%	0
YT	Office Building New Construction		0.261385%	0
YU	Office Building New Construction Excess Land		0.222177%	0
ST	Shopping Centre	21,791,300	0.261385%	56,959
SU	Shopping Centre Excess Land		0.222177%	0
ZC	Shopping Centre New Construction - Lower Tier and Education Only		0.261385%	0
ZH	Shopping Centre New Construction Shared (PIL for Ed)		0.261385%	0
ZK	Shopping Centre New Construction Excess Land (PIL for Ed)		0.222177%	0
ZT	Shopping Centre New Construction		0.261385%	0
ZU	Shopping Centre New Construction Excess Land		0.222177%	0
GT	Parking Lot	507,000	0.261385%	1,325
IT	Industrial		0.261385%	0
IH	Industrial Shared (PIL for Ed)		0.261385%	0
I4	Industrial Farm Awaiting Development II		0.261385%	0
IU	Industrial Excess Land		0.222177%	0
IX	Industrial Vacant Land		0.222177%	0
II	Industrial - Water Intake System (PIL for Ed)		0.261385%	0
IJ	Industrial Vacant Land (PIL for Ed)		0.222177%	0
IK	Industrial Excess Land (PIL for Ed)		0.222177%	0
JH	Industrial New Construction Shared (PIL for Ed)		0.261385%	0
JI	Industrial New Construction - Water Intake System (PIL for Ed)		0.261385%	0
JJ	Industrial New Construction Vacant Land (PIL for Ed)		0.222177%	0
JK	Industrial New Construction Excess Land (PIL for Ed)		0.222177%	0
JN	Industrial New Construction - Non-Generating Station (PIL for Ed)		0.261385%	0
JS	Industrial New Construction - Generating Station (PIL for Ed)		0.261385%	0
JT	Industrial New Construction		0.261385%	0
JU	Industrial New Construction Excess Land		0.222177%	0
JX	Industrial New Construction Vacant Land		0.222177%	0
LT	Large Industrial		0.261385%	0
LH	Large Industrial Shared (PIL for Ed)		0.261385%	0
LJ	Large Industrial Vacant Land (PIL for Ed)		0.222177%	0
LK	Large Industrial Excess Land (PIL for Ed)		0.222177%	0
LU	Large Industrial Excess Land		0.222177%	0
KH	Large Industrial New Construction Shared (PIL for Ed)		0.261385%	0
KI	Large Industrial New Construction - Water Intake System (PIL for Ed)		0.261385%	0
KK	Large Industrial New Construction Excess Land (PIL for Ed)		0.222177%	0
KN	Large Industrial New Construction - Non-Generating Station (PIL for Ed)		0.261385%	0
KS	Large Industrial New Construction - Generating Station (PIL for Ed)		0.261385%	0
KT	Large Industrial New Construction		0.261385%	0
KU	Large Industrial New Construction Excess Land		0.222177%	0
KX	Large Industrial New Construction Vacant Land		0.222177%	0
	Total	153,760,400		399,769

City of Mississauga Corporate Report



<p>Date: April 24, 2020</p> <p>To: Mayor and Members of Council</p> <p>From: Paul Mitcham, P.Eng, MBA, Commissioner of Community Services</p>	<p>Originator's files:</p> <hr/> <p>Meeting date: May 6, 2020</p>
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Subject

Amendments to Fireworks Related By-Laws to prohibit the sale and use of fireworks.

Recommendation

That all necessary by-laws be enacted to prohibit the sale and use of fireworks for the period of the emergency related to COVID-19 declared by the Province of Ontario in accordance with the *Emergency Management and Civil Protection Act*, or to a date beyond the emergency period as determined by Council, in accordance with the Corporate Report dated April 24, 2020 from the Commissioner of Community Services and that the said amendments be effective on the date of Council's approval.

Background

On March 17, 2020 the Province of Ontario declared an emergency under s 7.0.1 (1) of the *Emergency Management and Civil Protection Act* related to COVID-19. This was subsequently followed, on March 23, 2020 by the declaration of an emergency by the Mayor for the City of Mississauga in consultation with Mississauga City Council and the Office of Emergency Management.

In an effort to protect its citizens from potential situations where physical distancing would not be possible, the City has cancelled scheduled events such as Canada Day and closed facilities including Kariya Park to discourage people from congregating in large groups.

Comments

In accordance with section 121 of the *Municipal Act*, 2001, a local municipality may prohibit and regulate the sale of fireworks and the setting off of fireworks.

The City has consistently put forward policies that support Peel Public Health (PPH) directives which include discouraging any situations or settings that promote the gathering of people. With holidays such as Victoria Day approaching and to be consistent with other physical distancing

measures that have been established, the City should consider the feasibility of temporarily suspending the sale, usage and licensing of fireworks. This would reduce the potential for large crowds and continue to promote resident safety.

Along with the potential of large social gatherings, staff resourcing issues are also a consideration. On holidays and other events, Mississauga Fire & Emergency Services, Compliance and Licensing Enforcement as well as Security services receive complaints related to the use of fireworks. At this very busy time, staff resources in these areas are better used to serve the needs of the community related to COVID19 and other emergencies.

To this end, three (3) by-laws will need to be amended:

1. 293-01 Fireworks Residents By-law – This regulates the use of fireworks by the public including restrictions on dates, times and permit requirements.
2. 340-01 Fireworks Vendors By-law – This regulates licensing for the ownership and operation of portable firework display units within the City.
3. 01-06 (Schedule 14) Business Licensing By-law – This regulates the licensing and sale of Fireworks from inside a building (not portable).

Financial Impact

There will be financial implications with regards to business licensing fees related to by-law 340-01 (Fireworks Vendors By-law) and 01-06 (Business Licensing By-law).

Conclusion

The suspension of the sale, use and licensing of fireworks for the duration of the Emergency Declaration is recommended in order to remain consistent with policies and practices that discourage public gatherings and ensure existing resources are available and used for resident safety.



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

Prepared by: Tim Beckett, Fire Chief, Mississauga Fire & Emergency Services

City of Mississauga

Corporate Report



<p>Date: April 13, 2020</p> <p>To: Mayor and Members of Council</p> <p>From: Andrew Whittemore, M.U.R.P., Commissioner of Planning & Building</p>	<p>Originator's file: SGN BLD 19-4909 VAR (W5)</p> <hr/> <p>Meeting date: May 6, 2020</p>
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Subject

RECOMMENDATION REPORT (WARD 5)

Sign Variance Application to permit one (1) Billboard Sign with two (2) electronic changing copy sign faces

6900 Dixie Road

Applicant: Permit World Consulting Services Inc.

File: SGN BLD 19-4909 VAR (W5)

Recommendation

1. That the report dated April 13, 2020 from the Commissioner of Planning and Building regarding variances to the Sign By-law under File SGN BLD 19-4909 VAR (W5), Permit World Consulting Services Inc., 6900 Dixie Road, be received for information.
2. That the request to permit One (1) Billboard Sign with two (2) electronic changing copy sign faces be approved.

Background

The applicant has requested a variance to the Sign By-law to permit one (1) Billboard Sign with two (2) electronic changing copy sign faces (Appendix 1). Planning and Building Department staff support the variance as proposed. In accordance with Recommendation PDC-0065-2017 all proposed billboard signs with electronic changing copy are to be reviewed in accordance with the *Guidelines for the Review of Sign Variance Applications for Billboard Signs with Electronic Changing Copy* and brought to Planning and Development Committee for consideration.

The purpose of this report is to provide the information regarding the application and the rationale for supporting the variance.

Comments

Site Location

The site is a vacant property located on the west side of Dixie Road, between Derry Road East to the north and Director Gate to the south. On February 19, 2020, a Zoning By-Law amendment was passed and enacted to rezone the property from D (Development) to H-E2-139 to permit the uses specified for an E2 (Employment) zone, subject to the removal of the H-Holding symbol (see Appendix 2). The properties to the north and south are zoned AP (Airport). To the west are existing industrial and commercial developments on lands zoned E2 (Employment) and on the east side of Dixie Road are vacant properties and existing commercial developments on lands zoned E2 (Employment).

The E2 zone is an Employment zone that allows for a variety of business operations including industrial operations and the AP (Airport) Zone recognizes the Lester B Pearson International Airport and allows uses associated with the airport. There are no residential or other sensitive uses visible from or within the surrounding context of the subject property.



Aerial Image of Subject Property

One of the conditions for the removal of the H-Holding symbol on the subject property is the confirmation that satisfactory arrangements for site access from Dixie Road have been made with the Region of Peel. The location of the future mutual access drive way into the property

from Dixie Road has not yet been finalized. The location of the Billboard Sign with two (2) electronic changing copy sign faces shall be determined in coordination with the location of the future site access driveway to ensure appropriate setbacks from the site access driveway.

History

An application for a traditional billboard sign was submitted and approved in 1982 and a billboard sign was subsequently installed on the subject property. In March 2002, another permit was issued for a billboard sign to replace the previously approved and installed billboard sign. This billboard sign was never installed and in May 2002, the permit was cancelled.

Proposal

The applicant has requested a variance to the Sign By-law to permit one (1) Billboard Sign with two (2) electronic changing copy sign faces. See Appendix 1.



Image of Existing Conditions

Analysis

The Council approved *Guidelines for the Review of Billboard Signs with Electronic Changing Copy* state that billboard signs with electronic changing copy also known as electronic billboard signs will only be considered where billboard signs are permitted in accordance with Sign By-Law 0054-2002 and in other specific areas of the City

Sign By-Law 0054-2002 permits billboard signs on properties zoned E2 (Employment).

On February 19, 2020, a Zoning By-Law amendment was passed and enacted to rezone the subject property from D (Development) to H-E2-139 to permit the uses specified for an E2 (Employment) zone subject to the removal of the H-Holding symbol (see Appendix 2). The

subject property is surrounded on all sides by properties zoned E2 (Employment) and AP (Airport).

E2 (Employment) is an Employment zone that allows for a variety of business operations including industrial operations, and AP (Airport) recognizes the Lester B Pearson International Airport and allows uses associated with the airport. There are no residential or other sensitive uses visible from or within the surrounding context of the subject property.

The proposed electronic billboard sign, satisfactorily addresses the Council approved *Guidelines for the Review of Billboard Signs with Electronic Changing Copy*. Based on staff analysis of the surrounding context, the history of permits issued for traditional billboard signs on the property, and subject to the appropriate location of the proposed electronic billboard sign relative to the future site access driveway, the location of which is yet to be finalized, we do not anticipate any negative impact on the surrounding context and on traffic safety as a result of the proposed electronic billboard sign.

Financial Impact

The recommendation contained herein does not have any financial impact to the City of Mississauga.

Conclusion

The Planning and Building Department staff have reviewed the sign variance application and find the proposal acceptable, subject to the appropriate location of the proposed electronic billboard sign relative to the future site access driveway. Planning and building Department staff recommend approval of the sign variance application to permit one (1) Billboard Sign with two (2) electronic changing copy sign faces.

Attachments

Appendix 1: Applicant's Urban Design Impact Assessment



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

Prepared by: Erinma Chibututu, Urban Designer

Permit World

33 Young St. E., Unit 1, Waterloo, ON N2J 2L4 T: 519-585-1201 F: 519-208-7008

January 2, 2020

City of Mississauga
Planning and Building Department
Development and Design Division
300 City Centre Drive
Mississauga, ON L5* 3C1

Attention: Erinma Chibututu, Urban Designer

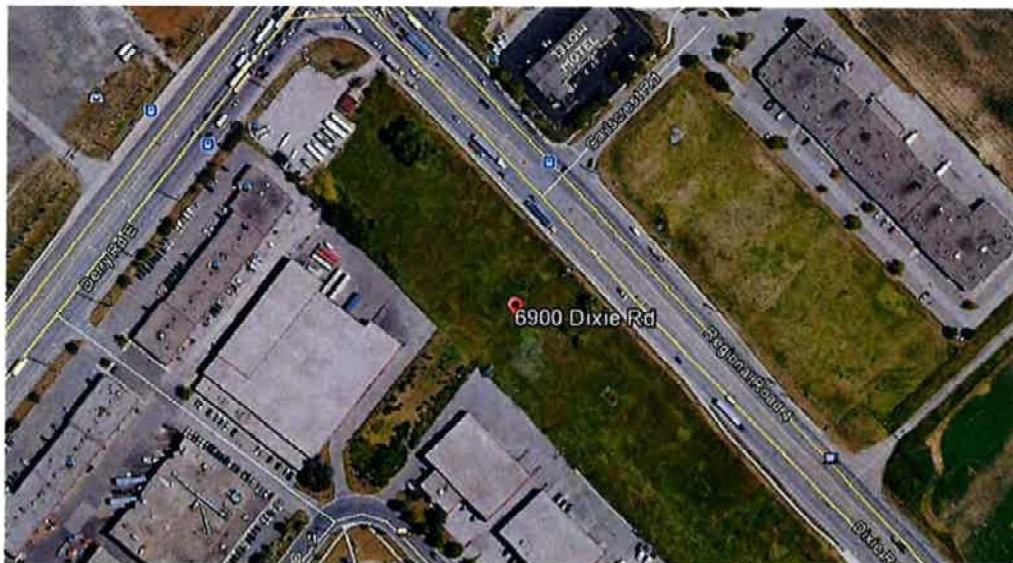
Re: Urban Design Impact Study – SGNBLD 19-4909 - Sign Variance 6900 Dixie Road

Dear Madam:

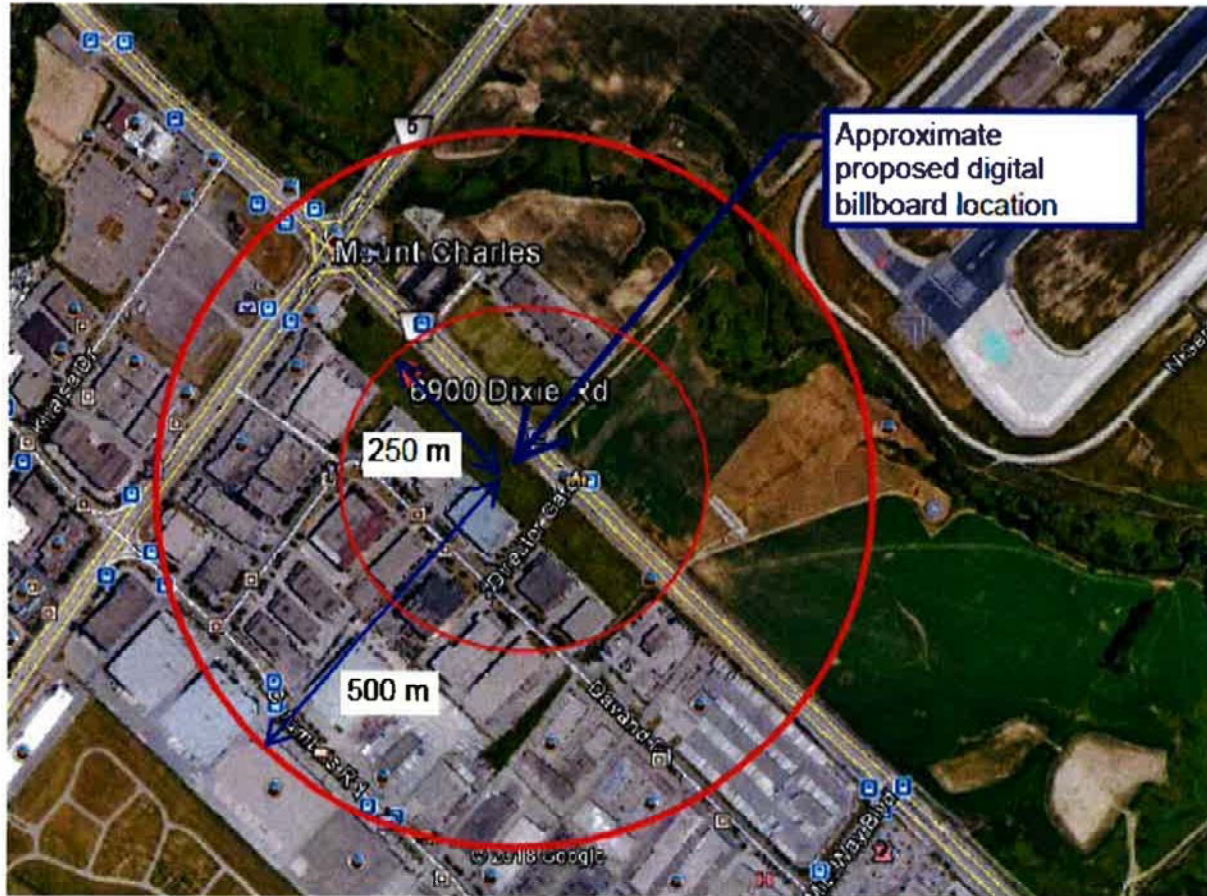
The following submission is our Design Impact Assessment Study as it relates to our sign variance submission for the property known as 6900 Dixie Road.

The variances being requested are to permit one electronic billboard sign with a static electronic changing copy face and the sign will be installed in a V-shape with two sign faces to provide optimal viewing along Dixie Road.

This property is located on the western side of Dixie Road between Derry Rd. E to the north and Courtneypark Dr. E. to the south and is zoned Vacant Industrial D which allows a billboard sign. The frontage is 50.29m with an overall depth of 67.57m. There are vacant industrial properties to both the north and south of this property. The proposed sign face area is appropriate to the size of the property and the overall neighbourhood.



The photo below shows the property location and properties within 500 m of the proposed sign. The west end of Runway 05R is shown on the far right edge of the photo. The proposed sign location is west of GTAA-controlled lands.



There was an original permit for a billboard sign on this property in 1982 and a further application which was cancelled in 2001. Outfront Media held a longstanding lease for the original billboard sign until recently when that sign was removed. That original billboard was in place without incident for its lifetime.

The following assessment of our application will be completed in conjunction with the document titled "Guidelines for the Review of Sign Variance Applications for Billboard Signs with Electronic Changing Copy". Our analysis will be compared to the "Guideline" excerpt:

"The purpose of this document is to establish a set of criteria by which sign variance applications for billboard signs with electronic changing copy will be evaluated. Municipalities generally establish controls to mitigate the impacts of electronic billboard signs on traffic safety, sensitive land uses and on the visual image of the communities in which they are located."

The guidelines contained in that document and their criteria will be applied in this review and submission for our request to install a "V" shaped billboard featuring electronic changing copy. One face of the board will be oriented towards south bound traffic and the other will be facing north bound traffic on Dixie Road.

3.1 Waiver

A waiver releasing the City and Road Authority from liability and committing to indemnifying the City and Road Authority against any claim, action or process for damage and/or injury as a result of the installation or existing of the billboard sign has been submitted to the city.

3.2 Location

Billboard signs with electronic changing copy shall only be considered wherever billboard signs are permitted in accordance with Sign by-Law 54-02 (see Table 4, page 19) and in the following areas of the City:

- Public Squares in the Downtown Core
- Public Squares within the Cooksville 4 Corners
- Public Squares within Major Nodes
- Specific areas of the City, deemed by the City to be locations in which electronic billboard signs are seen as key elements that contribute to the character and vibrancy of the area.

The vacant industrial property at 6900 Dixie Road is ideally located for this type of sign. The property is close to the northern edge of the city and will function as "gateway" signage. HWY 407 ETR is approximately 2 km to the north. The entire area is industrial with no residential or other sensitive properties which could be impacted by the proposed sign. There is a signalized intersection approximately 300 m to the north of the property at the intersection of Dixie Road and Derry Road E. The proposed billboard sign will have no impact on that intersection.

3.3 Urban Design Impact Assessment

Each sign variance application package for a billboard sign with electronic changing copy shall include an urban design impact assessment of the proposed sign on the views, visual quality and character of the existing and planned surrounding context (see Appendix C for Terms of Reference).

A contextual plan/site plan is attached to this submission as per the criteria contained in Appendix C of the Guidelines.

3.4 Sign By-law 54-02

As per Table 4 and Sec. 20 of the Sign By-law 54-02 the proposed billboard featuring electronic changing copy will abide by all the criteria as set out on Page 20 of the Sign By-law 54-02 except that the sign shall be V-shaped.

3.5 Separation Distances, Heights, Setbacks, Maximum Sign Area

Billboard signs with electronic changing copy shall be positioned relative to one another such that not more than one electronic billboard display shall be visible to an approaching driver at the same time. Except for 2(a) and 2(b), the provisions of the Sign By-law 54-02 Sec. 20 shall also apply to billboard signs with electronic changing copy. No part of a billboard sign with electronic changing copy shall:

- Exceed 7.62 m in height (240-07)

- Be located closer than 7.5 m to the street line (240-07)
- Be multi-faced
- The maximum sign area of a billboard shall be 20 m² per sign face (240-07)

The proposed sign will not exceed 7.62 m in height.

The proposed sign will be set back not less than 7.5 m from the property line

The proposed sign will have two faces forming an "V". The proposed sign will have a sign face area per face of 9'-6" feet x 19 feet equalling 181.52 sq feet (2.912m x 5.792m = 16.86 sq m).

Notwithstanding the provisions of Sign By-law 54-02, Section 20, 2(a) and 2(b), no part of a billboard sign with electronic changing copy shall be:

- Located closer than 250 m from another billboard on the same side of the street but this does not apply to billboard signs on opposite sides of grade separated by railway crossings.
- Located closer than 250 m measured in a straight line from a residential Zone.

There are no billboards located within 250 m of the proposed billboard located on the subject property in any direction, nor are there any residential properties within the same distance.

3.6 Location of billboard signs with electronic changing copy, relative to traffic control devices and important driver decision points

Where the posted speed limit on a road is less than 80 km/hr, a billboard sign with electronic changing copy shall not be erected within 120 m of a major traffic sign or driver decision point.

The proposed billboard sign will be located approximately 300.0 m from the controlled intersection at Dixie Road and Derry Road East. The speed limit along this section of road is 70 kmph. This separation satisfies the Sign by-laws for setback for a static image billboard.

Driver decision points include intersections, on ramps, interchanges, merge areas, right/left turn lanes and close to traffic signals, toll plaza, pedestrian crossings, rail crossings, work zones, where the cognitive demands on drivers are greatest.

The sign will be installed approximately 300 m from a signalized intersection with right/left turn lanes. Billboards with electronic changing copy have been used safely and effectively for many years with this separation distance and the distance is acceptable.

3.7 Minimum Message Display Duration

Generally, bright lights and visual changes, both of which are associated with electronic billboards, can draw the eye to a stimulus that is brighter than its surroundings. Bright lights and visual change can also draw the eye to a stimulus that exhibits movement or apparent movement. In addition, the Zeigarnik Effect (the increased memory recall of an incomplete task/message) suggests that drivers will focus longer on a display in which the message changes, in an effort to complete the viewing experience. Ideally, the dwell time for an individual message should be set so that drivers will see no more than one complete message, thus reducing any possible distracting effects of trying to complete the viewing experience. The minimum dwell time of the proposed billboard with electronic changing copy shall be 10 seconds.

3.8 Transition between successive displays

The transition time between successive displays on a billboard sign with electronic changing copy shall appear seamless and imperceptible to approaching drivers.

- The maximum interval between successive displays on a billboard sign with electronic changing copy shall be 0.1 seconds.
- There shall be no visual effects or animation of any kind, including but not limited to, fading, dissolving, blinking or the illusion of such effects, during the message transition or interval between successive displays.

The proposed billboard will only display static images which will change on 10 second intervals. There will be no visual effects or animation of any kind as described above. The maximum transition interval between successive displays on the proposed sign will adhere to 0.1 seconds.

3.9 Message Sequencing

When a single message or advertisement is divided into segments and presented over two or more successive display phases on a single electronic billboard or across two or more billboards, it is described as Message Sequencing. The objective of this type of advertising is to capture and hold the viewers' attention throughout the time or distance required to complete the message.

The proposed billboard with electronic changing copy will not use message sequencing or text scrolling of any kind, over successive display phases on a single billboard or across multiple billboards.

3.10 Amount of information displayed

It takes approximately one second for a road user to read one word. The number of words displayed on a billboard sign with electronic changing copy shall not be greater than the number of seconds required for the duration of the message display. The height of each character on the message display shall be sufficient to ensure that the message is clearly legible over the entire viewing distance.

The proposed billboard will adhere to the maximums above.

Interactive billboard messages that permit, support or encourage interactive communication with drivers in real time shall not be permitted. These include billboard signs with electronic changing copy that respond to text messages, phone calls or emails from passing drivers or that request immediate response by text, phone, email, etc. The proposed billboard will only display static images which meet the criteria above and will include no interactive communication whatsoever.

3.11 Sign Animation

Animation refers to any motion in the advertisement, including video, special effects within a single frame and transition, movement and rotation between successive frames.

There shall be no animation, flashing movement or appearance of movement on a billboard with electronic changing copy, except where the billboard sign with electronic changing copy is not visible from any vehicular roadway.

The proposed electronic changing copy billboard will provide only static images and those images will change in 10 second intervals. In addition, there will be no video, or animation or flashing as well as those criteria mentioned above and to as *"Transition between successive displays"*.

3.12 Sign Brightness and Luminance

Brightness is the perceived intensity of a source of light. It is the appearance of light to the viewer. Luminance is the amount of light leaving a surface in a particular direction or the amount of light that is deflected off a surface. Sign brightness is a function of sign luminance, the background against which the sign is viewed, the driver's age, level of adaptation to the eyes, and atmospheric conditions, such as fog.

Brightness can be measured as luminance, in candelas per square m (cd/m²) or illuminance in foot candles (fc). Luminance is the amount of light that is emitted from a surface, while illumination is the amount of light falling upon a surface. The human eye is drawn to the brightest objects in a field of view and this is generally referred to as the "moth effect". A brightly illuminated electronic billboard sign could draw a driver's attention away from the road, other vehicles and traffic devices. This is of particular concern at nighttime, dusk or dawn and during periods of inclement weather. The maximum luminance level for a billboard sign with electronic changing copy shall be:

- 5000cd/m² from sunrise to sunset (One nit = One Candela per m² [cd/m²])
- 300cd/m² from sunset to sunrise (One nit = One candela per m² [cd/m²])
- The maximum illumination level for a billboard sign with electronic changing copy shall be 0.3 lux above ambient light levels (One lux = 0.093 foot-candles [fc])
- All billboard signs with electronic changing copy shall be equipped with ambient light sensors and automatic dimmers that control the light output relative to ambient conditions
- Electronic billboard signs shall be illuminated between the hours of 5:00 am and 12 midnight only each day.

To measure illumination, the International Sign Association (2011) has provided the following equation to determine the distance away from the billboard sign at which the measurement shall be taken:

Measurement distance = Square Root of (Sign Area [m²] x 100)

The proposed billboard will adhere to the proposed criteria of 5,000 nits during the day and powering down to 300 nits during the night. This is typical for many other municipalities in Ontario. The hours of illumination from 5:00 am to 12 midnight will also be adhered to, daily.

Conclusion

It is important to remember that these are guidelines only and are not contained in any municipal law. The intent is to allow for applications of this type to be reviewed on a case by case basis by staff and decided through Council.

As stated in the introduction, the property location and proposed billboard with electronic changing copy are ideally suited to this particular location. It will function as a suitable "gateway" sign being situated close to the northern edge of the city and will provide messages along a length of road which has minimal other distractions, such as other billboard signs, roadway entrances/exits or even many other buildings.

From every perspective, it is an extremely safe location. The sign meets all of the criteria identified in the by-law with the exception of the "V" shape of the sign which is proposed to enhance driver viewing.

We respectfully request your support for this applications.

Yours sincerely,

A handwritten signature in blue ink, appearing to read "G. Collins", with a stylized flourish extending from the end.

Gilda Collins
Senior Project Manager – Special Projects

APPENDIX C**TERMS OF REFERENCE FOR URBAN DESIGN IMPACT ASSESSMENT OF BILLBOARD SIGNS WITH ELECTRONIC CHANGING COPOY****1. Purpose**

This urban design impact assessment is to evaluate the visual impact of a billboard sign with electronic changing copy proposed for 6900 Dixie Road. The assessment will consider the character of the context where proposed as well as an assessment of the impact on the use of the spaces from where it will be visible and on the physical elements which make up those spaces, including landscaping, trees, streetscape elements, sidewalks, parks and other open spaces and any other amenities and will address the compatibility of the context where it is to be located.

2. Required Information

- 2.1 A context site plan is attached indicating the 250 m radius centred on the proposed billboard location.
- 2.2 The context plan shows all existing and approved developments, sensitive land uses including, but not limited to, existing parkland along with street names and road, and traffic lights. Greenlands Park is located to the northeast of the property and will not be impacted by the proposed billboard. West Branch Etobicoke Creek flows through the lands between the end of the GTAA runway and Dixie Road and the proposed sign will have no impact on this property. There are no public art installations, existing billboards or ground signs. In addition, there are no Heritage or Cultural Heritage Resources nearby which would be impacted by the proposed billboard sign.
- 2.3 3D images of the proposed billboard sign with electronic changing copy are attached.
- 2.4 The immediate neighbourhood extending for a minimum of 250 m is industrial or open parkland as identified above. GTAA lands extend to the eastern edge of Dixie Road. There are no residential properties within 1.0 km of the subject property. The property is located approximately 2.0 km from the on ramp to Hwy 407 ETR to the north and about the same distance from Hwy 410 to the west.

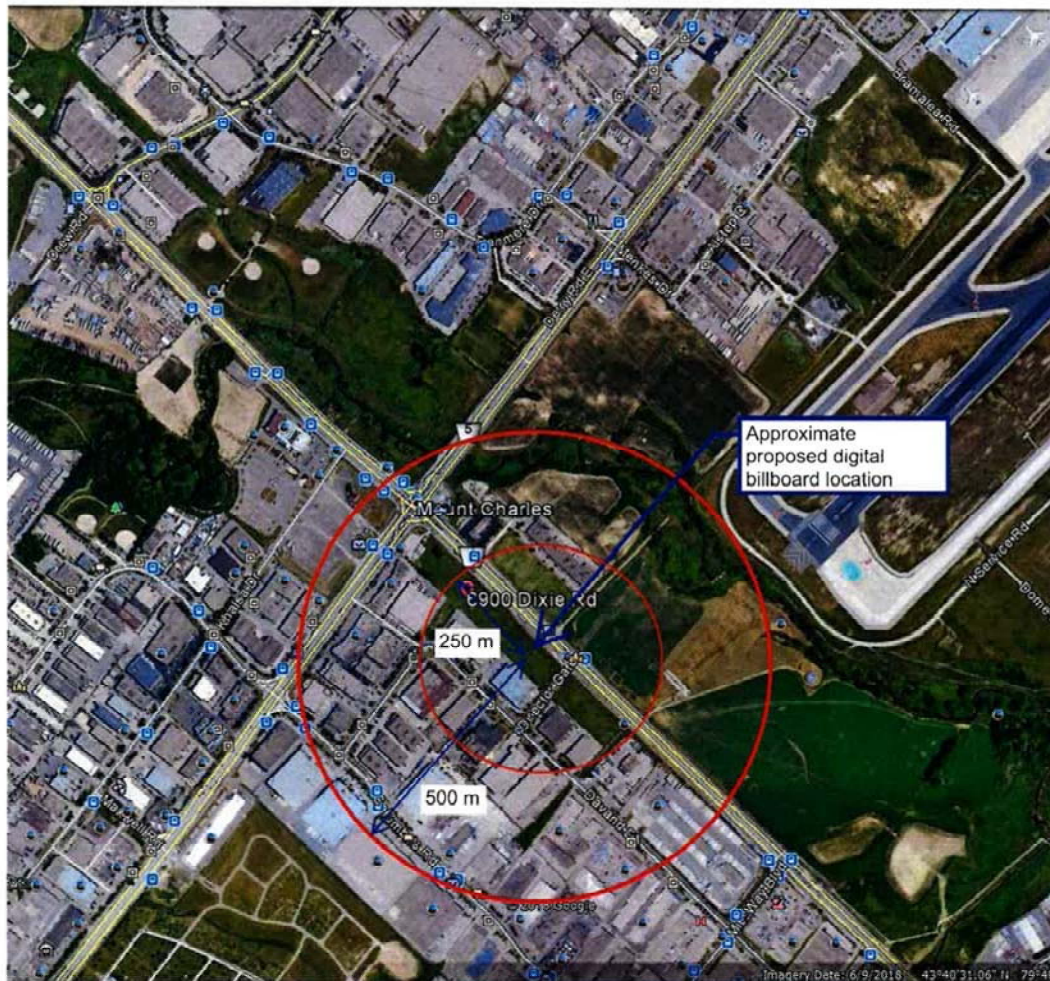
The height of the proposed billboard will be at the maximum permitted of 7.62 m which is also in keeping with the approximate height of all the surrounding industrial buildings. It will not alter the building skyline in the surrounding area.

The proposed location is unique in that it is ideally situated for this type of billboard sign given the easy access to two major 400 series highways and the traffic volume associated with those connections. The property is vacant which is similar to the properties to the immediate north and south.

The proposed positioning of the "V" shaped billboard sign is designed to enhance the viewing for vehicular traffic in both directions on Dixie Road. There is no intent to capture attention

along Derry Road East. The billboard itself is proposed to be maintain a separation distance of approximately 300 m from the signalized intersection.

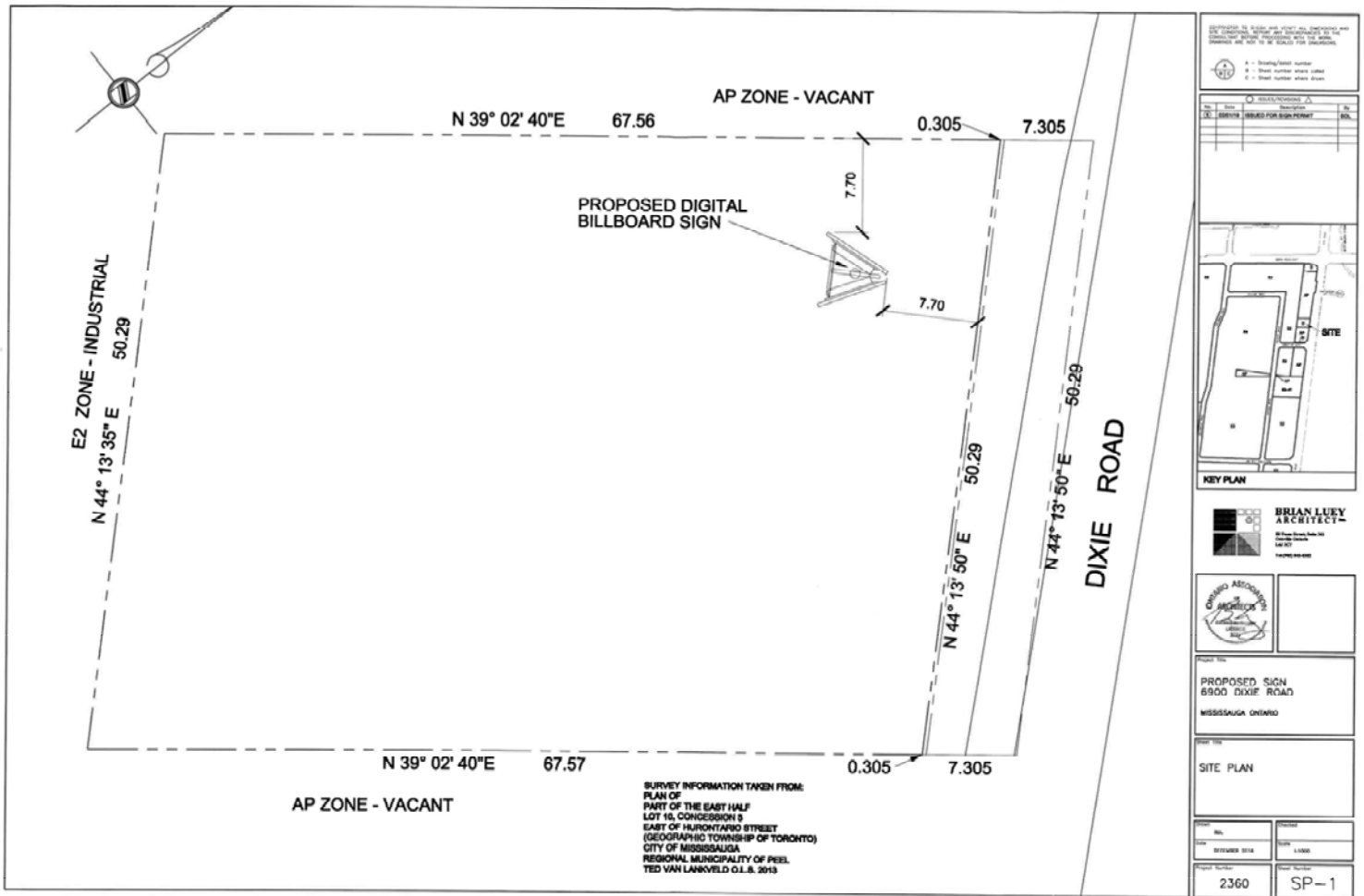
The proposed new billboard sign with electronic changing copy along a relatively undeveloped section of Dixie Road and close to the northern edge of the city will be an attractive, well placed enhancement to this stretch of the road and will serve the business, municipal and local community effectively for many years to come. There will be no impact on the immediate neighbourhood and we believe that the use of the sign will meet all the perceived intents of the Guidelines. We respectfully request support for this Urban Design Impact Assessment.



Context Site Plan
6900 Dixie Road



Immediate Neighbourhood
6900 Dixie Road







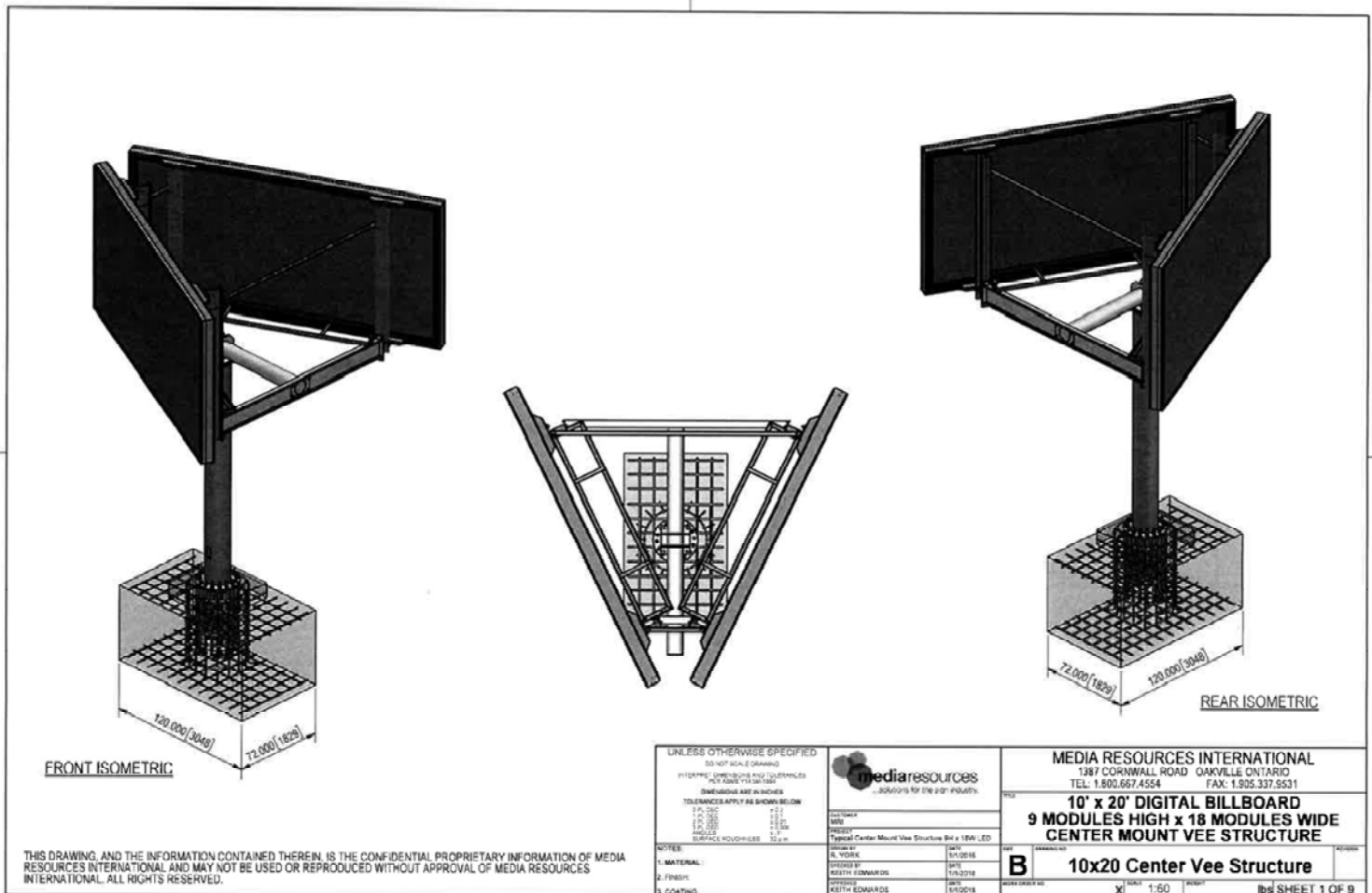
Sign and location are representative only

View North on Dixie Road



Sign and location are representative only

View South on Dixie Road





City of Mississauga

Corporate Report



Date: March 6, 2020

To: Mayor and Members of Council

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

Originator's file:
H-OZ 19/005 W11

Meeting date:
May 6, 2020

Subject

REMOVAL OF THE "H" HOLDING SYMBOL FROM ZONING BY-LAW 0225-2007 REPORT (WARD 11)

**Application to remove the "H" Holding Symbol to permit 4 detached homes, 2 semi-detached homes, 14 condominium townhomes and 4 back to back condominium dwelling units within the existing heritage building (Old Barber House)
5155 Mississauga Road, northeast corner of Mississauga Road and Barbertown Road
Owner: City Park (Old Barber) Homes Inc.
File: H-OZ 19/005 W11**

Recommendation

That the report dated March 6, 2020, from the Commissioner of Planning and Building recommending approval of the removal of the "H" holding symbol application, under File H-OZ 19/005 W11, City Park (Old Barber) Homes Inc., 5155 Mississauga Road, be adopted and that the Planning and Building Department be authorized to prepare the by-law for Council's passage.

Background

On February 8, 2019, the Local Planning Appeal Tribunal (LPAT) approved official plan amendment and rezoning applications on the subject lands under File OZ 16/011 W11 by City Park (Old Barber) Homes Inc. to permit 4 detached homes, 2 semi-detached homes, 14 condominium townhomes, and 4 back to back condominium dwelling units within the existing heritage building. The lands are now zoned **H-RM6-19** (Townhouses on a CEC – Road Exception) and **H-R4-65** (Detached Dwelling Exception).

Appendices 1 and 2 identify the lands to which the by-law applies and the underlying zoning. Appendix 3 presents the concept site plan of the proposal.

As part of the LPAT approval, the decision required that the "H" holding symbol be applied to the zone to allow time for a number of technical items to be satisfied by the applicant, as well as

completion of a Section 37 Community Benefits agreement. The "H" holding symbol was to remain in effect until the following were completed:

1. Delivery of an executed development [subdivision] agreement
2. Submission of a revised heritage permit to reflect the proposed noise attenuation fencing
3. Confirmation that satisfactory arrangements have been made with the Region of Peel and the City of Mississauga with regard to the adequacy and provision of municipal services (water, sanitary, and stormwater management where applicable) to the proposed development
4. Submission of an updated noise study to the satisfaction of the City and the Region
5. Delivery of an executed agreement for community benefits pursuant to Section 37 of the *Planning Act*, as amended, in a form on terms satisfactory to the City

Comments

Section 36 of the *Planning Act* provides the legislative framework for the removal of the "H" holding symbol and allows municipalities to amend a by-law to remove the "H" holding symbol. A formal public meeting is not required; however notice of Council's intention to pass the amending by-law must be given to all land owners within 120^{11.1} m (400 ft.) to which the proposed amending by-law would apply. Notice was given to all affected land owners by pre-paid first class mail.

Each of the conditions for removing the "H" holding provision has been fulfilled as follows:

1. The draft subdivision agreement has been submitted and reviewed and is at a satisfactory stage. The agreement will be finalized and executed in the coming weeks. The by-law to lift the "H" symbol will not be brought forward until the development agreement is executed.
2. A revised heritage permit to reflect the noise attenuation fencing was submitted on May 22, 2018 and resubmitted on April 18, 2019.
3. Satisfactory servicing arrangements are being made through the subdivision agreement.
4. An updated noise study has been submitted to the satisfaction of the City of Mississauga and the Region of Peel
5. The Section 37 Community Benefits report was received at Planning and Development Committee on February 24, 2020.

Financial Impact

All fees paid by developers are strictly governed by legislation, regulation and City by-laws. Fees are required to be paid prior to application approval, except where otherwise may be prescribed. These include those due to the City of Mississauga as well as any other external agency.

Conclusion

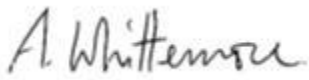
The conditions to remove the "H" holding symbol have now been satisfied. The "H" holding symbol can be removed once the Development Agreement and Community Benefits Agreement have been executed.

Attachments

Appendix 1: Existing Zoning and General Context Map

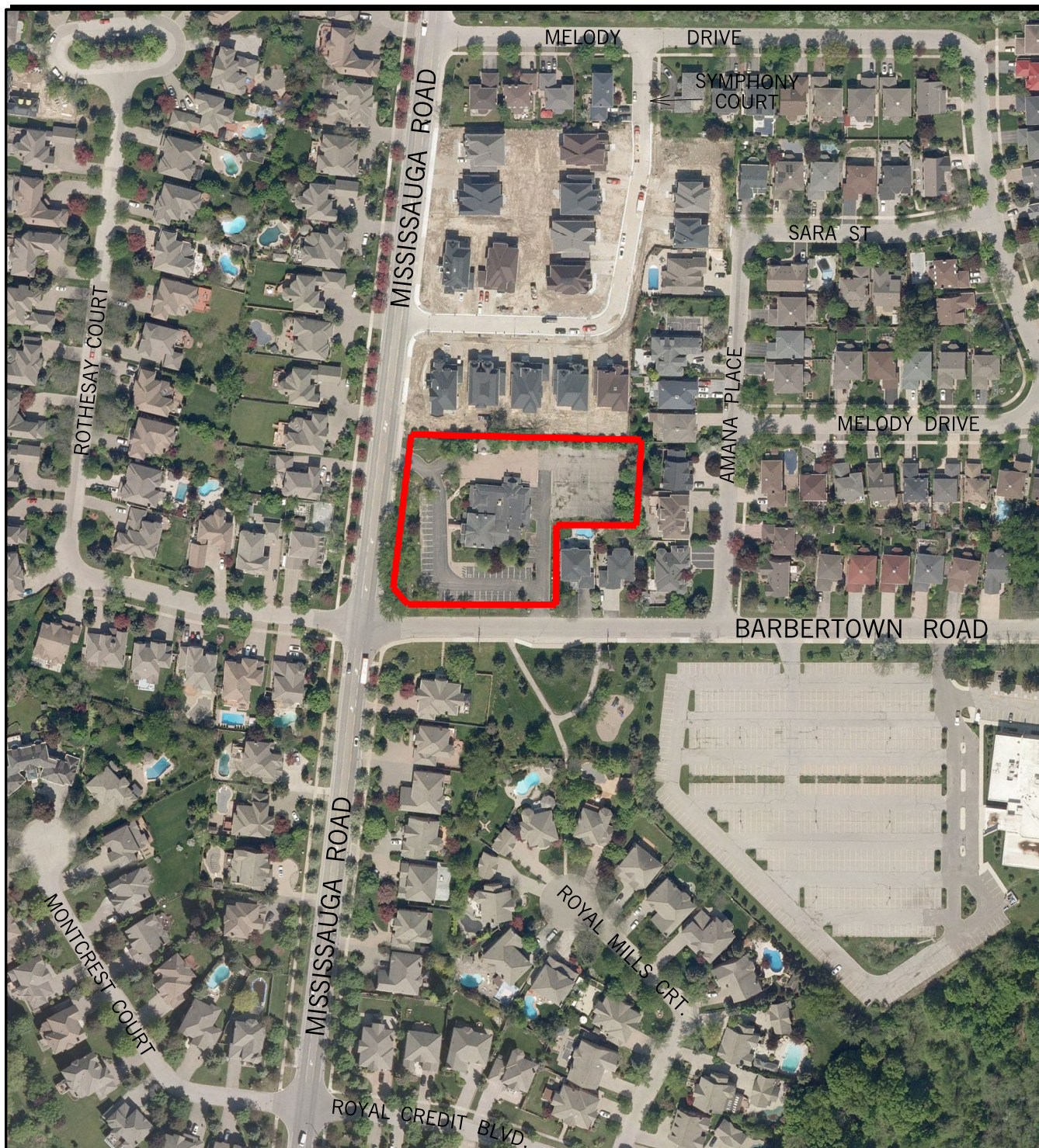
Appendix 2: Aerial Photograph

Appendix 3: Proposed Site Plan



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

Prepared by: Robert Ruggiero, Development Planner 11.1.



LEGEND:



SUBJECT LANDS

DATE OF AERIAL IMAGERY: SPRING 2019



TITLE: CITY PARK (OLD BARBER)
HOMES INC.

FILE NO: H-OZ 19/005 W11



MISSISSAUGA

*Produced by
Corporate Services,
Geospatial Solutions*



City of Mississauga Corporate Report



11.3

Date: April 27, 2020 To: Mayor and Members of Council From: Gary Kent, CPA, CGA, ICD.D, Commissioner of Corporate Services and Chief Financial Officer	Originator's files:
	Meeting date: May 6, 2020

Subject

Proposed Amendments to the Administrative Penalty (APS) By-law 282-13 and Licensing Administrative Penalty By-Law 135-14 to permit online screening review submissions

Recommendation

That the Administrative Penalty By-law 282-13 and Licencing Administrative Penalty By-law 135-14, as amended, be amended to permit screening reviews of administrative penalties by way of online written submissions.

Background

Since 2014, the City of Mississauga's Administrative Penalty System (APS) has provided a fair and efficient process for a person to request a review of an administrative penalty notice, which is served for contraventions to City by-laws, including but not limited to:

- Traffic By-law 555-00 (stopping, standing and parking of vehicles)
- Accessible Parking By-law 10-16
- Animal Care and Control By-law 0098-04
- Business, Mobile and Vehicle Licencing

Currently, the City's APS screening reviews are only conducted in person while some neighbouring municipalities also allow for an online written submission process within their by-laws.

On March 18, 2020, the Provincial Offences Court Office was closed to the public, forcing the adjournment of approximately 3,480 scheduled APS matters. Since the court closure, an additional 440 penalty notice screening review requests have been received.

Comments

To facilitate the continuation of the screening review process, amendments to the APS and Licensing by-laws are required in order to allow for online written review submissions. The online process will supplement the existing in-person process and allow the adjourned matters to be dealt with during the current court closure period. The by-law amendments will enhance the service by providing options to those seeking a review of their penalty notice.

For those who have already submitted requests for screening reviews a notice will be sent to them providing them with the opportunity to submit a written explanation related to their penalty notice. Should they choose to submit the written explanation the review will be conducted by the City's Screening Officers. For those who chose to continue with an in-person review, their matters will be dealt with once the Court offices re-open. For all new penalty notices, the defendant will be given the option of paying the penalty, or choosing an online submission or in-person review of their penalty notice.

Financial Impact


There are no financial impacts associated with the approval of the recommendation. Additionally, cost savings as they relate to the City's LEAN initiative will be realized as the implementation of online written submissions will reduce the use of pre-printed screening decision forms, printer paper and toner.

Conclusion

Amending the APS and Licensing By-laws to allow for on-line screening reviews will provide the option of in-person or written reviews of a penalty notice. During the current court closure period, the proposed by-law amendments allows the APS process to continue to address the outstanding screening review applications.

Attachments

Appendix A – Jurisdictional Scan



Gary Kent, CPA, CGA, ICD.D, Commissioner of Corporate Services and Chief Financial Officer

Prepared by: Dwayne Burgess, Screening Officer Court Administration / APS

Mississauga - Not conducting Online Screening Reviews Toronto – Yes, conducting Online Screening Reviews Brampton - Not Conducting Online Screening Reviews Burlington - Not Conducting Online Screening Reviews Welland – Yes, Conducting Online Screening Reviews Oshawa – Yes, Conducting Online Screening Reviews	
Jurisdiction	By-Law language as it relates to: 1) review by screening officer and, 2) service of documents
Mississauga	<p>Administrative Penalty By-law 282-13</p> <p>PART V - REVIEW BY A SCREENING OFFICER 11. An Owner who is served with a Penalty Notice may request that the Administrative Penalty be reviewed by a Screening Officer and shall do so within 15 days after the Penalty Notice Date.</p> <p>PART VIII - SERVICE OF DOCUMENTS 33. (1) Service of any document or notice, including a Penalty Notice, respecting this By-law may be given in writing in any of the following ways and is effective: (a) when a copy is delivered to the Person to whom it is addressed; (b) on the fifth after a copy is sent by registered mail or by regular letter mail to the Person's last known address; (c) upon the conclusion of the transmission of a copy by facsimile transmission to the Person's last known facsimile transmission number; or (d) upon the sending a copy by e-mail transmission to the Person's last known e-mail address.</p> <p>(2) For the purposes of subsections 33(1)(b), (c) and (d), a Person's last known address, facsimile number and e-mail address may include an address, facsimile number and email provided by the Person to the City as may be required by a form, practice or policy developed under this By-law.</p>
Toronto	Administration of Penalties By-law 0799-2017

	<p>610-2.2. Review by a screening officer. C. The right to request a review of an administrative penalty by a screening officer or to request an extension of time to request a review of an administrative penalty by a screening officer are exercised by: (1) electronically submitting, in the method specified on the form, a fully completed form; or (2) attending in person or by an authorized representative at the location listed in the penalty notice, and submitting a fully completed form.</p> <p>610-3.2. Service of documents. A. Service of any document or notice, including but not limited to a penalty notice, may be made: (1) personally to the recipient; (2) by facsimile transmission to the recipient to the recipient's last known facsimile number; (3) by e-mail to the recipient at the recipient's last known e-mail address; or (4) by registered or regular mail addressed to the recipient at the recipient's last known address.</p>
Brampton	<p>Administrative Penalties BY-LAW 333-2013</p> <p>PART V – REVIEW BY A SCREENING OFFICER 11. A Person who is given a Penalty Notice may request that the Administrative Penalty be reviewed by a Screening Officer and shall do so within 15 days after the Penalty Notice Date.</p> <p>PART VIII – SERVICE OF DOCUMENTS 33. (1) Service of any document or notice, including a Penalty Notice, respecting this By-law may be given in writing in any of the following ways and is effective: (a) when a copy is delivered to the Person to whom it is addressed; (b) on the 5th day after a copy is sent by registered mail or by regular letter mail to the Person's last known address; (c) upon the conclusion of the transmission of a copy by facsimile transmission to the Person's last known facsimile transmission number; or (d) upon the sending a copy by e-mail transmission to the Person's last known e-mail address.</p>
Burlington	<p>(Administrative Penalties and Administrative Fees) By-law 40-2016</p> <p>6. REVIEW BY SCREENING OFFICER</p>

	<p>1. Any person may request that the Screening Officer extend the time to request a review within 45 days after the Penalty Notice Date, at which time the Administrative Penalty shall be deemed to be affirmed. The Screening Officer may extend the time to request a review of the Administrative Penalty when the person requesting the extension demonstrates extenuating circumstances that warrant the extension of time. 2. A request for a review or a request of an extension of time to review shall include the Penalty Notice Number and the person's contact information. 3. On a review of the Administrative Penalty, the Screening Officer may affirm the Administrative Penalty, or the Screening Officer may cancel, reduce or extend the time for payment of the Administrative Penalty, including any late payment Administrative Fees, on the following grounds: a) where the person establishes, on a balance of probabilities that the motor vehicle was not parked, standing or stopped as described in the Penalty Notice; or b) the cancellation, reduction or extension of the time for payment of the Administrative Penalty, including any late payment Administrative Fees, is necessary to reduce hardship. 4. Every person who requests a review by the Screening Officer shall receive a Screening Decision and may request a review of the Screening Decision by a Hearing Officer within 15 days after the Screening Decision was issued.</p> <p>8. SERVICE OF NOTICE OF DOCUMENTS</p> <p>1. A Penalty Notice set out in this By-law served in any of the following ways is deemed effective by:</p> <p>a) affixing it to the vehicle in a conspicuous place at the time of the contravention;</p> <p>b) delivering it personally to the operator of the vehicle or the person having care and control of the vehicle at the time of the contravention; or</p> <p>c) mailing it to the Owner as provided by the Ministry of Transportation (Ontario) as soon as reasonably practicable;</p> <p>2. Where the contravention of a Designated By-law is alleged against the Owner, any notice or document may be given to the person identified as the Owner.</p> <p>3. Any notice or document sent in writing to the Owner is deemed effective on the seventh (7th) calendar day after the date of mailing.</p>
Welland	<p>Administrative Monetary Penalties System By-law 2014-64</p> <p>PART V - REVIEW BY SCREENING OFFICER</p> <p>9. A Person who is served with a Penalty Notice may request that the Administrative Penalty be reviewed by a Screening Officer and shall do so within 15 days after the Penalty Notice Date. A Person may request that the review by a Screening Officer be held in person or in writing. (BYLAW 2015-16)</p>

	<p>PART VII - SERVICE OF DOCUMENTS</p> <p>29. (1) Service of any document or notice, including a Penalty Notice, respecting this Bylaw may be given in writing in any of the following ways and is effective:</p> <p>(a) affixing it to the vehicle in a conspicuous place at the time of the violation;</p> <p>(b) delivering it personally to the operator of the vehicle or the person in care and control of the vehicle at the time of the contravention;</p> <p>(c) when a copy is delivered to the Person to whom it is addressed;</p> <p>(d) on the fifth day after a copy is sent by registered mail or by regular letter mail to the Owner's last known address;</p> <p>(e) upon the conclusion of the transmission of a copy by facsimile transmission to the Person's last known facsimile transmission number; or</p> <p>(f) upon the sending a copy by e-mail transmission to the Person's last known email address.</p>
Oshawa	<p>Administrative Penalties By-law 24-2011</p> <p>Review by Screening Officer</p> <p>7. The following applies to reviews of an Administrative Penalty by a Screening Officer:</p> <p>7.1. A Person's right to request a review expires if it has not been exercised in the manner prescribed in subsection 7.3 before 4:30 p.m. on the twenty-first (21st) day after the Penalty Notice Date.</p> <p>7.2. A Person's right to request an extension of the time to request a review expires if it has not been exercised in the manner prescribed in subsection 7.3 before 4:30 p.m. on the forty-second (42nd) day after the Penalty Notice Date at which time:</p> <p>(a) the Person shall be deemed to have waived the right to request a review;</p> <p>(b) the Administrative Penalty shall be deemed to be affirmed; and</p> <p>(c) the Administrative Penalty shall not be subject to review, including review by any Court.</p> <p>7.3. A Person's rights to request a review and to request an extension of time to request a review are exercised by giving to the City written notice of the request to review that includes: (75-2012)</p> <p>(a) the Penalty Notice Number;</p> <p>(b) the Person's mailing address and, if applicable, facsimile transmission number and e-mail address;</p> <p>(c) in the case of a request to extend the time to request a review, the</p>

	<p>reasons, if any, for having failed to exercise the right to request a review within the time limited by subsection 7.1;</p> <p>(d) particulars of all grounds upon which the request to review is based; and</p> <p>(e) the Person's election to</p> <p>(i) meet with a Screening Officer for the review; or to</p> <p>(ii) have the review undertaken by a Screening Officer in writing in respect of the particulars provided by the Person pursuant to paragraph 7.3(d). (75-2012)</p> <p>Notice</p> <p>9. Subject to subsection 10.1, any notice or document respecting this By-law may be given in writing in any of the following ways and is effective: (75-2012)</p> <p>9.1. when a copy is placed on or affixed in any manner to a Person's vehicle;</p> <p>9.2. when a copy is delivered to the Person to whom it is addressed;</p> <p>9.3. on the third (3rd) day after a copy is sent by registered mail or by regular lettermail to the Person's last known address;</p> <p>9.4. upon the conclusion of the transmission of a copy by facsimile transmission to the Person's last known facsimile transmission number; or</p> <p>9.5. upon the sending of the notice or document or a copy thereof by e-mail transmission to the Person's last known e-mail address.</p>
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REPORT 1 - 2020

To: MAYOR AND MEMBERS OF COUNCIL

The Site Inspection Subcommittee presents its first report for 2020 and recommends:

TSC-0020-2020

1. That the Peel District School Board be requested to replace the “No Left Hand Turn” signs with larger signs at the exit driveway and to re-paint the kiss and ride at Lorne Park Public School.
2. That Transportation and Works be requested to review the placement of the school begins signage on the north side of Indian Road west and east of Lorne Park Public School.
3. That Transportation and Works be requested to review the adequacy of the “No Parking” signage on both sides of Indian Road from Lorne Park Road to Mississauga Road where it is intended to prohibit parking from Mississauga Road to Lorne Park Road on both the north and south sides of Indian Road.

(Ward 2)

(TSC-0020-2020)

TSC-0021-2020

That Transportation and Works be requested to install the following school zone signage on Owenwood Drive for the students attending Owenwood Public School: school zone signage and 40 KM begins on the west side of Owenwood Drive, 40 KM north from Owenwood Public School and 50 KM begins on the east side of Owenwood Drive northbound opposite the school zone and 40 KM on the west side.

(Ward 2)

(TSC-0021-2020)

TSC-0022-2020

1. That Transportation and Works be requested to review “No U-Turn” signage for zones and height of signage in front of Our Lady of Mount Carmel Secondary School on Bishop Strachan Court.
2. That Peel Regional Police be requested to enforce the “No U-Turn” signage on Trelawny Circle in the area of Our Lady of Mount Carmel Secondary School zone between the peak times of 7:50 – 8:20 AM and 2:15 – 2:35 PM, as time and resources permit.
3. That Parking Enforcement be requested to enforce the “No Stopping/No Parking” prohibitions on Trelawny Circle in front of Our Lady of Mount Carmel Secondary School between the peak times of 7:50 – 8:20 AM and 2:15 – 2:35 PM.
4. That Traffic Safety Council be requested to schedule a safety review at the intersection of Trelawny Circle and Forest Park Drive for the students attending Our Lady of Mount Carmel Secondary School.

(Ward 10)

(TSC-0022-2020)

TSC-0023-2020

1. That the warrants have not been met for the placement of a school crossing guard at the intersection of Bloor Street and Bridgewood Drive for the students attending Forest Glen Public School.
2. That Transportation and Works be requested to replace the faded “No Parking” Sign on the east side of Bridgewood Drive.
3. That Transportation and Works be requested to install “No U-Turn” signage prohibiting U-Turns on Bloor Street at the intersection of Bloor Street and Bridgewood Drive.

(Ward 3)

(TSC-0023-2020)

WHEREAS the Municipal Act, 2001, as amended, requires Council to pass a motion prior to closing part of a meeting to the public;

AND WHEREAS the Act requires that the motion states the act of holding a closed meeting and the general nature of the matter to be considered at the closed meeting;

NOW THEREFORE BE IT RESOLVED that a meeting held on May 8, 2020 with the Members of Council and Mississauga Members of Parliament shall be closed to the public to deal with an Educational Session regarding City priorities pursuant to section 239 (3.1) of the Municipal Act, 2001, as amended

AND FURTHER that a meeting held in the month of May 2020 with Members of Council and Mississauga Members of Provincial Parliament shall be closed to the public to deal with an Educational Session regarding City priorities pursuant to section 239 (3.1) of the Municipal Act, 2001, as amended