



## ADDITIONAL COUNCIL AGENDA

WEDNESDAY, FEBRUARY 8, 2012

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### 6. DEPUTATIONS

(c) 2012 City Budget

Chris Mackie, MIRANET Municipal Finance Committee and Dorothy Tomiuk, MIRANET Secretary will appear before Council to raise concerns on the recent decision of the Budget Committee to increase salaries and that senior staff salaries at the Director level were not on the Budget Committee's Agenda .

(d) 2012 City Budget

John Walmark, Chair of Mississauga Oversight Citizen Committee will appear before Council to raise concerns on the salary increase.

(e) Compensation Policy

Janice Baker, City Manager and Chief Administrative Officer will provide an update on the staff compensation policy.

### 12. CORRESPONDENCE

(a) Information Items: I-1-I-18

I-18 Letter dated February 1, 2012, from the Minister of Consumer Services indicating that before any consideration of a application for licensing under the *Funeral, Burial and Cremation Services Act, 2002* (FBCSA), municipal and Ministry of Environment environmental approvals must be obtained. In the absence of these approvals, the application for a crematorium licence will not be considered.

Receive/Refer to Planning and Building

(b) Direction Items: D1-D2

D-1 Reported received on February 6, 2012 from the Federation of Canadian Municipalities entitled Keep Moving Forward, Pre-Budget Submission Federation of Canadian Municipalities Fall 2011 where the Government of Canada seeks input from Canadians on the 2012 federal budget.

Direction Required

D-2 Letter dated February 1, 2012, from Global Business Park requesting an extension of approval of the rezoning application file OZ 06/004 W3.

Direction Required

**14. BY-LAWS**

B-11 A by-law to transfer funds from various Reserve Funds for certain capital projects approved in the 2012 Capital Budget.

B-12 A by-law to transfer funds from the General Revenue Fund (Account 28711) to the Workers' Compensation Reserve Fund (Account 37121).

B-13 A by-law to transfer funds from the Capital Reserve Fund (Account 33121) to the Main Fleet Vehicle and Equipment Replacement Reserve Fund (Account 35111).

B-14 A by-law to transfer funds from the capital Reserve Fund (Account 33121) to the Roadway Infrastructure Maintenance Reserve Fund (Account 33131).

B-15 A by-law to transfer funds from the Capital Reserve Fund (Account 33121) to the Fire Vehicle and Equipment Replacement Reserve Fund (Account 35141).

B-16 A by-law to transfer funds from the Capital Reserve Fund (Account 33121) to the Facilities Repairs and Renovations Reserve Fund (Account 35381).

B-17 A by-law to transfer funds from the General Revenue Fund (Account 28583) to the Insurance Reserve Fund (Account 34161).

B-18 A by-law to transfer funds from the General Revenue Fund (Account 28811) to the Capital Reserve Fund (Account 33121).

18. **CLOSED SESSION**

- (a) Pursuant to the *Municipal Act*, Section 239. (2)
  - (v) Personal matter about an identifiable individual, including municipal or local board employees re: **Exemption to Citizen Appointments to Committees, Boards and Authorities Policy.**

Ministry of  
Consumer Services

Ministère des  
Services aux consommateurs

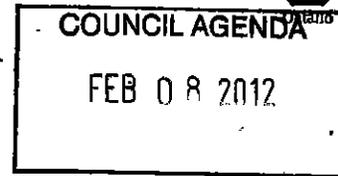


Office of the Minister

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MCS3725MC-2011-1066

FEB 01 2012

PREPARED BY

Her Worship Mayor McCallion, C.M., LL.D.  
Mayor of Mississauga  
The Corporation of the City of Mississauga  
300 City Centre Drive  
Mississauga, ON L5B 3C1

REGISTRY No.

DATE FEB 03 2012

FILE No.

11/192

MAYOR'S OFFICE

Dear Mayor McCallion:

Thank you for the call with me and my staff to discuss a rezoning application that has been submitted to your municipality requesting approval to establish a crematorium in the basement of an existing funeral home. I also appreciate your taking the time to write to me about this issue and for enclosing a resolution asking that the *Funeral, Burial and Cremation Services Act, 2002* (FBCSA) or the regulations be amended to establish minimum separation distances from proposed crematoria to other sensitive land uses. I apologize for the delay in responding to you.

Through extensive consultation over the years, we have worked closely with industry operators and consumer groups both in the development of the new Act itself and its supporting regulations. These stakeholders included the Association of Municipalities of Ontario, the Association of Municipal Managers, Clerks and Treasurers and the Municipal Cemetery Working Group. Concerns regarding the location of crematoria were not raised during the consultation process.

The FBCSA establishes the regulatory framework for most of the bereavement sector, including cemeteries, funeral establishments, transfer services, crematoriums and staff employed by these businesses. The primary purpose of the Act is to ensure consumer protection including defined consumer rights and entitlements.

Under the FBCSA, which is scheduled to take effect on July 1, 2012, establishing a crematorium off cemetery property:

- may be permitted if municipal by-laws and strict environmental standards are met;
- will continue to require municipal approval;
- will require the Ministry of the Environment's environmental compliance approval, which includes strict emissions limits and requirements to ensure that the environment is not adversely affected.

Municipalities may pass zoning by-laws under the *Planning Act* to control how land may be used, where buildings and other structures may be located and regulate other matters, including location, height and the size of buildings or structures. Where there are planning grounds, zoning by-laws may be passed in order to minimize or prevent land use conflicts and the locating of incompatible land uses. Municipalities have used separation distances to separate incompatible land uses in order to minimize the impact of the development of land.

While the issue of land use within a municipality remains a local matter, guidelines developed by the Ministry of the Environment are available to assist municipalities as they develop policies for land use compatibility. Each municipality continues to have the ability through its planning process to identify and impose unique requirements to address specific circumstances.

The MOE will ensure that stringent air standards are met before issuing an environmental compliance approval to establish a crematorium. An applicant must demonstrate to the MOE that it can meet all relevant air standards and operate in a way that will not cause adverse impacts to the community or environment. MOE regulations have set standards with regard to air quality for the protection of the environment and human health.

Before any consideration of an application for licensing under the FBCSA, municipal and MOE environmental approvals must be obtained. Absent these approvals, the application for a crematorium licence will not be considered.

Thank you, again, for writing.

Sincerely,



Margarett Best  
Minister

- c: The Honourable Kathleen Wynne, Minister of Municipal Affairs and Housing
- The Honourable Jim Bradley, Minister of the Environment

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

I-18(b)



OFFICE OF THE MAYOR

October 13, 2011

Ministry of Consumer Services  
6<sup>th</sup> Floor, Mowat Block  
900 Bay Street  
Toronto, Ontario  
M7A 1L2

Dear Minister:

Re: Funeral, Burial and Cremation Services Act, 2002 and Regulations

The City of Mississauga has been dealing with a rezoning application to permit a crematorium in conjunction with an existing funeral home which is in close proximity to a residential area. A public meeting was held on September 6, 2011, at which the enclosed Planning staff report dated August 16, 2011, was considered. In addition to numerous emails and correspondence, many residents appeared at the Committee to express their objection to the proposed crematorium so close to their homes.

Subsequently, on October 12, 2011, the Council of the Corporation of the City of Mississauga adopted the enclosed Resolution 0237-2011 requesting changes to the Funeral, Burial and Cremation Services Act, 2002, and regulations to provide minimum separation distances from proposed crematoria to other sensitive land uses.



THE CORPORATION OF THE CITY OF MISSISSAUGA  
300 CITY CENTRE DRIVE, MISSISSAUGA, ON L5B 3C1  
TEL: 905-896-5555 FAX: 905-896-5879  
mayor@mississauga.ca



RESOLUTION 0237-2011  
adopted by the Council of  
The Corporation of the City of Mississauga  
at its meeting on October 12, 2011

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Moved by: Bonnie Crombie

Seconded by: Jim Tovey

WHEREAS on August 24, 2009, the City of Mississauga received Official Plan Amendment and Rezoning Applications submitted by 1429036 Ontario Inc., to permit a proposed crematorium in the existing funeral home on 3263 Derry Road East under File OZ 09/012 W5;

AND WHEREAS these applications were deemed complete by the City on September 16, 2009;

AND WHEREAS on September 6, 2011, the City of Mississauga Planning and Development Committee held a Public Meeting pursuant to the provisions of the *Planning Act*, as amended regarding the proposal;

AND WHEREAS the legislation currently in effect, namely the *Cemeteries Act (Revised)* and the *Funeral Directors and Establishment Act* permit crematoriums only in cemeteries;

AND WHEREAS the Province has enacted the *Funeral, Burial and Cremation Services Act, 2002*, and passed related regulations which will permit crematoriums outside cemeteries;

AND WHEREAS the *Funeral, Burial and Cremation Services Act, 2002*, and related regulations are scheduled to come into force on July 1, 2012;

AND WHEREAS the regulations of the *Funeral, Burial and Cremation Services Act, 2002*, do not include a minimum separation distance requirement from a residential zone to a proposed crematorium;

AND WHEREAS the City of Mississauga is concerned about the proximity of the proposed crematorium to existing residential development;

D-1

# KEEP MOVING FORWARD

Pre-Budget Submission  
 Federation of Canadian Municipalities

Fall 2011

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

# INTRODUCTION

Canada has been a leader in fighting the global economic downturn. Together, all orders of government have taken coordinated action to create jobs and protect families and businesses. Now, as growing uncertainty again threatens world markets, the Government of Canada must continue working with cities and communities to strengthen our economic foundations and protect our quality of life.

Although stimulus spending is over, Canada must build on the successes of the Economic Action Plan (EAP). The EAP overcame barriers to common-sense cooperation that too often keep governments from working together. By the end of this year, municipalities will have built and helped pay for \$10 billion in EAP projects. In doing so, our communities are creating 100,000 jobs and meeting 50 per cent of the plan's total jobs target.

## A Growing Partnership

The EAP came on the heels of other positive changes in the federal government's relationship with cities and communities. In the last few years, federal investments have helped municipalities put police on the streets, repair social housing and rebuild the roads, bridges, water systems and public transit Canada needs to support families, businesses and long-term economic growth.

The government's growing collaboration with municipalities has produced policies and programs that deliver better value for Canadians. The Building Canada Plan and permanent Gas Tax Fund are examples of the long-term funding tools the country needs to properly maintain infrastructure over 30-, 50- and even 70-year lifespans. The government has also worked closely with municipal officials to cut red tape, streamline funding approvals and develop strong, practical environmental regulations.

## Protecting Our Gains

The federal government has helped municipalities repair some of the damage done to our communities by many years of underinvestment and downloading. We cannot afford to lose that ground.

For decades, municipalities have struggled to meet growing responsibilities, including many downloaded by other orders of government. Without a share of the income and sales taxes generated by new growth, communities have been forced to raise property taxes, cut core services and, most often, put off infrastructure repairs. The resulting infrastructure deficit is bad for families, businesses and our economy.

# SMART GOVERNMENT, STRONG PARTNERSHIPS

Better planning, better partnerships and better programs: these are trademarks of smart government. That's the kind of government we'll need if Canada is to create jobs, protect core services and balance its budget in a tough global economy.

Going forward, governments must:

- **Think long-term.** The federal government must continue its shift from short-term funding announcements to long-term commitments that support better budget and program planning. While developing its new long-term infrastructure plan, the government must expand this model to put core investments in other areas, including policing and public safety and affordable housing, on a more stable, secure, long-term footing.
- **Tear down silos.** In areas where all orders of government have a role to play, they must set shared objectives, eliminate unnecessary duplication, bureaucracy, and red tape, and support common-sense cooperation wherever possible. To achieve this, local governments need a seat at the table—not just on infrastructure—but on policing and public safety, housing, the environment and any other issue directly affecting municipalities.
- **Engage the private sector.** Public-private partnership (P3) is no magic bullet, but where and when the private sector can contribute to solutions, the door should be open. In addition to incorporating P3 funding into its new long-term infrastructure plan, the federal government must engage businesses in efforts to fight traffic gridlock, fill growing cracks in our housing system and build a greener economy.

The federal government has made new investments and started reforming its infrastructure programs. It has moved toward a longer-term funding model that supports better planning and more-efficient use of tax dollars. It has fostered a new spirit of intergovernmental partnership and designed faster, more-efficient funding programs. The building blocks of a permanent fix to the infrastructure deficit are taking shape. The challenge now is to put them together.

There is no time to waste. In addition to repairing rapidly aging roads, bridges and public transit systems, and making new investments to support growth, municipalities are facing a range of unprecedented infrastructure challenges.

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## **Crumbling Roads, Bridges, and Public Transit**

*"Congestion continues to choke our cities"*

Carol Wilding, President and CEO of the Toronto Board of Trade

To compete globally, Canada needs fast, efficient transportation networks that connect companies to customers, workers to jobs, and communities to international markets. However, a lack of long-term funding and coordination among governments has allowed traffic gridlock to spiral out of control and critical gaps to form in Canada's air, rail, road and marine linkages.

Today the average Canadian commuter spends the equivalent of 32 working days a year travelling to and from work. The Greater Toronto Area and Metro Montréal have average daily commute times of more than 75 minutes, longer than London, New York, and Los Angeles. Many other urban regions, including Ottawa, Calgary and Vancouver, need major investments to fight growing gridlock.

The challenge is not confined to large cities. In many rural, remote, and northern areas, communities lack the bridges, highways, and airport infrastructure to support families and industry, stay reliably connected to urban markets and sustain local economies and the quality of life.

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In a country desperate to increase its productivity, traffic gridlock is slowing the movement of goods, services and people to a standstill. Meanwhile, proposed new federal wastewater regulations will require cities and communities to rebuild one in four of the country's wastewater systems, at an estimated cost of more than \$20 billion.

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## Cities, Communities and the Economy

As the global race for talent, investment and jobs intensifies, Canada will need cities and communities with modern water systems, world class transportation networks, and a high quality of life.

Despite recent investments, however, Canada's tax system continues taking too much out of our communities and putting too little back in. Federal and provincial treasuries consume the income and sales tax revenues generated by economic growth. Canadian municipalities, unlike many of their international counterparts, are left to rely on slow-growing property tax.

Without access to revenues that grow with the economy, and without sufficient long-term investments by other governments, municipalities face a structural gap between their growing responsibilities and the resources they have to meet them. Among the consequences are a \$123 billion municipal infrastructure deficit, falling roads and transit systems, and growing threats to our economic future.

- **Rural, northern, and remote communities** support agribusiness and natural resource industries that produce 50 per cent of Canada's exports, pay billions of dollars in taxes, and create spin-off jobs and new growth in urban regions. However, with shrinking property tax bases and rapidly aging infrastructure, rural, remote and northern municipalities are struggling to provide the basic services and community facilities they need to attract and retain residents and businesses.
- **The Green Economy:** During the past decade municipalities have undertaken thousands of projects to stop pollution, save energy, and cut Green House Gas emissions, from turning landfill gas into electricity to putting high-efficiency buses on the road. FCM's 2009 Act Locally report shows that, by working with federal, provincial and territorial partners, municipalities could invest in many more proven, cost-effective projects, and jump start federal strategies to build a greener economy.

To meet these challenges, we must continue reforming municipalities' funding tools and their relationship with the other orders of government.

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D-1(j)

3. **End federal downloading on to municipal property taxpayers as it occurs in federal-municipal policing contracts or as a result of the RCMP's inability to fulfill its core responsibilities**

## **Housing**

Growing cracks in Canada's housing market are hurting communities, taxpayers, and the national economy.

Rising housing prices and rental shortages are making it difficult for communities to attract the workers they need to support the national economy. Tens of thousands of families, senior citizens and new immigrants are struggling to find adequate, affordable shelter, yet \$380 million per year in affordable housing and homelessness programs is still currently set to expire in 2014. Chronic homelessness continues to put an unsustainable burden on taxpayer-funded police forces, emergency rooms and social services.

The federal government is currently signing housing agreements with each province and territory to invest more than \$1 billion building and repairing social housing over the next three years. The government has promised that new programs will be designed to meet local needs and show progress against clear objectives.

Federal, provincial and territorial governments must work with municipalities to turn these words into action. The first priority is to get funding to local governments and other front-line organizations to build housing that meets local needs and supports the economy. We must build on the new spirit of intergovernmental partnership to design and implement faster, more-efficient funding programs. At the same time, the federal government must support goals that go beyond two- and three-year funding cycles. Then and only then will we have the housing that families, workers and businesses need, and reduce the high toll of homelessness on individuals, communities and taxpayer-funded services.

### **RECOMMENDATIONS**

**FCM is calling on the federal government to:**

1. **Support long-term provincial, territorial, and municipal housing strategies**
2. **Introduce market incentives to increase the number of new rental units built every year**
3. **Renew expiring federal housing programs and subsidies**
4. **Legislate 10-year targets for construction and repair of the housing Canada needs to support its economy and reduce the burden of chronic homelessness on taxpayer-funded emergency and social services**

## Housing and Homelessness

- In 1.5 million households—or 12.7 % of all homes—Canadians are in “core housing need”, stretching their salaries to the breaking point to pay the rising cost of shelter.
- One-third of Canadian households are renters, living in more than 3.9 million rental units in apartments, houses and condominiums across the country.
- In Toronto, research shows moving an average person from temporary shelters into stable housing reduces social and health services costs by \$9,000 per year. In the case of the chronically homeless, many of whom suffer from mental illness, the net savings are as high as \$17,000 per year.
- At last count there were more than 175,000 families on social housing waiting lists across Canada.
- More than 40,000 Canadians, including families with children, sleep in emergency shelters every night.
- One in five prison inmates in the Toronto area was homeless when arrested. One in three plans to live in an emergency shelter when released.

## Rural, remote and northern communities

- Rural, remote and northern communities support industries that account for more than 50 per cent of Canada’s exports, including energy, agri-food and natural resources.
- On average, rural household incomes are \$10,000 less than in other parts of the country.
- In the past decade, rural, remote and northern Canada’s share of the national population fell below 20 per cent for the first time.
- The costs of adapting roads, bridges, and public buildings to rising arctic temperatures could more than double the North’s estimated \$400 million infrastructure deficit.



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**COUNCIL AGENDA**  
**FEB 08 2012**

February 1<sup>st</sup>, 2012

Dear Chris Fonseca,

In reference to resolution number 0048-2011 filed in Ward 3 on February 23<sup>rd</sup>, 2011, with the city of Mississauga, for property 4598 Tomken Road, in Mississauga, Ontario, as the owner of the land, 2270886 Ontario Inc. a further extension of the resolution for one year is required.

We request the extension of the approval of the rezoning application because the servicing and development agreements and associated design and cost issues have not been finalized and therefore the Zoning By-Law under file OZ 06/004 W3 has not been passed.

Thank you for your time. Please feel free to contact me with any questions you may have at 905.607.5555 x 102.

Sincerely,

Pauline Lala  
2270886 Ontario Inc.

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