



## AGENDA

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SESSION 16

THE COUNCIL OF

THE CORPORATION OF THE CITY OF MISSISSAUGA

([www.mississauga.ca](http://www.mississauga.ca))

WEDNESDAY, SEPTEMBER 26, 2012 – 9:00 A.M.

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

Contact: Carmela Radice, Legislative Coordinator, Office of the City Clerk  
Telephone: 905-615-3200, ext. 5426; [carmela.radice@mississauga.ca](mailto:carmela.radice@mississauga.ca)

**Note: Council will recess for lunch between 12 noon and 1:00 p.m.**

**1. CALL TO ORDER**

**2. DISCLOSURES OF DIRECT OR INDIRECT PECUNIARY INTEREST**

**3. MINUTES OF PREVIOUS COUNCIL MEETINGS**

(a) September 12, 2012

**4. APPROVAL OF AGENDA**

**5. PRESENTATIONS**

(a) AMO Gas Tax Award

Janice Baker, City Manager and CAO will provide an overview of the Gas Tax Award and Mayor McCallion will present the award to the recipient.

(b) 25 Year Safe Driving and 25 Year Safe Working Awards

Geoff Marinoff, Director of Transit will provide an overview of the awards and Mayor McCallion will present the awards to the recipients.

(c) BraBen and Lakeview Golf Course Awards

Shawn Moreey, Associate Manager/Head Golf Professional and Darryl Herridge, Head of Golf Professional will speak to the awards that both BraBen and Lakeview Golf Courses have won.

**6. DEPUTATIONS**

(a) Tax Adjustments

There may be persons in attendance who wish to address Council regarding the Apportionment of Taxes and Tax Adjustments pursuant to Sections 357 and 358 of the *Municipal Act*.

Corporate Report R-1/R-2

(b) Fall 2012 Sports Week

Lisa Alexander, President of the Mississauga Sports Council will speak to the Fall 2012 Sports Week, outlining the activities that will take place during the event.

(c) Culture Days and the Kick-off event for the Mississauga Urban Design Awards

Susan Burt, Director of Culture and Marilyn Ball, Director of Development and Design will provide an overview of Culture Days events and the kick-off event for the Mississauga Urban Design Awards.

(d) Don McLean Westacres Pool.

Dave Cook, resident of Ward 1 will speak to the petition for saving Don McLean Westacres Pool.

Petition P-1

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

(In accordance with Section 36 of the City of Mississauga Procedure By-law 0412-2003, as amended, Council may grant permission to a person who is present at Council and wishes to address Council on a matter on the Agenda. Persons addressing Council with a question should limit preamble to a maximum of two statements sufficient to establish the context for the question. Leave must be granted by Council to deal with any matter not on the Agenda.)

8. **CORPORATE REPORTS**

R-1 Report dated September 7, 2012, from the Commissioner of Corporate Services and Treasurer re: **Apportionment of Taxes.**

Recommendation

That the recommended apportionment of taxes and payments set out in Appendix 1 of the report dated September 7, 2012 from the Commissioner of Corporate Services & Treasurer be approved.

Motion

- R-2 Report dated September 7, 2012, from the Commissioner of Corporate Services and Treasurer re: **Tax Adjustments Pursuant to Sections 357 and 358.**

Recommendation

That the tax adjustments outlined in Appendix 1 attached to the report dated September 7, 2012 from the Commissioner of Corporate Services and Treasurer for applications for cancellation or refund of taxes pursuant to Sections 357 and 358 of the *Municipal Act*, be adopted.

Motion

- R-3 Report dated August 31, 2012, from the Commissioner of Planning and Building re: **Proposed Corporate Policy and Procedure for Bonus Zoning – Supplementary Report.**

Recommendation

That the proposed revised Corporate Policy and Procedure for Bonus Zoning, attached as Appendix 5, to the report titled "*Proposed Corporate Policy and Procedure for Bonus Zoning – Supplementary Report*" dated August 31, 2012 from the Commissioner of Planning and Building, be adopted.

Motion

Information I-1

- R-4 Report dated August 31, 2012, from the Commissioner of Planning and Building re: **Rezoning Application to permit restaurant uses 1030 Canadian Place South of Eglinton Avenue East, east of Tomken Owner: F-F Construction Co. Limited Applicant: Greg Dell & Associates, Bill 51, Supplementary Report (Ward 3).**

Recommendation

That the Report dated August 31, 2012, from the Commissioner of Planning and Building recommending approval of the application under File OZ 07/017 W3, F-F Construction Co. Limited, 1030 Canadian Place, South of Eglinton Avenue East, east of Tomken Road, be adopted in accordance with the following:

1. That the application to change the Zoning from “E2-86” (Employment-Exception) and “D” (Development) to “E2-86” (Employment – Exception) to permit restaurant uses in accordance with the proposed zoning standards described in the Information Report, be approved subject to the following condition:
  - (a) That the applicant agree to satisfy all the requirements of the City and any other official agency concerned with the development.
2. That the decision of Council for approval of the rezoning application be considered null and void, and a new development application be required unless a zoning by-law is passed within 18 months of the Council decision.

Motion

- R-5 Report dated August 22, 2012, from the Commissioner of Transportation and Works re: **Road Component of the Other Services Charge and Storm Water Management Development Charge Credits to be Granted Prologis Canada LLC the Developer of the Proposed Industrial Subdivision T-08006, Phase 1, Located North of Derry Road West, West of Tenth Line (Ward 9).**

Recommendation

1. That the Development Agreement for Plan T-08006, Phase 1, located north of Derry Road West, west of Tenth Line, indicate a Road Component of the Other Services Charge Credit in the amount of \$314,450.96, for the costs associated with the construction of Argentia Road.
2. That the Development Agreement for Plan T-08006, Phase 1, located north of Derry Road West, west of Tenth Line, indicate a Storm Water Management Development Charge Credit in the amount of \$1,455,900.74, for the costs associated with the construction of the storm water management pond.

3. That the Servicing Agreement for Plan T-08006, Phase 1, located north of Derry Road West, west of Tenth Line, indicate payment by the City of Mississauga to Prologis Canada LLC in the amount of \$605,475.23 for a portion of the cost of the land component of the storm water management pond located within the plan, and that funds be drawn from Account Number PN-10149.

Motion

**9. COMMITTEE REPORTS**

- (a) Planning and Development Committee Report 13 -2012 dated September 17, 2012.

Motion

- (b) General Committee Report 15-2012 dated September 19, 2012.

Motion

- (c) Budget Committee Report 3-2012 dated September 19, 2012.

Motion

- (d) Public Meeting extracts from the Planning & Development Committee meeting dated September 17, 2012:

- (i) Draft Port Credit Local Area Plan, Ward 1  
File: CD.03.POR

To be received

**10. UNFINISHED BUSINESS**

**11. PETITIONS**

- P-1 Petition received on September 19, 2012 at the Office of the City Clerk containing approximately 1113 signatures regarding saving the Don McLean Westacres Pool (Ward 1).

Receive and refer to Community Services

- P-2 Petition received on September 13, 2012 at the Office of the City Clerk containing approximately 352 signatures requesting a bus stop for Bus #107 at 4000 Nashua Drive and Goreway Drive (Ward 5).

Receive and refer to Transportation and Works

**12. CORRESPONDENCE**

- (a) Information Items: I-1 – I-8
- (b) Direction Item

**13. MOTIONS**

- (a) To approve recommendations from the following Committee Reports:
  - (i) Recommendations PDC-0054-2012 to PDC-0057-2012 inclusive contained in the Planning and Development Committee Report 13-2012 dated September 17, 2012.
  - (ii) Recommendations GC-0611-2012 to GC-0643-2012 inclusive contained in the General Committee Report 15-2012 dated September 19, 2012.
  - (iii) Recommendations BC-0016-2012 to BC-0017-2012 inclusive contained in the Budget Committee Report 3-2012 dated September 19, 2012.
- (b) To close to the public a portion of the Council meeting to be held on September 26, 2012, to deal with various matters. (See Item 18 Closed Session).
- (c) To close to the public a portion of the Council meeting to be held on October 10, 2012, pursuant to Section 239 (3.1) of The Municipal Act for an Educational Session (Federal and Provincial relations).
- (d) To approve the apportionment of taxes and payments set out in Appendix 1 of the report dated September 7, 2012 from the Commissioner of Corporate Services and Treasurer.

Corporate Report R-1

- (e) To adopt the tax adjustments outlined in Appendix 1 attached to the report dated September 7, 2012, from the Commissioner of Corporate Services and Treasurer for applications for cancellation or refund of taxes pursuant to Sections 357 and 358 of the *Municipal Act*.

Corporate Report R-2

- (f) To adopt the proposed revised Corporate Policy and Procedure for Bonus Zoning, attached as Appendix 5, to the report titled "*Proposed Corporate Policy and Procedure for Bonus Zoning – Supplementary Report*" dated August 31, 2012 from the Commissioner of Planning and Building.

Corporate Report R-3

- (g) To approve if the rezoning application OZ 07/017 W3 to change the zoning from "E2-86" (Employment – Exception) and "D" (Development) to "E2-86" (Employment – Exception) to permit a restaurant use subject to the following conditions that the applicant satisfy all the requirements of the City and any other official agency concerning the development and the application be considered null and void and a new development application be required unless a zoning by-law is passed within 18 months of Council's decision.

Corporate Report R-4

- (h) To approve the Development and Servicing Agreements for Plan T-08006 located north of Derry Road West, west of Tenth Line.

Corporate Report R-5

- (i) To endorse the recommendations contained in the Cycling Death Review report from the Office of the Chief Coroner for Ontario.

GC-0639-2012/September 19, 2012

Information I-5

- (j) To support the resolution from the Federation of Canadian Municipalities on Shark Finning

Deferred from the September 12, 2012 Council Meeting

- (k) To forward recommendation GC-0477-2012 adopted by Council on July 4, 2012 that approved the passing of the by-law to ban the sale of cats and dogs in pet stores to major municipalities in Ontario.

Deferred from the September 12, 2012 Council Meeting

- (l) To support without reservation the construction and operation of Rooftop Solar Projects anywhere in the City of Mississauga including but not limited to Rooftop Solar Projects on City-owned buildings and that the sole purpose of this Resolution is to enable the participants in the FIT program to receive priority points under the FIT Program and that this Resolution may not be used for the purpose of any other form of municipal approval in relation to a FIT application or Rooftop Project or for any other purpose.

GC-0622-2012/September 19, 2012

**14. BY-LAWS**

- B-1 A by-law to amend By-law 0225-2007, as amended, for the proposed rezoning application under file OZ 09/004 W8, 2164566 Ontario Inc. (Hush Homes) east side of Mississauga Road, south of Eglinton Avenue West (Ward 8).

Resolution 0075-2010/April 11, 2010

- B-2 A by-law to authorize the execution of an Agreement of Purchase and Sale (Offer to Sell) where the Corporation of the City of Mississauga as Purchaser and Orlando Corporation as Vendor for the purchase of certain lands *Land Titles Act* PIN#'s 13287-0353 (LT) and 1387-0338 (LT).

GC-0623-2012/September 19, 2012

- B-3 A by-law to amend By-law no. 0098-2004, as amended, being the City's Animal Care and Control By-law that Part V, Section 15(1) shall not be applicable to the owners of the property municipally known as 3075 Kirwin Avenue for the male pygmy goat located on the said property.

GC-0611-2012/September 19, 2012

**15. OTHER BUSINESS**

**16. INQUIRIES**

**17. NOTICE OF MOTION**

- M-1 To endorse Resolutions 1 through 7 from the Great Lakes, St. Lawrence Cities Initiative Conference 2012 and that the endorsement be forwarded to the Great Lakes, St. Lawrence Cities Initiative for distribution and endorsement by all Municipal Councils within the Great Lakes Basin.

- M-2 To review the policies within the Mississauga Road Scenic Route Study and associated Official Plan policies with the intent of strengthening the policies in the context of increasing residential intensification pressures along the Mississauga Road corridor.

**18. CLOSED SESSION**

- (a) Pursuant to the *Municipal Act*, Section 239 (2)
- (i) Litigation or potential, including matters before administrative tribunals, affecting the municipality or local board re: **Committee of Adjustment Appeal "A"070/12 – VGR Investments Ltd. – 1420 Burnhamthorpe Road East – Ward 3.**
  - (ii) Litigation or potential, including matters before administrative tribunals, affecting the municipality or local board re: **Committee of Adjustment Appeal "A"320/12 – Ferndale Venture Ltd. – 775 Dundas Street East – Ward 3.**
  - (iii) Litigation or potential, including matters before administrative tribunals, affecting the municipality or local board re: **Legal Report regarding appeal by 1598607 Ontario Corp. (Dunpar Developments Inc.) at 4390 Mississauga Road.**

**19. CONFIRMATORY BY-LAW**

A by-law to confirm the proceedings of the Council of The Corporation of the City of Mississauga at its meeting held on September 26, 2012.

**20. ADJOURNMENT**



# Corporate Report

Clerk's Files

Originator's  
Files

R-1

FA.36

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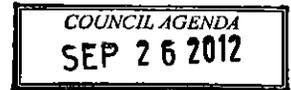
**DATE:** September 7, 2012

**TO:** Mayor and Members of Council  
Meeting Date: September 26, 2012

**FROM:** Brenda R. Breault, CMA, MBA  
Commissioner of Corporate Services & Treasurer

**SUBJECT:** **Apportionment of Taxes**

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**RECOMMENDATION:** That the recommended apportionment of taxes and payments set out in Appendix 1 of the report dated September 7, 2012 from the Commissioner of Corporate Services & Treasurer be approved.

**BACKGROUND:** Section 356 of the *Municipal Act* allows a local municipality to apportion taxes if land which was assessed in one block at the return of the assessment roll is subsequently divided into two or more parcels and to direct what proportion of any payment of taxes is to be applied to each of the parcels.

**COMMENTS:** The Municipal Property Assessment Corporation (MPAC) has advised of a number of properties that have been divided into parcels subsequent to the return of the assessment roll. Section 356 of the *Municipal Act* provides for taxes levied on the land to be apportioned to the newly created parcels. In addition, the municipality is to direct what proportion of any payment of taxes is to be applied to each of the parcels.

In accordance with section 356(1) of the *Municipal Act*, taxes levied on the land for the year in which the property is divided and any unpaid taxes for years prior to that year have been proportionately

apportioned to the newly created parcels based on the relative assessed value of the parcels as determined by MPAC. Supplementary taxes levied for the year in which the property was divided have been allocated to the parcel to which they pertain.

All payments applied to the property tax account being apportioned, from the year of the land division to date, must be allocated to the appropriate parcels. Payments have been allocated based on the parcel that payment was intended for or distributed proportionately among the parcels if the payment was intended for the entire block.

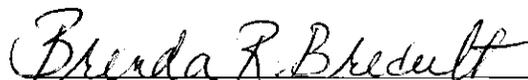
A Summary of Apportionment of Taxes listing newly created parcels and the recommended apportionment of taxes and payments is provided as Appendix 1.

Owners of the apportioned lands have been sent notification. Property owners have the right to appeal the decision of Council to the Assessment Review Board.

**FINANCIAL IMPACT:** Not applicable.

**CONCLUSION:** There are a number of properties that were assessed in one block at the return of the assessment roll and subsequently divided into parcels. The *Municipal Act* requires Council to approve the apportionment of taxes and allocation of payments subsequent to the division of property.

**ATTACHMENTS:** Appendix 1: Summary of Apportionment of Taxes under the *Municipal Act* for hearing September 26, 2012.



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Brenda R. Breault, CMA, MBA  
Commissioner of Corporate Services & Treasurer

*Prepared By: Connie Mesih, Manager, Revenue and Taxation*

P-1(b)

**Summary of Apportionment of Taxes under the Municipal Act  
For Hearing on September 26, 2012**

Alison Ross  
(905)896-5000

Corporate Services Revenue

September 13, 2012 10:44

Apportionment No	Roll No	Location	Legal Dscr	Tax Year	Assessment	Recommended Apportionment of Taxes	Recommended Apportionment of Payments
8422	05-06-0-128-22800-0000-1	0 GLENGARRY RD	RANGE 1 SDS PT LOT 8 AND RP 43R15287 PT(s) 1	2008	252,500	2,683.66	- 2,683.65
8423	05-06-0-128-22800-0000-1	0 GLENGARRY RD	RANGE 1 SDS PT LOT 8 AND RP 43R15287 PT(s) 1	2009	296,089	3,012.98	- 3,012.98
8424	05-06-0-128-22800-0000-1	0 GLENGARRY RD	RANGE 1 SDS PT LOT 8 AND RP 43R15287 PT(s) 1	2010	339,726	3,336.50	- 3,511.19
8426	05-04-0-142-12928-0000	172 ANASTASIA TERR	PLAN 43M493 PT LOT 26 AND RP 43R10884 PT(s) 8	2010	494,504	4,906.02	- 15,274.92
8427	05-04-0-142-12927-0000	176 ANASTASIA TERR	PLAN 43M493 PT LOT 27 AND RP 43R10884 PT(s) 11 AND 13	2010	510,351	5,036.56	- 14,856.25
8428	05-04-0-142-12929-0000	168 ANASTASIA TERR	PLAN 43M493 PT LOT 25	2010	449,982	4,437.21	- 12,114.02
8429	05-04-0-142-12931-0000	160 ANASTASIA TERR	PLAN 43M493 PT LOT 23	2010	392,043	3,871.89	- 10,544.59
8430	05-04-0-142-12932-0000	156 ANASTASIA TERR	PLAN 43M493 PT LOT 22	2010	391,537	3,866.94	- 11,218.30
8431	05-04-0-142-12933-0000	152 ANASTASIA TERR	PLAN 43M493 PT LOT 21	2010	441,089	4,367.24	- 11,984.27
8432	05-06-0-131-08800-0000	2701 MISSISSAUGA RD	TORONTO RANGE 2 SDS PT LOT 3 RP 43R33178 PT(s) 1	2012	765,000	8,223.41	- 9,616.70
8433	05-03-0-093-08500-0000	971 LOVINGSTON CRES	TORONTO CON 2 NDS PT LOT 8 PLAN M372 PT BLKS 140 AND 158 RP 43R21366 PT(s) 1 TO 3	2011	927,809	8,956.19	- 14,985.37
8434	05-04-0-155-00405-0000	0 EGLINTON AVE W	TORONTO CON 2 NDS PT LOT 19 RP 43R31113 PART 4 PT PART 1 AND RP 43R32495 PART 2	2010	1,737,917	58,140.31	- 58,140.25
8435	05-04-0-155-00405-0000	0 EGLINTON AVE W	TORONTO CON 2 NDS PT LOT 19 RP 43R31113 PART 4 PT PART 1 AND RP 43R32495 PART 2	2011	1,841,458	29,552.31	- 33,355.87

**Summary of Apportionment of Taxes under the Municipal Act  
For Hearing on September 26, 2012**

Apportionment No	Roll No	Location	Legal Dscr	Tax Year	Assessment	Recommended Apportionment of Taxes	Recommended Apportionment of Payments
8436	05-05-0-115-61601-0000	5055 SATELLITE DR	PLAN 43M793 PT BLK 8 RP 43R23160 PARTS 5 10 TO 12 PT PARTS 1 AND 9 RP EXP PLAN PR1954521 PT(S) 1 2 5 6 10 TO 12	2011	18,711,723	427,648.76	- 427,648.77
8437	05-05-0-115-61601-0000	5055 SATELLITE DR	PLAN 43M793 PT BLK 8 RP 43R23160 PARTS 5 10 TO 12 PT PARTS 1 AND 9 RP EXP PLAN PR1954521 PT(S) 1 2 5 6 10 TO 12	2012	19,599,000	430,444.41	- 435,618.81
8438	05-03-0-094-30020-0000	1833 BUCKHORN GATE	PLAN 43M1503 PT BLK 3 RP 43R32006 PART 3 PT PART 1 EXP PLAN PR1954754 PT(s) 1	2011	2,339,456	6,785.38	- 6,785.38
8439	05-03-0-094-30020-0000	1833 BUCKHORN GATE	PLAN 43M1503 PT BLK 3 RP 43R32006 PART 3 PT PART 1 EXP PLAN PR1954754 PT(s) 1	2012	2,535,000	7,176.81	- 7,999.29
8440	05-01-0-002-22900-0000	760 LAKESHORE RD E	PLAN A26 PT LOTS 12 AND 13	2011	264,876	4,432.98	- 4,433.00
8441	05-01-0-002-22900-0000	760 LAKESHORE RD E	PLAN A26 PT LOTS 12 AND 13	2012	304,000	4,673.64	- 5,472.78
8442	05-02-0-025-05210-0000	2339 LAKESHORE RD W	TORONTO CON 3 SDS PT LOTS 33 AND 34 RP 43R6030 PT(s) 2 AND 3 PT PART 1	2010	57,271,401	1,471,180.19	- 1,471,180.18
8443	05-02-0-025-05210-0000	2339 LAKESHORE RD W	TORONTO CON 3 SDS PT LOTS 33 AND 34 RP 43R6030 PT(s) 2 AND 3 PT PART 1	2011	61,256,200	1,511,397.83	- 1,511,397.84
8444	05-02-0-025-05210-0000	2339 LAKESHORE RD W	TORONTO CON 3 SDS PT LOTS 33 AND 34 RP 43R6030 PT(s) 2 AND 3 PT PART 1	2012	65,241,000	1,550,322.82	- 1,532,676.55
8445	05-01-0-002-22800-0000	756 LAKESHORE RD E	PLAN A26 PT LOTS 11 AND 12	2011	387,068	3,729.70	- 3,729.69

R-1(c)

R-1(d)

## Summary of Apportionment of Taxes under the Municipal Act For Hearing on September 26, 2012

Apportionment No	Roll No	Location	Legal Dscr	Tax Year	Assessment	Recommended Apportionment of Taxes	Recommended Apportionment of Payments
8446	05-01-0-002-22800-0000	756 LAKESHORE RD E	PLAN A26 PT LOTS 11 AND 12	2012	415,000	3,916.35	-3,931.02
8451	05-04-0-096-05401-0000	85 EGLINTON AVE W	TORONTO CON 1 WHS PT LOT 1 RP 43R24436 PT PART 2 RP 43R33929 PT(s) 11 AND PT PART 12	2011	80,401	778.58	-3,949.27
	05-04-0-098-05701-0000	0 EGLINTON AVE W	TORONTO CON 1 WHS PT LOT 1 RP 43R33929 PT(s) 6	2011	14,325	138.71	-137.89
	05-04-0-098-05705-0000	0 EGLINTON AVE W	TORONTO CON 1 WHS PT LOT 1 RP 43R33929 PT(s) 2 3 5 AND 13	2011	14,325	138.71	
	05-04-0-098-05710-0000	0 EGLINTON AVE W	TORONTO CON 1 WHS PT LOT 1 RP 43R33929 PT(s) 10	2011	289,800	2,806.32	
	05-04-0-098-05715-0000	0 EGLINTON AVE W	TORONTO CON 1 WHS PT LOT 1 RP 43R33929 PT(s) 9	2011	20,200	195.61	
8452	05-04-0-097-29200-0000	6355 MILLCREEK DR	PLAN 927 PT LOTS 3 AND 15	2010	29,986,900	718,689.36	-718,689.36
8453	05-04-0-097-29200-0000	6355 MILLCREEK DR	PLAN 927 PT LOTS 3 AND 10	2011	31,907,500	729,868.61	-1,474,434.72
8455	05-04-0-143-25950-0000	3981 GRAND PARK DR	TORONTO CON NDS PT LOT 20 RP 43R33326 PT(S) 1 3 TO 5 7 11 AND 14	2010	1,207,375	21,061.43	-62,973.79
<b>Total</b>						<u>7,035,777.42</u>	<u>7,872,356.70</u>



# Corporate Report

Clerk's Files

Originator's Files

**DATE:** September 7, 2012

**TO:** Mayor and Members of Council  
Meeting Date: September 26, 2012

**FROM:** Brenda R. Breault, CMA, MBA  
Commissioner of Corporate Services and Treasurer

**SUBJECT:** Tax Adjustments Pursuant to Sections 357 and 358

<p style="text-align: center;">COUNCIL AGENDA <b>SEP 26 2012</b></p>
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**RECOMMENDATION:** That the tax adjustments outlined in Appendix 1 attached to the report dated September 7, 2012 from the Commissioner of Corporate Services and Treasurer for applications for cancellation or refund of taxes pursuant to Sections 357 and 358 of the *Municipal Act*, be adopted.

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

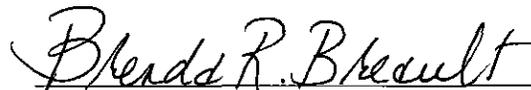
**COMMENTS:** A total of 18 applications for tax adjustments have been prepared for Council's consideration on Wednesday, September 26, 2012.

The total cancellation or refund of taxes as recommended is \$368,593.70. Appendix 1 outlines the tax cancellations being recommended by property and summarizes by appeal reason the number of applications and tax dollars recommended for reduction.

**FINANCIAL IMPACT:** The City's portion of the cancellations resulting from the Section 357 and 358 tax adjustments is \$75,929.31.

**CONCLUSION:** Tax appeals for 2009, 2010, 2011 and 2012 taxation years are listed in Appendix 1. The *Municipal Act* requires Council to approve the tax adjustments.

**ATTACHMENTS:** Appendix 1: Tax Appeals Pursuant to the *Municipal Act* For Hearing On September 26, 2012.



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Brenda R. Breault, CMA, MBA  
Commissioner of Corporate Services & Treasurer

*Prepared By: Connie Mesih, Manager, Revenue and Taxation*

R-2(b)

**Tax Appeals Pursuant to the Municipal Act Appendix 1  
For Hearing On September 26, 2012**  
Corporate Services

September 7, 2012  
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Appeal No.	Roll Number	Owner	Location	Reason for Appeal	Tax Adjustment Totals
<b>Section 357 : 2011</b>					
8171	05-03-0-075-17510-0000	RIOCAN HOLDINGS INC	3100 DIXIE RD	Gross/manifest error	0.00
8023	05-04-0-097-24218-0000	CANADIAN SOCIETY OF PEACE & RELIEF	6680 CAMPOBELLO RD	Gross/manifest error	-27,186.25
7828	05-04-0-115-01350-0000	5995AB PROPERTY LTD	5995 AVEBURY RD	Became Exempt	0.00
7865	05-04-0-154-00453-0000	OMERS REALTY MANAGEMENT CORPORATION	100 CITY CENTRE DR	Became Exempt	0.00
8133	05-04-0-155-01650-0000	CREDIT VALLEY PROFESSIONAL BUILDING INC	2300 EGLINTON AVE W	Became Exempt	-355.53
8057	05-05-0-113-60105-0000	TRAVELEX CANADA LIMITED	0 AIRPORT RD	Became Exempt	-97,479.19
7980	05-07-0-068-34700-0000	1500 DUNDAS EAST HOLDINGS INC	1546 DUNDAS ST E	Became Exempt	-11,695.93
<b>Total</b>					<b>-136,716.90</b>
<b>Section 357 : 2012</b>					
8300	05-05-0-117-26300-0000	THE LIGHT KOREAN PRESBYTERIAN CHURCH (ISLINGTON)	6965 PROFESSIONAL CRT	Gross/manifest error	-36,084.42
8301	05-05-0-117-26301-0000	THE LIGHT KOREAN PRESBYTERIAN CHURCH (ISLINGTON)	6965 PROFESSIONAL CRT	Gross/manifest error	-28,781.62
8317	05-07-0-052-03000-0000	MISSISSAUGA CITY	0 SHERWAY DR	Gross/manifest error	-707.78
8307	05-07-0-068-34700-0000	1500 DUNDAS EAST HOLDINGS INC	1546 DUNDAS ST E	Gross/manifest error	-45,409.81
<b>Total</b>					<b>-110,983.63</b>
<b>Section Total</b>					<b>-247,700.53</b>

**Tax Appeals Pursuant to the Municipal Act Appendix 1**  
**For Hearing On September 26, 2012**  
 Corporate Services

September 7, 2012  
 Page 2 of 4

Appeal No.	Roll Number	Owner	Location	Reason for Appeal	Tax Adjustment Totals
<b>Section 358 : 2009</b>					
8095	05-02-0-040-10900-0000	STONEBROOK PROPERTIES INC.	1069 SOUTHDOWN RD	Gross/manifest error	0.00
					Total <u>0.00</u>
<b>Section 358 : 2010</b>					
8227	05-05-0-117-26300-0000	THE LIGHT KOREAN PRESBYTERIAN CHURCH (ISLINGTON)	6965 PROFESSIONAL CRT	Gross/manifest error	-32,241.30
8229	05-05-0-117-26301-0000	THE LIGHT KOREAN PRESBYTERIAN CHURCH (ISLINGTON)	6965 PROFESSIONAL CRT	Gross/manifest error	-25,696.80
8315	05-07-0-052-03000-0000	MISSISSAUGA CITY	0 SHERWAY DR	Gross/manifest error	-736.59
					Total <u>-58,674.69</u>
<b>Section 358 : 2011</b>					
8228	05-05-0-117-26300-0000	THE LIGHT KOREAN PRESBYTERIAN CHURCH (ISLINGTON)	6965 PROFESSIONAL CRT	Gross/manifest error	-34,215.21
8230	05-05-0-117-26301-0000	THE LIGHT KOREAN PRESBYTERIAN CHURCH (ISLINGTON)	6965 PROFESSIONAL CRT	Gross/manifest error	-27,281.31
8316	05-07-0-052-03000-0000	MISSISSAUGA CITY	0 SHERWAY DR	Gross/manifest error	-721.96
					Total <u>-62,218.48</u>
<b>Section Total</b>					<b>-120,893.17</b>

R-2(c)

P-2(d)

**Tax Appeals Pursuant to the Municipal Act Appendix 1**  
**For Hearing On September 26, 2012**  
Corporate Services

September 7, 2012  
Page 3 of 4

**Tax Adjustment Totals**

Section 357	2011	-136,716.90
	2012	-110,983.63
Section 358	2009	0
	2010	-58,674.69
	2011	-62,218.48
Grand Total		-368,593.70

**Tax Appeals Pursuant to the Municipal Act Appendix 1**  
**For Hearing On September 26, 2012**  
Corporate Services

September 7, 2012  
Page 4 of 4

**Summary of Tax Adjustments by Type**

<u>Count</u>	<u>Description</u>	<u>Amount</u>
5	Became exempt	-109,530.65
13	Gross/manifest error	<u>-259,063.05</u>
	Total	-368,593.70

R-22(e)



# Corporate Report

Clerk's Files

Originator's Files

CD.02.BON

**DATE:** August 31, 2012

COUNCIL AGENDA  
SEP 26 2012

**TO:** Mayor and Members of Council  
Meeting Date: September 26, 2012

**FROM:** Edward R. Sajecki  
Commissioner of Planning and Building

**SUBJECT:** **Proposed Corporate Policy and Procedure for Bonus Zoning – Supplementary Report**

**RECOMMENDATION:** That the proposed revised Corporate Policy and Procedure for Bonus Zoning, attached as Appendix 5, to the report titled *“Proposed Corporate Policy and Procedure for Bonus Zoning – Supplementary Report”* dated August 31, 2012 from the Commissioner of Planning and Building, be adopted.

**REPORT HIGHLIGHTS:**

- A draft Corporate Policy and Procedure for Bonus Zoning was presented to the Planning and Development Committee at its meeting of April 16, 2012.
- This report responds to comments made by Planning and Development Committee members and a letter from John M. Alati, Davies Howe Partners LLP representing F.S. 6810 Limited Partnership and proposes revisions to the draft Corporate Policy and Procedure for Bonus Zoning to clarify that the policy:
  - applies to development which is deemed good planning;
  - can be applied to rezonings that are refused by Council but approved by the Ontario Municipal Board;

- can be applied in lower density areas;
- allows for Official Plan permissions above the zoning to be considered in the determination of base line land values;
- includes an expected range for the rate of land lift value capture based on the experience of other municipalities;
- clarifies the types of Community Benefits that could be secured;
- discusses how land appraisal disputes might be resolved; and
- elaborates on the ward councillor's role in the negotiation process for Community Benefits.

**BACKGROUND:**

On April 16, 2012 the Planning and Development Committee approved the following recommendation which was subsequently approved by Council on April 25, 2012:

PDC-0028-2012

1. That the Corporate Policy and Procedure – Bonus Zoning, attached as Appendix 1 to the report titled *“Proposed Corporate Policy and Procedure - Bonus Zoning”* dated March 7, 2012 from the Commissioner of Planning and Building, be referred back to staff for consideration of comments and suggestions made by the Planning and Development Committee with respect to the policy and procedure.
2. That staff be requested to report directly to a future Council meeting.

**COMMENTS:**

A new Corporate Policy and Procedure has been developed to assist with the implementation of Bonus Zoning. The purpose of the protocol is to ensure that this planning tool is applied in a consistent and fair manner, responsive to community needs and transparent to the public.

The Planning and Development Committee at its meeting of April 16, 2012 requested clarification on the following matters:

- The Policy Statement section should be revised to clarify that Bonus Zoning will apply to developments where increases in permitted development are deemed “*good planning*” rather than “*acceptable*” by Council.
- Can Section 37 be applied to development applications refused by Council but approved by the Ontario Municipal Board (OMB)?
- Can Section 37 be applied to larger scale infill re-development in lower density areas?
- Securing a reasonable proportion of the increase in land value resulting from the increase in height and or density for Community Benefits seems too vague. What do other municipalities do?
- How is the City of Vancouver able to secure such a high rate of land lift value for community amenity contributions?
- What is the preferred rate of land lift value capture for Mississauga and can it be included in the proposed Corporate Policy and Procedure?
- How will land appraisal disputes be resolved?
- Clarify Community Benefits obtained through Section 37 vs. other conditions of approval.
- Elaborate on the role of the ward councillor in the identification of community needs and negotiation for Community Benefits.

Appendices 1 and 2 respond to the above-noted comments and suggestions raised by Planning and Development Committee to the proposed Bonus Zoning Corporate Policy and Procedure.

Subsequently a letter dated August 31, 2012 was received from John M. Alati on behalf of F.S. 6810 Limited Partnership which owns lands located at 6, 8 and 10 Ann Street in Port Credit currently under development application OZ 11/014 W1. The letter (see Appendix 3) raises concerns about potential inconsistencies between the proposed Corporate Policy and Procedure for Bonus Zoning as well as the interpretation, the need for flexibility in the negotiation process and

the evaluation method for determining baseline land values.

In response to Mr. Alati's comments there is no conflict between the proposed Corporate Policy and Procedure for Bonus Zoning and the Official Plan policies for Bonus Zoning. The protocol is an administrative process that is intended to assist with the implementation of this planning tool. Several municipalities in Ontario have adopted similar protocols in recent years. While community benefits may be requested by a municipality under the Section 37 provisions of the Planning Act, it is clear that the secured benefits must be mutually agreed-upon and will vary from development to development. It is desirable that there be some connection between the planning approvals obtained and the value of the community benefit secured. The method of generally determining the value of the Section 37 benefit is outlined in Section 2.2 of the Corporate Policy and Procedure. An amendment to the wording of this policy is proposed.

**Proposed Corporate Policy and Procedure for Bonus Zoning**

The revised Bonus Zoning Corporate Policy and Procedure (strike out version) is attached as Appendix 4. Deleted text is shown as struck out while highlighted portions represent new text. Additional minor formatting and editorial changes were required to improve the readability of the document once procedural revisions were made.

A clean copy of the proposed policy and procedure is attached as Appendix 5.

The proposed Corporate Policy and Procedure for Bonus Zoning is consistent with *Planning Act* Section 37 implementation best practices in other municipalities and is intended primarily as an administrative guide for staff and members of Council. Once adopted by Council, information about the Corporate Policy and Procedure will be provided to developers through the City's website, at preliminary meetings and included as part of the Official Plan and/or Zoning By-law amendment development application process.

**STRATEGIC PLAN:**

The proposed Corporate Policy and Procedure will help to secure community benefit contributions in the form of facilities, services or

other matters that support all five pillars of the Strategic Plan: Move, Belong, Connect, Prosper and Green. Bonus zoning is also specifically identified as a tool to help direct growth by supporting higher order transit. (MOVE Direct Growth – Action 16).

**FINANCIAL IMPACT:** Section 37 community benefit contributions can be used to fund new community amenities or supplement capital funding for proposed facilities beyond those funded through traditional revenue sources (e.g. development charges, cash-in-lieu of parkland). As the application of bonus zoning increases in the future, the long term impact upon staff resources to administer this policy may need to be reassessed.

**CONCLUSION:** The proposed revisions to the draft Corporate Policy and Procedure for Bonus Zoning address comments made by the Planning and Development Committee and improve its readability. The protocol will assist staff and Council to achieve public benefits that enhance the quality of life in Mississauga when increases in development height and/or density are deemed good planning.

- ATTACHMENTS:**
- Appendix 1: Response to Planning and Development Committee Comments
  - Appendix 2: Comparison of Community Benefit Values Achieved by Municipality
  - Appendix 3 Letter dated August 31, 2012 from John M. Alati, Davies Howe Partners LLP representing F.S. 6810 Limited Partnership
  - Appendix 4: Proposed Revised Corporate Policy and Procedure for Bonus Zoning (August 31, 2012) with Strikeouts

R-3(f)

Appendix 5: Proposed Revised Corporate Policy and Procedure for  
Bonus Zoning (August 31, 2012) – Clean Copy



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Edward R. Sajecki  
Commissioner of Planning and Building

*Prepared By: Paulina Mikicich, Planner, Policy Planning Division*

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**Response to Planning and Development Committee Comments**

**Appendix 1**

1	<b>Comment - POLICY STATEMENT</b>	<b>Response</b>
	The words “ <i>are deemed good planning by Council</i> ” should be included upfront in the Policy Statement.	Agree. The word “ <i>acceptable</i> ” is proposed to be deleted and replaced with “ <i>good planning</i> ”.
2	<b>Comment – APPLICATION</b>	<b>Response</b>
	Can Section 37 be applied to development applications refused by Council, but approved by the Ontario Municipal Board?	<p>The proposed Corporate Policy and Procedure allows for this possibility. Staff at the City of Toronto, which has had the most experience with legal challenges to Section 37 applications, has confirmed that the City has, on occasion, acquired community benefits through OMB approvals even when the application was refused by Council.</p> <p>Under such circumstances and on a case-by-case basis, Council could seek direction and advice from Legal staff on how best to proceed at any upcoming OMB proceedings.</p>
3	<b>Comment – APPLICATION: Minimum Size Threshold Requirement</b>	<b>Response</b>
	<p>Can Section 37 also be applied to larger scale infill re-development in lower density areas even when the proposed development does not comply with the threshold requirements?</p> <p><i>“This policy will be applied mainly to:</i></p> <ul style="list-style-type: none"> <li>• <i>projects where additional height is proposed;</i></li> <li>• <i>projects which are or will be larger than 5000 m<sup>2</sup> (54,000 sq. ft.) in size and where the proposed density increase will exceed 1500 m<sup>2</sup> (16,000 sq. ft.) over what would otherwise be permitted; or</i></li> <li>• <i>projects where a unit increase of 10 percent of the permitted number of units is proposed.”</i></li> </ul>	<p>Mississauga Official Plan does not limit the application of Bonus Zoning to development of a particular minimum size or location.</p> <p>Based on best practices elsewhere, minimum size thresholds are generally applied on a city-wide basis to projects which seek a significant change from what is permitted. The intent is not to deter smaller developments where the amenity contribution may pose a significant financial burden to the developer or where the administrative municipal costs outweigh the value of the benefit.</p> <p>However there may be circumstances in lower density areas where proposed development may not meet the minimum threshold size noted, but could be a suitable candidate to provide a Community Benefit contribution. Such lands could include large vacant or under-developed parcels, greyfield sites, or smaller properties assembled for larger infill redevelopment.</p> <p>To clarify that a Community Benefit contribution may be required of development which does not meet the minimum size threshold requirement, the words, “<i>but not exclusively,</i>” are proposed to be inserted after “<i>mainly</i>”. The third bullet will be struck out and the following text added to address the application of this policy in lower density areas:</p> <p><i>“While this policy is not intended to apply to smaller development projects, there may be circumstances in</i></p>

Response to Planning and Development Committee Comments		Appendix 1
		<p><i>lower density areas where proposed development may not meet the minimum threshold size noted above but could still be a suitable candidate to provide a Community Benefit contribution. Such lands could include large vacant or underdeveloped parcels, greyfield sites or smaller properties assembled for larger infill redevelopment. A Community Benefit contribution may be requested for such development applications where:</i></p> <ul style="list-style-type: none"> <li>• <i>additional height is proposed; and/or</i></li> <li>• <i>a unit increase of more than 10 percent over the permitted number of units is proposed."</i></li> </ul>
<b>4</b>	<b>Comment – GUIDING IMPLEMENTATION PRINCIPLES</b>	<b>Response</b>
	<p>The term “reasonable” seems vague in Section 2.2. What do other municipalities use? If we cannot apply a precise formula can an example be included?</p> <p><i>“2.2 The City will secure Community Benefits for which the cost to the owner/developer represent a <u>reasonable</u> proportion of the increase in the residual land value resulting from the increase in height/and or density.”</i></p>	<p>The term “<i>reasonable</i>” is also used by other municipalities (e.g., Toronto, Burlington, Markham, Ottawa) to describe the geographic and economic relationship between the increased land value of the development and the proposed community benefit. It is appropriate to provide some flexibility to facilitate negotiations and, therefore, this term should be retained.</p>
<b>5</b>	<b>Comment – GUIDING IMPLEMENTATION PRINCIPLES</b>	<b>Response</b>
	<p>Where the current OP designation is more permissive and provides for greater heights than the existing zoning it would be unfair to use the zoning permissions as the starting point from which to measure the change or increase in development.</p>	<p>As Section 2.2.1 states, “the height/and or density increase to be valued is measured from the existing permitted height and/or density expressed in the Zoning By-law.”</p> <p>Any increased development rights (e.g. through existing Official Plan approvals) would typically be reflected in the base line appraisal of the property.</p> <p>To further clarify this, it is proposed that the following wording shown in bold be added to Section 2.2.1:</p> <p>Where lands are currently <b>designated to allow greater development through the Official Plan or are currently zoned “D” (Development)</b> and, therefore, recognize the potential for future development, yet do not permit any additional buildings, alternative base level height and/or density assumptions may be considered for the purposes of land valuation.</p>

Response to Planning and Development Committee Comments

Appendix 1

6	Comment – City of Vancouver Community Amenity Contribution	Response
	<p>How is the City of Vancouver able to secure community benefit contributions in excess of 70% of the increase in property value when considering rezoning applications?</p>	<p>Vancouver applies a <u>residual land valuation</u> method that takes into consideration proponent costs to develop a site. These costs include risks as well as a profit on the land of between 10 and 15%. The residual land value, after all of these costs have been deducted, is the land value increase. According to Vancouver staff, the City on average, achieves a 70% to 80% land value capture on the remaining (or residual) amount through voluntary negotiations. Because the City captures a portion of the residual value, a developer is potentially able to achieve an additional 20% to 30% profit on land value through the rezoning. This provides the developer with an incentive to provide a contribution.</p> <p>The system in Vancouver has been described as too ad hoc and uncertain by the development industry. In response, Planning staff intend to examine the current community amenity contribution (CAC) policy with a view to creating a more consistent approach.</p> <p>In contrast, Mississauga would apply a <u>direct comparison method</u> which compares the value of the land under the as-of-right regulations compared with that after it is rezoned. This approach does not factor into consideration developer profit on the land or other development costs.</p>
7	Comment - GUIDING IMPLEMENTATION PRINCIPLES	Response
	<p>What is a preferred rate of land lift value capture for Community Benefits and can it be included in the proposed Corporate Policy and Procedure?</p>	<p>City staff consulted with staff in Toronto, Ottawa, Markham, Burlington and Vancouver to determine if it would be appropriate to include a percentage capture rate of land lift value. Appendix 2 provides a comparison of community benefit value rates secured by municipality based on recent experience.</p> <p>In each municipality a precise rate of land lift value capture for community benefits is not defined on a city-wide basis. An approach that mandated “a rigid, value-based formula would likely be challenged in court, and might not survive the challenge on the basis that it constitutes an illegal tax.”<sup>1</sup> Because of the applicant’s ability to appeal rezoning applications, including the terms of Section 37 community benefit contribution to the Ontario Municipal Board, bonus zoning implementation models in Ontario apply a negotiated approach.</p>

<sup>1</sup> City of Toronto Section 37 Implementation Guidelines, 2007 page 6

**Response to Planning and Development Committee Comments**

		<p>An exception is the establishment of an area-based formula, which is not considered an illegal tax because it is based on the estimated costs of the community benefits to be secured within the area.</p> <p>Based on an examination of Bonus Zoning implementation practices in Ontario, the rate of land lift value capture ranges between 10% to 50% on a case-by-case basis. The City of Burlington appears to achieve the highest percentage rate without any reference to expected value capture. It is recommended that Mississauga not mandate a specific rate of land lift capture but instead identify an expected range that is preferred. (Note: The City of Ottawa anticipates a community benefit in the range of 15% to 30% of the entire land value uplift. However this would not preclude agreements which could be higher or lower).</p> <p>The potential range of between 20% to 40% is reasonable because it continues to provide an incentive to developers to provide the contribution. The 20% to 40% range is also consistent with Section 37 community benefit contributions recently secured in Port Credit.</p> <p>To clarify the approach to be applied in Mississauga, the following text will be added to Section 2.2 which is proposed to be amended as follows:</p> <p><i>“The amount or value of the Community Benefits in relation to the value of the density or height increase will vary from project to project, as a standard City-wide calculation is not imposed. The City will strive to achieve a value of a Community Benefit that is consistent with practices in surrounding municipalities, e.g., in the approximate range of 20% to 40% of the land lift value.”</i></p> <p>The application of a formula-based approach is not appropriate at this time but could be examined in the future through Local Area Plan reviews.</p>
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8	<b>Comment - GUIDING IMPLEMENTATION PRINCIPLES</b>	<b>Response</b>
	<p>How will appraisal disputes be resolved?</p> <p><i>“2.2.4 In the event that the applicant does not agree with the City appraisal, he or she may initiate, at their own expense, a second appraisal from the City’s approved list of appraisers and initiate a dispute resolution process.”</i></p>	<p>Land value appraisals will be conducted on the basis of a Terms of Reference provided by Realty staff to the applicant. Establishing the appropriate methodology at the outset is expected to minimize appraisal disputes.</p> <p>Section 2.2.4 is proposed to be deleted and replaced with the following:</p>

Response to Planning and Development Committee Comments		Appendix 1
		<p>"2.2.3 City staff and the applicant will work cooperatively and respectfully in the negotiation process. In the event that the applicant does not agree with the City appraisal, he or she may initiate, at their own expense, a second appraisal from the City's approved list of appraisers subject to the same Terms of Reference as the original appraisal. City staff and the applicant will attempt to resolve disputes in a timely manner through a comparison of the two appraisals and relevant factors such as data sources, assumptions etc. Realty Services staff shall confirm in writing to the Planner when the appraisal is satisfactory."</p>
<b>9</b>	<b>Comment - GUIDING IMPLEMENTATION PRINCIPLES</b>	<b>Response</b>
	<p>Clarification is sought regarding Community Benefits obtained through Section 37 vs. other conditions of approval.</p> <p><i>"3.3 Eligible Community Benefits will not replace or duplicate the provision of, or funding for, specific facilities or services, such as the provision of capital projects related to growth, such as transit or new road infrastructure that should be funded through or dedicated to the City through the Development Charges By-Law, as amended from time to time or parks contributions under Section 42 of the Planning Act."</i></p>	<p>Community Benefit contributions towards capital facilities, services or matters should be <u>over and above</u> typical development costs such as those funded through development charges or cash-in-lieu of parkland.</p> <p>To clarify this provision Section 3.3 is proposed to be deleted and replaced with the following :</p> <p><i>"3.5 Community Benefit contributions towards capital facilities, services or matters will be over and above the facility costs that would be funded through or dedicated to the City through the Development Charges By-Law, as amended from time to time, or parks contributions under Section 42 of the Planning Act."</i></p>
<b>10</b>	<b>Comment - ROLE OF THE WARD COUNCILLOR</b>	<b>Response</b>
	<p>The ward councillor should play a more active role in the determination of Community Benefits.</p> <p><i>"3.4 The ward councillor must always be consulted by City staff prior to any negotiation of Bonus Zoning Community Benefits with the developer and may, if he or she wishes, participate in the discussion of possible Community Benefits."</i></p> <p><i>3.5 Planning and Building staff will lead discussions or negotiations for Section 37 Agreements with the developer to ensure</i></p>	<p>The ward councillor is able to play an active role in the Section 37 discussions, if he or she wishes.</p> <p>Section 3.4 is proposed to be renumbered to Section 3.3.</p> <p>To facilitate the ward councillor's participation in the identification of potential Community Benefits, the following will be inserted after Section 3.3:</p> <p><i>"3.4 Prior to the commencement of the negotiation process, and as soon as it is available, staff will provide the applicable ward councillor with the following information:</i></p>

R-3(1)

<b>Response to Planning and Development Committee Comments</b>		<b>Appendix 1</b>
	<p><i>compliance with Official Plan requirements. In addition, staff responsible for the administration of the received Community Benefit will be involved in the negotiation.”</i></p>	<ul style="list-style-type: none"><li>• <i>advice as to whether Section 37 benefits are appropriate and desirable;</i></li><li>• <i>advice on appropriate types of community benefits;</i></li><li>• <i>interests of the owner/developer; and</i></li><li>• <i>an appraisal of the total land value uplift.”</i></li></ul> <p>Section 3.5 is proposed to be renumbered 3.6 and revised as follows:</p> <p><i>“3.6 Planning and Building staff, in consultation with staff responsible for the administration of the received Community Benefit, will lead discussions or negotiations for Section 37 Agreements with the owner/developer to ensure compliance with Official Plan requirements.”</i></p>

**Comparison of Community Benefit Values Achieved by Municipality**

Municipality	Model and Rate of Land Lift Capture	Section 37 Minimum Size Threshold and Application
<b>Burlington<sup>1</sup></b> <b>(2007)</b>	<ul style="list-style-type: none"> <li>▪ Negotiated</li> <li>▪ No rate or range specified.</li> <li>▪ Typically secures between 30 to 50% of the land lift value.</li> </ul>	<ul style="list-style-type: none"> <li>▪ No minimum size threshold.</li> <li>▪ Applied in the urban area particularly in intensification areas.</li> </ul>
<b>Markham<sup>2</sup></b> <b>(2010)</b>	<ul style="list-style-type: none"> <li>▪ Negotiated</li> <li>▪ No rate or range specified.</li> <li>▪ Rate of land lift value capture varies.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Applied to development generally larger than 5 000 m<sup>2</sup> (54,000 ft<sup>2</sup>) in size.</li> <li>▪ Increase in density must generally be greater than 1 500 m<sup>2</sup> (16,000 ft<sup>2</sup>) over permitted.</li> <li>▪ Non-profit and development less than 4 storeys exempt.</li> </ul>
<b>Mississauga</b> <b>(Proposed)</b>	<ul style="list-style-type: none"> <li>▪ <i>Negotiated</i></li> <li>▪ <i>Rate of land lift value to vary.</i></li> <li>▪ <i>Expected rate of land lift value capture to be consistent with surrounding municipalities e.g. in the approximate range of 20% to 40% of the land lift value.</i></li> </ul>	<ul style="list-style-type: none"> <li>▪ <i>May be applied to any rezoning proposing an increase in height over the as-of-right permission</i></li> <li>▪ <i>Applied to development generally larger than 5 000 m<sup>2</sup> (54,000 ft<sup>2</sup>) in size.</i></li> <li>▪ <i>Increase in density must generally be greater than 1 500 m<sup>2</sup> (16,000 ft<sup>2</sup>) over permitted.</i></li> <li>▪ <i>Non-profit development is exempt, as well as any other development proposal which Council deems to be exempt because it achieves other strategic City goals or objectives.</i></li> </ul>
<b>Ottawa<sup>3</sup></b> <b>(2012)</b>	<ul style="list-style-type: none"> <li>▪ Negotiated</li> <li>▪ In lieu of an appraisal to determine the increase in land value, City staff establish an annual value uplift rate for the Inner and Outer Urban Areas based on fair market value expressed in \$/m<sup>2</sup> (2012 - \$250/m<sup>2</sup> - Inner Urban Area/ \$130/m<sup>2</sup> - Outer Urban Area).</li> <li>▪ The total uplift value is determined by multiplying the annual value uplift rate applicable by the difference between the permitted square footage vs. what is proposed.</li> <li>▪ The percentage of the total value uplift that is secured for a community benefit is negotiated and may be reduced by other factors e.g., retention or rehabilitation of built heritage.</li> <li>▪ While not precisely defined, the general expectation is that the benefit will be in the range of 15% to 30% of the total land value uplift.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Applied generally, where the requested height and/or density is equal to, or greater than a 25% increase over what is permitted through as-of-right zoning.</li> <li>▪ Applied City-wide to development that is a minimum of 7 000 m<sup>2</sup> (75,000 ft<sup>2</sup>) in size.</li> <li>▪ Secondary Plans could establish exceptions for smaller development.</li> </ul> <p>Exemptions:</p> <ul style="list-style-type: none"> <li>▪ New greenfield development.</li> <li>▪ Where as-of-right development potential is put into a massing which may lead to an increase in height but not additional density (gfa) so that better urban design is achieved.</li> <li>▪ Additional height or density is less than 25% more than what is permitted by the existing zoning.</li> </ul>

<sup>1</sup> City of Burlington, Section 37 Protocol, 2007 and as amended on April 10, 2012

<sup>2</sup> Town of Markham, Recommended Section 37 Official Plan Policies and Guidelines for Implementation, May 4 2010

<sup>3</sup> City of Ottawa, Exchange of Increased Height or Density for Community Benefits – Implementation Guidelines, Adopted by Council on 28 March 2012.

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## Comparison of Community Benefit Values Achieved by Municipality

Municipality	Model and Rate of Land Lift Capture	Section 37 Minimum Size Threshold and Application
Toronto <sup>4</sup> (2007)	<ul style="list-style-type: none"> <li>▪ Negotiated using in-house appraisal</li> <li>▪ No city-wide rate specified.</li> <li>▪ 30% used as an example of a rate</li> <li>▪ Typically secures between 10 % and 30% of the land lift value.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Section 37 may be used irrespective of the size of the project or the increase in height and/or density.</li> <li>▪ However, the following minimum threshold is generally applied:               <ul style="list-style-type: none"> <li>▪ Section 37 may be used for development, except non-profit developments, that is more than 10 000 m<sup>2</sup> (108,000 sq. ft.) gross floor area where the zoning by-law amendment increases the permitted density by at least 1 500 m<sup>2</sup> (16, 000 ft<sup>2</sup>) and/or significantly increases the permitted height.</li> <li>▪ Where the zoning by-law measures residential density in units per hectare (uph), the units are to be converted to gross floor area at the rate of 100 m<sup>2</sup> (1,076 ft<sup>2</sup>) per unit in order to determine whether these thresholds are exceeded.</li> </ul> </li> </ul>
Vancouver <sup>5</sup> (1999)	<ul style="list-style-type: none"> <li>▪ Flat rate and negotiated</li> <li>▪ Negotiated rate is not specifically defined but, on average, represents 70 to 80% of the <u>residual</u> land lift value.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Can be applied to all private rezoning applications City-wide or on an area basis based on standard vs. non-standard types of rezoning applications. Minimum thresholds provided for non-standard rezonings.</li> <li>▪ Standard rezonings (generally smaller projects outside of the Downtown) have a (2011) flat rate of \$32.29 m2 (\$3.00 per square foot) which is applied to the increase in residential floor space.</li> <li>▪ Non-standard rezonings are negotiated and apply to:               <ul style="list-style-type: none"> <li>▪ large site rezonings 0.81 ha (2 acres) or more;</li> <li>▪ lands within a Community Vision designated Neighbourhood Centre or Shopping Area and 0.40 ha (1 acre) or more in size;</li> <li>▪ “change of use” rezonings from industrial to residential; or</li> <li>▪ Downtown rezonings for height and/or density increases and/or change of use.</li> </ul> </li> <li>▪ Exempt rezonings include:               <ul style="list-style-type: none"> <li>▪ where there is no increase in total floor space;</li> <li>▪ small lower density residential or institutional uses (less than high density – up to 1.35 Floor Space Ratio) and where the site size is less than one full city block.</li> <li>▪ neighbourhood housing demonstration projects or social housing;</li> <li>▪ heritage development; public schools; community facilities; and</li> <li>▪ tax exempt Places of Worship.</li> </ul> </li> </ul>

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<sup>4</sup> City of Toronto, Implementation Guidelines for Section 37 of the Planning Act, and Protocol for Negotiating Section 37 Community Benefits, 2007

<sup>5</sup> City of Vancouver, Community Amenity Contributions – Through Rezoning, Adopted by City Council on January 20, 1999 as amended June 24, 2003, February 12, 2004, June 15, 2006 and May 9, 2011



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Please refer to: **John M. Alati**  
e-mail: [Johna@davieshowe.com](mailto:Johna@davieshowe.com)  
File No. 702374

August 31, 2012

**By E-Mail Only**

Ms. Crystal Greer  
City Clerk  
City of Mississauga  
300 City Centre Drive  
2<sup>nd</sup> Floor  
Mississauga, ON L5B 3C1

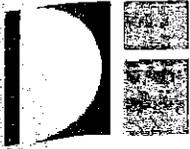
Dear Ms. Greer:

**Re: Proposed Corporate Policy and Procedure – Bonus Zoning**

Our firm is counsel to F.S. 6810 Limited Partnership. Our client owns lands in the Port Credit area of Mississauga for which development applications are presently being processed. The purpose of this letter is to provide some comment and input on the City's proposed corporate policy and procedure related to Bonus Zoning and the City's intended Guiding Implementation Principles about same. We are informed that City Council will be dealing with this item in a report to be considered at the upcoming Council meeting on June 20<sup>th</sup> or alternatively at its meeting on July 4<sup>th</sup>, 2012.

We have reviewed the Corporate Report dated March 27, 2011 and the Draft Corporate Policy and Procedure Implementation Guidelines for Bonus Zoning attached as an Appendix to that report and offer the following comments and suggestions:

1. We note that the proposed protocol is more detailed than the proposed Official Plan policies which were previously forwarded to the Region by the City for inclusion in the intended Mississauga Plan and we would recommend that efforts be made to eliminate any potential contradictions or conflicts between the intended policies and protocol guidelines by streamlining or revising the guidelines, where necessary, to avoid possible inconsistencies.
2. The commentary text in the first paragraph following implementation principle No. 2 in the March 27 draft references a comparison of the monetary value of the additional development rights being proposed with the monetary value of



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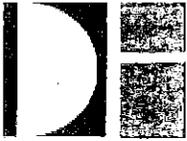
*the Community Benefits.* It is the position of our client that this paragraph may result in confusion with the actual intended method of determining the valuation of the Section 37 benefit which is more appropriately expressed in Principle 2.2. Our client supports and relies upon the explanation of the principle in 2.2 and wants to ensure that the comment under Principle No. 2 is not misunderstood or misinterpreted to imply that there should be an alteration to the methodology expressed in Principle 2.2.

3. Our client is very concerned that implementation Principle 2.2.1 is written in such a way that it could be prejudicial to lands which have an existing OP designation that is more permissive or provides greater allowances than may be permitted under the in-force zoning for those same lands. Section 2.2.1 states that: *the height/and or density increase to be valued is measured from the existing permitted height and or density expressed in the Zoning By-Law to the proposed height and density.* In our client's view the correct approach is to use the maximum allowances from the OP as the starting point for measuring the change. It is interesting to note that for lands which are zoned "D" and not with a specific limited or detailed zoning designation, the starting point is referenced as considering among other criteria, the current Official Plan permissions. In our client's specific case the current OP permission is more permissive and provides for higher heights than the existing zoning and it would be prejudicial and unfair to use the zoning permissions as the starting point from which to measure the change or increase.
4. Finally, as a general proposition the guidelines fail to adequately recognize that Section 37 benefits are a matter of negotiation and guidelines should be sufficiently flexible to ensure that they are not applied or interpreted in the same way that a by-law or regulation is. There should not be a *one size fits all* approach to recognize that each development circumstance is unique and that community needs vary from neighbourhood to neighbourhood.

We trust that the valid concerns of our client will be considered and addressed prior to Council approving any new protocol or implementation guidelines in respect of bonus zoning and we would be pleased to discuss any of the issues raised in this letter at your convenience.

We would appreciate it if a copy of this letter could be provided to Council prior to its deliberations and consideration of this matter.

2-3(q)



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We have also sent a copy of this correspondence to the City's Commissioner of Planning and Building and would request that he consider it prior to the finalization of his report being provided to Council. We are also requesting that we be provided in advance a copy of the final staff report respecting this item which Council will be considering at its summer meeting.

Yours truly,

**DAVIES HOWE PARTNERS LLP**

A handwritten signature in black ink, appearing to read "John M. Alati".

per pro. John M. Alati

copy Client  
E. Sajecki, Commissioner of Planning and Building

2-3(r)

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TAB: COMMUNITY DEVELOPMENT

SECTION: PLANNING TOOLS

SUBJECT: BONUS ZONING

## POLICY STATEMENT

Bonus Zoning enables the City to secure a range of Community Benefits when increases in permitted development are deemed good planning acceptable by Council through the approval of a rezoning application.

## PURPOSE

The purposes of this policy are to outline:

- how Section 37 of the *Planning Act* (Bonus Zoning) will be applied in accordance with the City's Guiding Implementation Principles in order to meet the objectives of the Mississauga Official Plan ("Official Plan");
- the type and size of developments eligible for Bonus Zoning; and
- the process for negotiating Section 37 Agreements, including the role of staff and Members of Council.

## SCOPE

Unless exempt, this policy is applicable to all rezoning applications for increases in height and/or density in the City, in accordance with the Official Plan and the Guiding Principles outlined below. This policy does not affect any previously executed agreements or agreements approved in principle by Council.

The Bonus Zoning policy and ~~Guiding Implementation Principles~~ will be applied in conjunction with the Implementation policies contained within the Official Plan.

## LEGISLATIVE AUTHORITY

This policy will be implemented in accordance with the *Planning Act*, Section 37 and the Official Plan, both as amended.

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## DEFINITIONS

For the purposes of this policy:

“Bonus Zoning” means the planning tool, authorized by Section 37 of the *Planning Act*, which enables municipalities to secure Community Benefits through Section 37 Agreements in conjunction with a rezoning that permits increased height and/or density over and above existing planning permissions. Through Bonus Zoning the owner/developer and the community share in the increased value of the development.

“Community Benefit” means facilities or cash secured by the City and provided by an owner/developer for specific public capital facilities, services or matters. Chapter 19.8.2 of the Official Plan provides examples of potential Community Benefits; however, the list is not exhaustive. Through local area plan reviews, and as determined on a case by case basis, additional appropriate Community Benefit contributions may be identified.

“Section 37 Agreement” means a legally enforceable agreement negotiated between the City and an owner/developer that outlines the terms of the exchange of density and/or height for Community Benefits. Section 37 Agreements may include other matters that may be important for the City to meet its Official Plan objectives, but which may fall outside of the purview of other agreements, such as the protection of rental housing, public art or heritage features. These matters may be secured in a Section 37 Agreement as conditions of approval.

“Supplementary Report” means the staff report from the Commissioner of Planning and Building which recommends approval or refusal of an Official Plan Amendment and/or rezoning application.

## ADMINISTRATION

This policy will be administered by the Commissioner, Planning and Building Department or his/her designate(s), in writing, in consultation with Legal Services, Finance, Community Services,

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Transportation and Works and other City staff as required.

## APPLICATION

Requests for increases in the height and/or density of development are considered by Council through Official Plan amendment and/or rezoning applications, subject to the tests of good planning (i.e. the proposed development represents good planning on its own merits). ~~In circumstances~~ Where Council has deemed the proposed increase in height and/or density from that permitted by the existing Zoning By-Law to be acceptable, the City of Mississauga may require, as a condition of final approval, the provision of certain Community Benefits. ~~A precondition of the approval is that the proposed development represents good planning on its own merits, independent of the Community Benefit contribution.~~

Council may choose to exempt applications where other strategic objectives will be achieved (e.g. provision of non-profit housing; downtown office development).

The City may request a Section 37 Community Benefit contribution where development applications have been appealed to the Ontario Municipal Board (OMB).

## Minimum Threshold Size Requirement

The maximum height and density limits will be set out in the Official Plan and/or Zoning By-Law. ~~Subject to the minimum threshold size requirement,~~ Any Zoning By-Law amendment in excess of the maximum development limits (where established) ~~in said plans and regulations~~ may be considered eligible for Bonus Zoning Community Benefit contributions. This policy will be applied mainly, but not exclusively, to:

- projects where additional height is proposed;
- projects which are or will be larger than 5000 m<sup>2</sup> (54,000 sq. ft.) in size and where the proposed density increase will exceed 1500 m<sup>2</sup> (16,000 sq. ft.) over what would otherwise be permitted.

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- ~~projects where a unit increase of 10 percent of the permitted number of units is proposed.~~

While this policy is not intended to apply to smaller development projects, there may be circumstances in lower density areas where proposed development may not meet the minimum threshold size noted above but could still be a suitable candidate to provide a Community Benefit contribution. Such lands could include large vacant or underdeveloped parcels, greyfield sites or smaller properties assembled for larger infill redevelopment. A Community Benefit contribution may be requested for such development applications where:

- additional height is proposed; and/or
- a unit increase of more than 10 percent over the permitted number of units is proposed.

## GUIDING IMPLEMENTATION PRINCIPLES

The following Guiding Implementation Principles will apply to all development in the City of Mississauga:

### 1. *Development must represent good planning.*

Good planning is a basic requirement for all developments in the City of Mississauga and ~~This requirement~~ must be satisfied prior to any consideration of Community Benefit contributions. Good planning includes addressing all policies contained in the Official Plan, including but not limited to the following:

- consideration of the City structure and role of elements in this structure;
- protection, enhancement and, where possible, restoration of environmental features and natural areas;
- the creation of complete communities;
- supporting multi-modal transportation; ~~in particular transit and active transportation modes;~~
- ~~building a desirable urban form with particular attention~~

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- ~~paid to compatibility with the existing or planned land uses and the enhancement of the public realm; and~~
- contribution to the economic sustainability of the City.

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

This principle refers to the proximity of the Community Benefit to the proposed development, as well as a comparison of the monetary value of the additional development rights being proposed with the monetary value of the Community Benefits.

2.1 The provision of eligible Community Benefits will be considered on the following location basis:

- highest priority - on-site or in the immediate vicinity of the site;
- next priority - Community Benefit contributions in the form of funds used to address City-wide needs which are related to the site, but which cannot economically be included on-site, e.g. the provision of transit, affordable housing or other capital facilities; and
- other eligible Community Benefits.

2.2 The City will secure Community Benefits for which the costs to the owner/developer represent a reasonable proportion of the increase in the residual land value resulting from the increase in height and/or density. The amount or value of the Community Benefits in relation to the value of the density or height increase will vary from project to project, as a standard City-wide calculation is not imposed. The City will strive to achieve a value of a Community Benefit that is consistent with practices in surrounding municipalities, e.g., in the approximate range of 20% to 40% of the land lift value.

2.2.1 The height/and or density increase to be valued is

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measured from the existing permitted height and/or density expressed in the Zoning By-Law, to the proposed height and/or density. Where lands are currently designated to allow greater development through the Official Plan or are currently zoned "D" (Development) and, therefore, recognize the potential for future development, yet do not permit any additional buildings, alternative base level height and/or density assumptions may be considered for the purposes of land valuation. These base level assumptions will be determined by the City and may be established through an evaluation of several criteria, including but not limited to current Official Plan permissions, recent sales and market value assessment.

~~2.2.2 The increased value of the land resulting from the height and or density increase will be determined through the appraisal of increased value, prepared by the City or on the City's behalf to its satisfaction. Realty Services, City of Mississauga, will retain an independent real estate appraiser to determine the increased value of the land resulting from the height and/or density increase, based upon Terms of Reference provided by the City. The City will use this estimate appraisal will serve as the basis for determining fair value of the Community Benefit. The City will charge the developer for the cost of retaining an independent real estate an appraiser, and the cost of preparing an appraisal selected from a list of qualified, independent real estate appraisers.~~

~~2.2.3 To facilitate the appraisal process, the City will maintain a list of qualified, independent professional appraisers to assess the increase in value.~~

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2.2.3 City staff and the applicant will work cooperatively and respectfully in the negotiation process. In the event that the applicant does not agree with the City appraisal, he or she may initiate, at their own expense, a second appraisal from the City's approved list of appraisers subject to the same Terms of Reference as the original appraisal. City staff and the applicant will attempt to resolve disputes in a timely manner through the comparison of the two appraisals and relevant factors such as data sources, assumptions etc. Realty Services staff will confirm in writing to the Planner when the appraisal is satisfactory.

~~2.2.4 In the event that the applicant does not agree with the City appraisal, he or she may initiate, at their own expense, a second appraisal from the City's approved list of appraisers and initiate a dispute resolution process.~~

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

3.1 Section 37 Agreements will be negotiated with the owner/developer on a case-by-case basis and will be based on a reasonable planning relationship between the increase in land value resulting from the City granting the increase in height and/or density, and an appropriate measured response of Community Benefits to identified community needs. ~~In this regard, the Community Benefits in relation to the height and/or density increases granted may vary from project to project, or from time to time.~~

3.2 Where Council has approved studies or plans for particular geographic areas of the City (e.g. the Strategic Plan, Future

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Directions, Capital Budget Plans, Local Area Plans and Community Infrastructure Impact Studies) outlining the range of community facilities, services or matters that should be provided or supported on a priority basis, these findings will inform site-specific negotiations for Community Benefits in these areas. The long term sustainable funding of capital facilities will also be taken into consideration. ~~in the determination of appropriate Community Benefits.~~

~~3.3 Eligible Community Benefits will not replace or duplicate the provision of, or funding for, specific facilities or services, such as the provision of capital projects related to growth, such as transit or new road infrastructure that should be funded through or dedicated to the City through the Development Charges By Law, as amended from time to time or parks contributions under Section 42 of the *Planning Act*.~~

~~3.4 The ward councillor must always be consulted by City staff prior to any negotiation of Bonus Zoning Community Benefits with the developer and may, if he or she wishes, participate in the discussion of possible Community Benefits.~~

~~3.5 Planning and Building staff will lead discussions or negotiations for Section 37 Agreements with the developer to ensure compliance with Official Plan requirements. In addition, staff responsible for the administration of the received Community Benefit will be involved in the negotiation.~~

3.3 The ward councillor must always be consulted by City staff prior to any negotiation of Bonus Zoning Community Benefits with the owner/developer and may, if he or she wishes, participate in the discussion of possible Community Benefits in order to participate in the identification of

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possible Community Benefits.

3.4 Prior to the commencement of the negotiation process and, as soon as it is available, staff will provide the applicable ward councillor with the following information:

- advice as to whether Section 37 benefits are appropriate and desirable;
- advice on appropriate types of community benefits;
- interests of the owner/developer; and
- an appraisal of the total land value uplift.

3.5 Community Benefit contributions towards capital facilities, services or matters will be over and above the facility costs that would be funded through or dedicated to the City through the Development Charges By-Law, as amended from time to time, or parks contributions under Section 42 of the *Planning Act*.

3.6 Planning and Building staff, in consultation with staff responsible for the administration of the received Community Benefit, will lead discussions or negotiations for Section 37 Agreements with the owner/developer to ensure compliance with Official Plan requirements.

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

4.1 ~~When dealing with a Bonus Zoning proposal, The Planning and Building Department will first deal with the planning merits of the development proposal and, following Council's approval in principle, commence the negotiation for community benefits following Council's approval of the development proposal in principle. The Development Planner will prepare a Supplementary Report assessing the merits of the planning application. If the Supplementary Report~~

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recommends approval, and unless exempt from this policy, the report will also request Council to direct staff to hold discussions with the applicant to secure community benefits pursuant to Section 37 of the *Planning Act* and The Supplementary Report will further direct Planning staff to return to Council with a Section 37 report outlining the recommended community benefits upon conclusion of the discussions. The Section 37 report will go to Council for its approval prior to enactment of the amending Zoning By-Law.

~~4.2 Under no exception will a Community Benefits provision be considered where the development does not represent good planning on its own merits.~~

4.2 (Renumbered from 4.3 to 4.2) To prepare for possible Bonus Zoning applications and to address the issue of transparency, the applicable ward councillor and other interested Members of Council may, in consultation with City staff, the local community and the relevant service providers, identify local and City-wide priorities for potential community benefits.

4.3 (Renumbered from 4.4 to 4.3) A statement of the mutually agreed-upon financial contribution will be included in the Section 37 report which will summarize the community benefits that are to be secured; indicate the value of the community benefits (to be prepared in conjunction with staff in other departments responsible for similar capital facilities, services or matters); and outline the timing of the provision of community benefits.

4.4 (Renumbered from 4.3 to 4.4) Height and/or density increases will be approved by an amendment to the Official Plan and/or Zoning By-Law, after consultation with community groups. Bonus Zoning will be implemented through a site-specific Zoning By-Law which, in addition to all of the

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typical requirements pertaining to the development, also requires the owner/developer to enter into a Section 37 Agreement to secure the Community Benefits outlined in the By-Law.

## SECURING THE COMMUNITY BENEFIT AND IMPLEMENTING BONUS ZONING

Prior to the enactment of the Official Plan and/or Zoning By-Law amendment, the owner/developer will execute the Section 37 Agreement securing the Community Benefits in consultation with City staff. The agreement will be registered on title of the subject lands.

Section 37 Agreements will specifically identify the Community Benefits, including how any cash benefit will be used. The agreements will separately identify matters normally secured in the development process that are not part of the consideration for Community Benefits.

The Planning and Building Department will monitor Community Benefit contributions to ensure that they reflect Section 37 agreements approved by Council.

Payments in Cash\*  
(\*new subtitle added)

The payment of Community Benefits in the form of cash will occur prior to Council approval of the Zoning By-law. In the event that the application(s) are appealed to the OMB, staff may be directed by Council to seek a Community Benefit contribution as part of the conditions of approval by the OMB. Cash payments will not be spent until a decision on the appeal is reached.

In a large phased development, cash payments may be phased, subject to the consideration of staff recommendation and Council approval. An "H-Zone" (holding zone) may be used to ensure receipt of negotiated Community Benefits in the form of cash.

Cash benefits received from a Section 37 agreement will be

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

~~The Planning and Building Department will monitor Community Benefit contributions to ensure that they reflect Section 37 agreements approved by Council.~~

~~This policy does not affect any previously executed agreements or agreements approved in principle by Council.~~

## DEVELOPMENT CHARGES

There will be no reductions, waivers or exemptions for developments subject to Section 37 Agreements from development charges.

~~Community Benefit contributions towards capital facilities, services or matters will be over and above the facility costs that would be funded through development charges.~~

## REFERENCE:

## LAST REVIEW DATE:

## CONTACT:

For more information on Bonus Zoning and Community Benefit contributions contact the Policy Division, Planning and Building Department.

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TAB: COMMUNITY DEVELOPMENT  
 SECTION: PLANNING TOOLS  
 SUBJECT: BONUS ZONING

**POLICY STATEMENT** Bonus Zoning enables the City to secure a range of Community Benefits when increases in permitted development are deemed good planning by Council through the approval of a rezoning application.

**PURPOSE** The purposes of this policy are to outline:

- how Section 37 of the *Planning Act* (Bonus Zoning) will be applied in order to meet the objectives of the Mississauga Official Plan ("Official Plan");
- the type and size of developments eligible for Bonus Zoning; and
- the process for negotiating Section 37 Agreements, including the role of staff and Members of Council.

**SCOPE** Unless exempt, this policy is applicable to all rezoning applications for increases in height and/or density in the City, in accordance with the Official Plan and the Guiding Principles outlined below. This policy does not affect any previously executed agreements or agreements approved in principle by Council.

The Bonus Zoning policy will be applied in conjunction with the Implementation policies contained within the Official Plan.

**LEGISLATIVE AUTHORITY** This policy will be implemented in accordance with the *Planning Act*, Section 37 and the Official Plan, both as amended.

**DEFINITIONS** For the purposes of this policy:

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“Bonus Zoning” means the planning tool, authorized by Section 37 of the *Planning Act*, which enables municipalities to secure Community Benefits through Section 37 Agreements in conjunction with a rezoning that permits increased height and/or density over and above existing planning permissions. Through Bonus Zoning the owner/developer and the community share in the increased value of the development.

“Community Benefit” means facilities or cash secured by the City and provided by an owner/developer for specific public capital facilities, services or matters. Chapter 19.8.2 of the Official Plan provides examples of potential Community Benefits; however, the list is not exhaustive. Through local area plan reviews, and as determined on a case by case basis, additional appropriate Community Benefit contributions may be identified.

“Section 37 Agreement” means a legally enforceable agreement negotiated between the City and an owner/developer that outlines the terms of the exchange of density and/or height for Community Benefits. Section 37 Agreements may include other matters that may be important for the City to meet its Official Plan objectives, but which may fall outside of the purview of other agreements, such as the protection of rental housing, public art or heritage features. These matters may be secured in a Section 37 Agreement as conditions of approval.

“Supplementary Report” means the staff report from the Commissioner of Planning and Building which recommends approval or refusal of an Official Plan Amendment and/or rezoning application.

## ADMINISTRATION

This policy will be administered by the Commissioner, Planning and Building Department or his/her designate(s), in writing, in consultation with Legal Services, Finance, Community Services, Transportation and Works and other City staff as required.

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## APPLICATION

Requests for increases in the height and/or density of development are considered by Council through Official Plan amendment and/or rezoning applications, subject to the tests of good planning (i.e. the proposed development represents good planning on its own merits). Where Council has deemed the proposed increase in height and/or density from that permitted by the existing Zoning By-Law to be acceptable, the City of Mississauga may require, as a condition of final approval, the provision of certain Community Benefits.

Council may choose to exempt applications where other strategic objectives will be achieved (e.g. provision of non-profit housing; downtown office development).

The City may request a Section 37 Community Benefit contribution where development applications have been appealed to the Ontario Municipal Board (OMB).

### Minimum Threshold Size Requirement

The maximum height and density limits will be set out in the Official Plan and/or Zoning By-Law. Any Zoning By-Law amendment in excess of the maximum development limits (where established) may be considered eligible for Bonus Zoning Community Benefit contributions. This policy will be applied mainly, but not exclusively, to:

- projects where additional height is proposed;
- projects which are or will be larger than 5000 m<sup>2</sup> (54,000 sq. ft.) in size and where the proposed density increase will exceed 1500 m<sup>2</sup> (16,000 sq. ft.) over what would otherwise be permitted.

While this policy is not intended to apply to smaller development projects, there may be circumstances in lower density areas where proposed development may not meet the minimum threshold size noted above but could still be a suitable candidate to provide a Community Benefit contribution. Such lands could include large

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vacant or underdeveloped parcels, greyfield sites or smaller properties assembled for larger infill redevelopment. A Community Benefit contribution may be requested for such development applications where:

- additional height is proposed; and/or
- a unit increase of more than 10 percent over the permitted number of units is proposed.

## GUIDING IMPLEMENTATION PRINCIPLES

The following Guiding Implementation Principles will apply to all development in the City of Mississauga:

### 1. *Development must represent good planning.*

Good planning is a basic requirement for all developments in the City of Mississauga and must be satisfied prior to any consideration of Community Benefit contributions. Good planning includes addressing all policies contained in the Official Plan, including but not limited to the following:

- consideration of the City structure and role of elements in this structure;
- protection, enhancement and, where possible, restoration of environmental features and natural areas;
- the creation of complete communities;
- supporting multi-modal transportation; and
- contribution to the economic sustainability of the City.

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

This principle refers to the proximity of the Community Benefit to the proposed development, as well as a comparison of the monetary value of the additional development rights being proposed with the monetary value of the Community Benefits.

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2.1 The provision of eligible Community Benefits will be considered on the following location basis:

- highest priority - on-site or in the immediate vicinity of the site;
- next priority - Community Benefit contributions in the form of funds used to address City-wide needs which are related to the site, but which cannot economically be included on-site, e.g. the provision of transit, affordable housing or other capital facilities; and
- other eligible Community Benefits.

2.2 The City will secure Community Benefits for which the costs to the owner/developer represent a reasonable proportion of the increase in the residual land value resulting from the increase in height and/or density. The amount or value of the Community Benefits in relation to the value of the density or height increase will vary from project to project, as a standard City-wide calculation is not imposed. The City will strive to achieve a value of a Community Benefit that is consistent with practices in surrounding municipalities, e.g., in the approximate range of 20% to 40% of the land lift value.

2.2.1 The height/and or density increase to be valued is measured from the existing permitted height and/or density expressed in the Zoning By-Law, to the proposed height and/or density. Where lands are currently designated to allow greater development through the Official Plan or are currently zoned "D" (Development) and, therefore, recognize the potential for future development, yet do not permit any additional buildings, alternative base level height and/or density assumptions may be considered for the purposes of land valuation. These base level

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assumptions will be determined by the City and may be established through an evaluation of several criteria, including but not limited to current Official Plan permissions, recent sales and market value assessment.

2.2.2. Realty Services, City of Mississauga, will retain an independent real estate appraiser to determine the increased value of the land resulting from the height and/or density increase, based upon Terms of Reference provided by the City. The appraisal will serve as the basis for determining fair value of the Community Benefit. The City will charge the developer for the cost of an appraiser, selected from a list of qualified, independent real estate appraisers.

2.2.3 City staff and the applicant will work cooperatively and respectfully in the negotiation process. In the event that the applicant does not agree with the City appraisal, he or she may initiate, at their own expense, a second appraisal from the City's approved list of appraisers subject to the same Terms of Reference as the original appraisal. City staff and the applicant will attempt to resolve disputes in a timely manner through the comparison of the two appraisals and relevant factors such as data sources, assumptions etc. Realty Services staff will confirm in writing to the Planner when the appraisal is satisfactory.

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

3.1 Section 37 Agreements will be negotiated with the owner/developer on a case-by-case basis and will be based on a reasonable planning relationship between the increase in

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land value resulting from the City granting the increase in height and/or density, and an appropriate measured response of Community Benefits to identified community needs.

3.2 Where Council has approved studies or plans for particular geographic areas of the City (e.g. the Strategic Plan, Future Directions, Capital Budget Plans, Local Area Plans and Community Infrastructure Impact Studies) outlining the range of community facilities, services or matters that should be provided or supported on a priority basis, these findings will inform site-specific negotiations for Community Benefits in these areas. The long term sustainable funding of capital facilities will also be taken into consideration.

3.3 The ward councillor must always be consulted by City staff prior to any negotiation of Bonus Zoning Community Benefits with the owner/developer in order to participate in the identification of possible Community Benefits.

3.4 Prior to the commencement of the negotiation process and, as soon as it is available, staff will provide the applicable ward councillor with the following information:

- advice as to whether Section 37 benefits are appropriate and desirable;
- advice on appropriate types of community benefits;
- interests of the owner/developer; and
- an appraisal of the total land value uplift.

3.5 Community Benefit contributions towards capital facilities, services or matters will be over and above the facility costs that would be funded through or dedicated to the City through the Development Charges By-Law, as amended from time to time, or parks contributions under Section 42 of the *Planning Act*.

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- 3.6 Planning and Building staff, in consultation with staff responsible for the administration of the received Community Benefit, will lead discussions or negotiations for Section 37 Agreements with the owner/developer to ensure compliance with Official Plan requirements.
4. *Ensure that the negotiation process of Section 37 Agreements is transparent.*
- 4.1 The Planning and Building Department will commence the negotiation for community benefits following Council's approval of the development proposal in principle. The Planner will prepare a Supplementary Report assessing the merits of the planning application. If the Supplementary Report recommends approval and unless exempt from this policy, the report will also request Council to direct staff to hold discussions with the applicant to secure community benefits and to return to Council with a Section 37 report outlining the recommended community benefits upon conclusion of the discussions. The Section 37 report will go to Council for its approval prior to enactment of the amending Zoning By Law.
- 4.2 To prepare for possible Bonus Zoning applications and to address the issue of transparency, the applicable ward councillor and other interested Members of Council may, in consultation with City staff, the local community and the relevant service providers, identify local and City-wide priorities for potential community benefits.
- 4.3 A statement of the mutually agreed-upon financial contribution will be included in the Section 37 report which will summarize the community benefits that are to be secured; indicate the value of the community benefits (to be

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# Corporate Policy and Procedure



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prepared in conjunction with staff in other departments responsible for similar facilities, services or matters); and outline the timing of the provision of community benefits.

4.4 Height and/or density increases will be approved by an amendment to the Official Plan and/or Zoning By-Law, after consultation with community groups. Bonus Zoning will be implemented through a site-specific Zoning By-Law which, in addition to all of the typical requirements pertaining to the development, also requires the owner/developer to enter into a Section 37 Agreement to secure the Community Benefits outlined in the By-Law.

## SECURING THE COMMUNITY BENEFIT AND IMPLEMENTING BONUS ZONING

Prior to the enactment of the Official Plan and/or Zoning By-Law amendment, the owner/developer will execute the Section 37 Agreement securing the Community Benefits in consultation with City staff. The agreement will be registered on title of the subject lands.

Section 37 Agreements will specifically identify the Community Benefits, including how any cash benefit will be used. The agreements will separately identify matters normally secured in the development process that are not part of the consideration for Community Benefits.

The Planning and Building Department will monitor Community Benefit contributions to ensure that they reflect Section 37 agreements approved by Council.

### Payments in Cash

The payment of Community Benefits in the form of cash will occur prior to Council approval of the Zoning By-law. In the event that the application(s) are appealed to the OMB, staff may be directed by Council to seek a Community Benefit contribution as part of the conditions of approval by the OMB. Cash payments

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will not be spent until a decision on the appeal is reached. In a large phased development, cash payments may be phased, subject to the consideration of staff recommendation and Council approval. An "H-Zone" (holding zone) may be used to ensure receipt of negotiated Community Benefits in the form of cash.

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

## DEVELOPMENT CHARGES

There will be no reductions, waivers or exemptions for developments subject to Section 37 Agreements from development charges.

## REFERENCE:

## LAST REVIEW DATE:

## CONTACT:

For more information on Bonus Zoning and Community Benefit contributions contact the Policy Division, Planning and Building Department.

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# Corporate Report

Clerk's Files

R-4

Originator's  
Files OZ 07/017 W3

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**DATE:** August 31, 2012

**TO:** Mayor and Members of Council  
Meeting Date: September 26, 2012

**FROM:** Edward R. Sajecki  
Commissioner of Planning and Building

**SUBJECT:** **Rezoning Application**  
**To permit restaurant uses**  
**1030 Canadian Place**  
**South of Eglinton Avenue East, east of Tomken Road**  
**Owner: F-F Construction Co. Limited**  
**Applicant: Greg Dell & Associates**  
**Bill 51**

COUNCIL AGENDA  
SEP 26 2012

**Supplementary Report**

**Ward 3**

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**RECOMMENDATION:** That the Report dated August 31, 2012, from the Commissioner of Planning and Building recommending approval of the application under File OZ 07/017 W3, F-F Construction Co. Limited, 1030 Canadian Place, South of Eglinton Avenue East, east of Tomken Road, be adopted in accordance with the following:

1. That the application to change the Zoning from "E2-86" (Employment - Exception) and "D" (Development) to "E2-86" (Employment - Exception) to permit restaurant uses in accordance with the proposed zoning standards described in the Information Report, be approved subject to the following condition:

- (a) That the applicant agree to satisfy all the requirements of the City and any other official agency concerned with the development.
- 2. That the decision of Council for approval of the rezoning application be considered null and void, and a new development application be required unless a zoning by-law is passed within 18 months of the Council decision.

<p><b>REPORT HIGHLIGHTS:</b></p>	<ul style="list-style-type: none"> <li>• A rezoning application has been submitted to permit restaurant uses;</li> <li>• A Public Meeting was held on October 31, 2011 and no comments were received from the community;</li> <li>• The applicant has addressed comments received from various City departments and the application is acceptable from a planning standpoint and should be approved.</li> </ul>
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**BACKGROUND:**

A public meeting was held by the Planning and Development Committee on October 31, 2011, at which time a Planning and Building Department Information Report (Appendix S-1) was presented and received for information.

At the Public Meeting, the Planning and Development Committee passed Recommendation PDC-0053-2011 which was subsequently adopted by Council and is attached as Appendix S-2.

Subsequent to the Public Meeting, the applicant has revised the concept plan to include low impact development techniques and minor modifications to the easterly site access (see Appendix S-3).

**COMMENTS:**

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

**COMMUNITY ISSUES**

No one from the community attended the Public Meeting and no written comments were received by the Planning and Building Department.

## **UPDATED AGENCY AND CITY DEPARTMENT COMMENTS**

### **City Transportation and Works Department**

Comments updated August 9, 2012 indicate that the applicant has provided additional drainage information and a revised plan depicting the required municipal sidewalk and modified access to the satisfaction of this department.

In the event this application is approved by Council, the owner is to enter into a Development Agreement to the satisfaction of the City and make satisfactory arrangements with this department for the appropriate improvements to Canadian Place in support of this development.

Site specific details will be addressed through the processing of the associated site plan application under file SP 11/165 W3.

## **PLANNING COMMENTS**

### **Official Plan**

As noted in the Information Report (Appendix S-1), the subject lands are designated "Business Employment" and subject to the Northeast District policies of Mississauga Plan. All types of restaurants are permitted by this designation. The proposal is in conformity with the land use designation and does not require an Official Plan Amendment.

### **New Mississauga Official Plan**

Mississauga Official Plan (2011) was adopted by City Council on September 29, 2010 and partially approved by the Region on September 22, 2011. Mississauga Official Plan (2011) has been appealed in its entirety; therefore, the existing Mississauga Plan (2003) remains in effect. While the existing Mississauga Plan (2003) is the plan of record against which the application is being

reviewed, regard should also be given to the new Mississauga Official Plan (2011).

As noted in the Information Report (Appendix S-1), the subject lands continue to be designated "Business Employment". The proposed restaurant uses conform with the land use designation contained in the new Mississauga Official Plan and associated policies.

### **Zoning**

The subject lands are currently zoned "E2-86" (Employment - Exception) and "D" (Development) and proposed to be zoned "E2-86" (Employment - Exception) to permit restaurants including take-out and convenience restaurants. This zone category, which is currently applicable to the abutting lands to the west, is appropriate to accommodate the proposed development.

### **Green Development Initiatives**

The applicant has identified that a grass swale will be incorporated into the site design along with permeable pavement installations for the parking areas.

### **FINANCIAL IMPACT:**

Development charges will be payable in keeping with the requirements of the applicable Development Charges By-law of the City as well as financial requirements of any other official agency concerned with the development of the lands.

### **CONCLUSION:**

The proposed Rezoning is acceptable from a planning standpoint and should be approved for the following reasons:

1. The proposal conforms with the Northeast District policies of Mississauga Plan.
2. The proposed restaurant uses are compatible with the surrounding land uses.

P4(d)

3. The requested "E2-86" (Employment - Exception) zoning is appropriate to accommodate the proposed restaurant uses and is the same zone category which applies to the abutting lands.
4. The subject lands are suitable to accommodate the proposed restaurant uses, required parking and landscaping.

**ATTACHMENTS:**

Appendix S-1: Information Report

Appendix S-2: Recommendation PDC-0053-2011

Appendix S-3: Revised Concept Plan



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Edward R. Sajecki  
Commissioner of Planning and Building

*Prepared By: Stephanie Segreti, Development Planner*



# Corporate Report

Clerk's Files

Originator's Files OZ 07/017 W3

**PDC** OCT 31 2011

**DATE:** October 11, 2011

**TO:** Chair and Members of Planning and Development Committee  
Meeting Date: October 31, 2011

**FROM:** Edward R. Sajecki  
Commissioner of Planning and Building

**SUBJECT:** **Information Report**  
**Rezoning Application**  
**To permit restaurant uses**  
**1030 Canadian Place**  
**South of Eglinton Avenue East, east of Tomken Road**  
**Owner: F-F Construction Co. Limited**  
**Applicant: Greg Dell and Associates**

**Bill 51**

**Public Meeting** **Ward 3**

**RECOMMENDATION:** That the Report dated October 11, 2011, from the Commissioner of Planning and Building regarding the application to change the Zoning from "D" (Development) to "E2-86" (Employment), to permit restaurant uses under file OZ 07/017 W3, F-F Construction Co. Limited, 1030 Canadian Place, be received for information.

**BACKGROUND:** The above-noted application has been circulated for technical comments.

The purpose of this report is to provide preliminary information on the application and to seek comments from the community.

P-4(f)

**COMMENTS:**

Details of the proposal are as follows:

<b>Development Proposal</b>	
Application submitted:	September 13, 2007
Deemed complete:	October 12, 2007
Height:	1 storey
Landscaped Area:	29.2%
Gross Floor Area:	434.95 m <sup>2</sup> (4,681.76 sq. ft.)
Parking Required:	23 parking spaces
Parking Provided:	23 parking spaces
Supporting Documents:	Planning Justification Report Concept Plan Survey

<b>Site Characteristics</b>	
Frontage:	88.5 m (290.4 ft.)
Depth:	40.9 m (134.2 ft.)
Gross Lot Area:	0.184 ha (0.455 ac.)
Existing Use:	Vacant land

**Neighbourhood Context**

The subject property is located in the south-east quadrant of Eglinton Avenue East and Tomken Road, on Canadian Place. The subject lands abut an existing restaurant site that is developed with two restaurants, one with a drive-through. Multi-unit industrial buildings containing a mix of office and employment uses have recently been developed on Canadian Place. This section of Tomken Road is characterized by Philip Pocock Catholic Secondary School and Tomken Twin Arena, along with vacant lands and a grouping of bungalows.

The surrounding land uses are described as follows:

North: Across Canadian Place, multi-unit industrial condominium

East: Across Canadian Place, vacant land

South: Vacant land

West: Two restaurants, one with a drive-through

The western portion of the subject lands were zoned as a result of the approval of the previous rezoning application (file OZ 90/056 W3) that established the two restaurants to the west.

#### **Current Mississauga Plan Designation and Policies for the Northeast District (May 5, 2003)**

"**Business Employment**" which generally permits industrial uses, including manufacturing, assembling, processing, fabricating, research and development, sales and service, warehousing, distributing and wholesaling. All types of restaurants, including banquet halls, are permitted by this designation.

#### **New Mississauga Official Plan**

Mississauga Official Plan was approved by the Region of Peel on September 22, 2011 and staff were authorized to issue notice of decision. Until the new Mississauga Official Plan is approved by the Region of Peel and comes into force, Mississauga Plan continues to be in effect. While the existing Official Plan is the plan of record against which the application is being reviewed, regard should also be given to the new Mississauga Official Plan. Under the new Mississauga Official Plan, the subject lands are designated "Business Employment". The proposed restaurant conforms with the land use designation contained in the new Mississauga Official Plan and associated policies.

#### **Existing Zoning**

"**D**" (**Development**) which permits a building or structure legally existing on the date of passing of the By-law and the existing legal use of such building or structure.

2-4(h)

**Proposed Zoning By-law Amendment**

"E2-86" (Employment - Exception) to permit restaurants, including take-out and convenience restaurants.

The proposed zoning is currently applicable to the abutting lands to the west.

**COMMUNITY ISSUES**

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

**DEVELOPMENT ISSUES**

Agency comments are summarized in Appendix I-7. Based on the comments received and the applicable Mississauga Plan policies the following matters will have to be addressed:

- satisfactory arrangements regarding overland flow and stormwater management;
- satisfactory arrangements regarding the completion of sidewalks on Canadian Place;
- vehicular access arrangement and configuration.

**OTHER INFORMATION**

**Development Requirements**

In conjunction with the proposed development, there are certain other engineering matters with respect to stormwater management and the completion of Canadian Place that will require the applicant to enter into appropriate agreements with the City.

**FINANCIAL IMPACT:**

Development charges will be payable in keeping with the requirements of the applicable Development Charges By-law of the City as well as financial requirements of any other official agency concerned with the development of the lands.

P-4(i)

**CONCLUSION:**

Most agency and City department comments have been received and after the public meeting has been held and all issues are resolved, the Planning and Building Department will be in a position to make a recommendation regarding this application.

**ATTACHMENTS:**

- Appendix I-1: Site History
- Appendix I-2: Aerial Photograph
- Appendix I-3: Excerpt of Northeast District Land Use Map
- Appendix I-4: Excerpt of Existing Land Use Map
- Appendix I-5: Concept Plan
- Appendix I-6: Elevations
- Appendix I-7: Agency Comments
- Appendix I-8: General Context Map



Edward R. Sajecki  
Commissioner of Planning and Building

*Prepared By: Hugh Lynch, Development Planner*



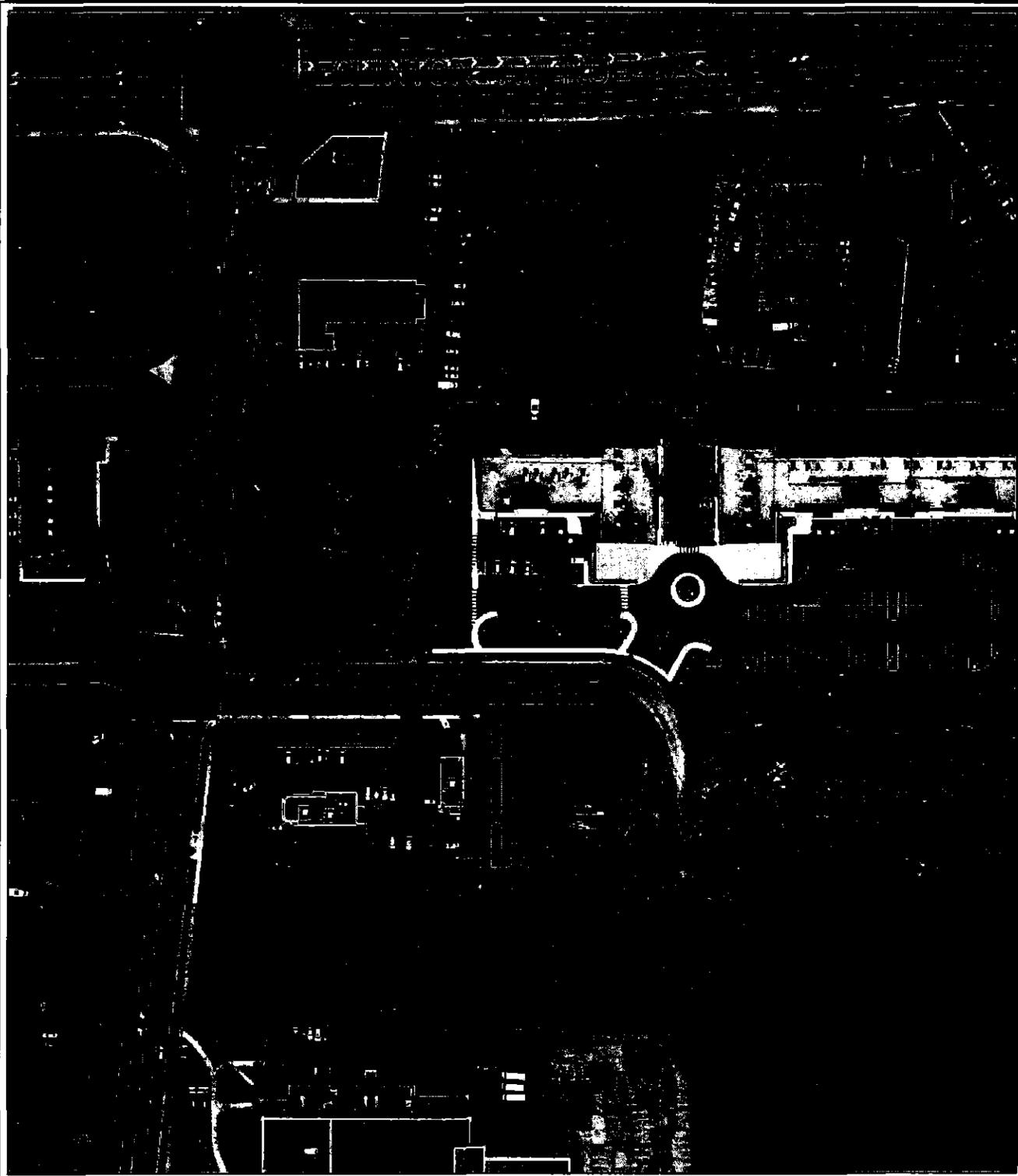
2-4(j)

**F-F Construction Co. Limited**

**File: OZ 07/017 W3**

### **Site History**

- April 16, 1981 – City of Mississauga Official Plan is approved by the Minister of Housing, designating the lands as General Industrial.
- July 8, 1997 – The former Airport Road District, West Malton District and a portion of the Airport South District are combined as the Northeast District and defined as an Employment Area.
- May 5, 2003 – The Northeast District Policies and Land Use Map are approved by the Region of Peel, designating the lands as Business Employment.
- June 20, 2007 – Zoning By-law 0225-2007 came into force except for those sites which have been appealed. As no appeals have been filed the provisions of the new By-law apply. The subject lands are zoned "D" (Development).



**LEGEND:**



**SUBJECT LANDS**

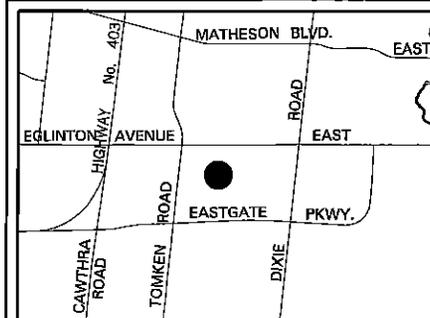
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**SUBJECT:**

**F-F CONSTRUCTION CO. LIMITED**



**FILE NO:**  
OZ 07017 W3

**DWG. NO:**  
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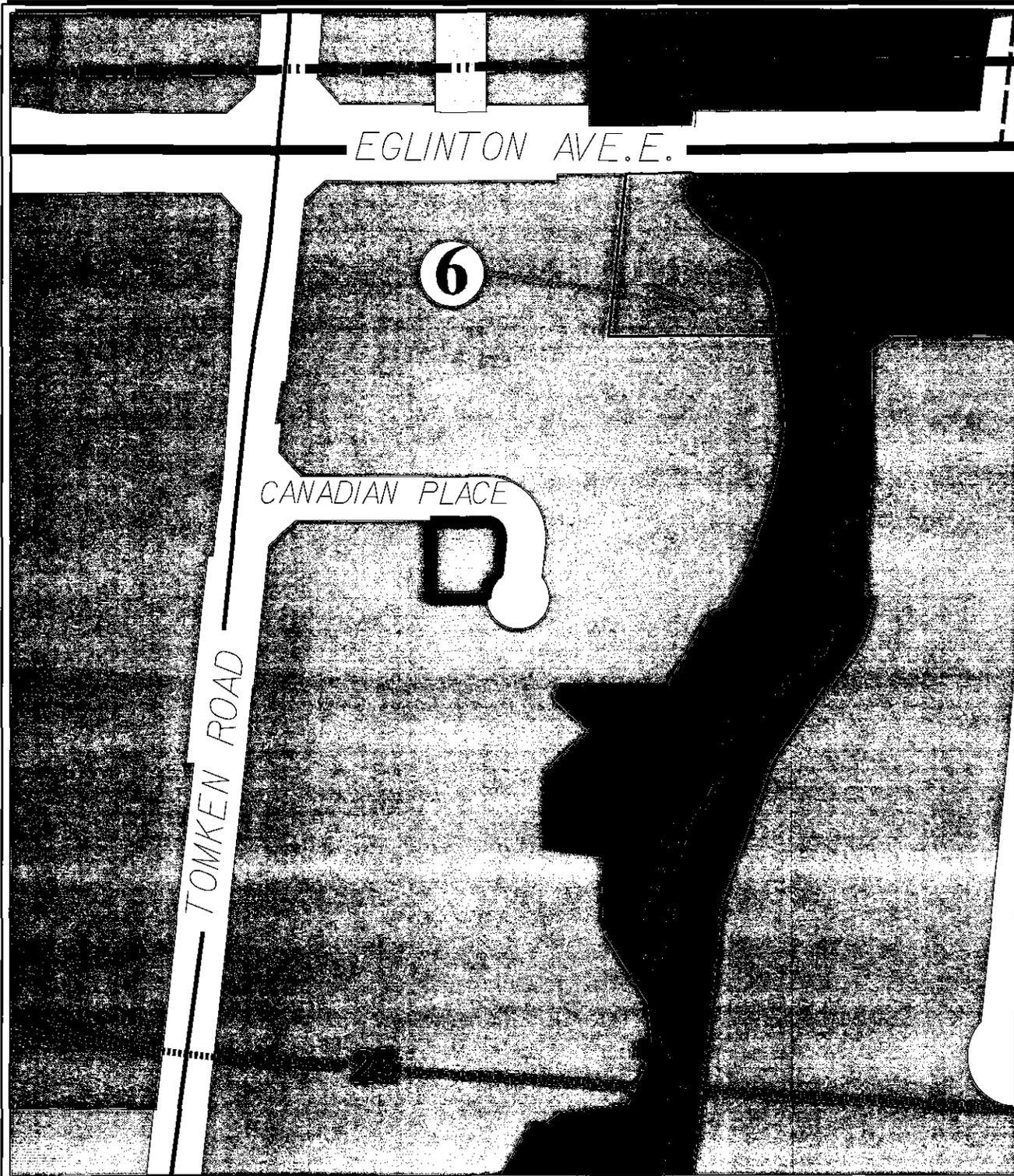
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**DRAWN BY:**  
K. PROKOP

APPENDIX I-2

**MISSISSAUGA**  
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T&W, Geomatics



**PART OF NORTHEAST DISTRICT LAND USE MAP  
NORTHEAST DISTRICT POLICIES OF MISSISSAUGA PLAN**

LAND USE DESIGNATIONS

- General Commercial
- Motor Vehicle Commercial
- Business Employment
- Industrial
- Open Space
- Private Open Space
- Greenbell
- Utility
- Parkway Belt West

TRANSPORTATION LEGEND

- Provincial Highway and Interchange
- Arterial
- Possible future Arterial (conceptual)
- Major Collector
- Minor Collector
- Local Road
- Transitway
- Transitway Station
- Major Transit Corridor
- Special Site Areas (See Special Site Policies)

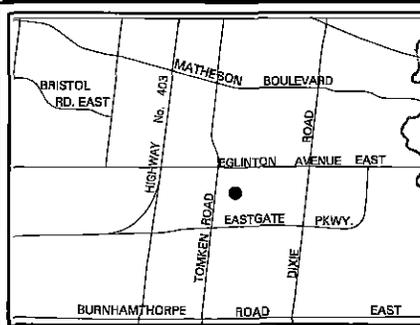
LAND USE LEGEND

- LBPIA Operating Area Boundary - See Aircraft Noise Policies
- Note: In Northeast, this includes all lands north of Eglinton/Dixie/Matheron indicated on map 1 of 2
- CP - City Park
- C - Community Park
- Cem - Cemetery
- 1996 NEP /2000 NEF Composite Noise Contours
- Planning District

**SUBJECT LANDS**



**SUBJECT:  
F-F CONSTRUCTION CO. LIMITED**



**FILE NO:**  
OZ 07/017 W3

**DWG. NO:**  
07017L

**SCALE:**  
NTS

**PDC DATE:**  
2011 10 31

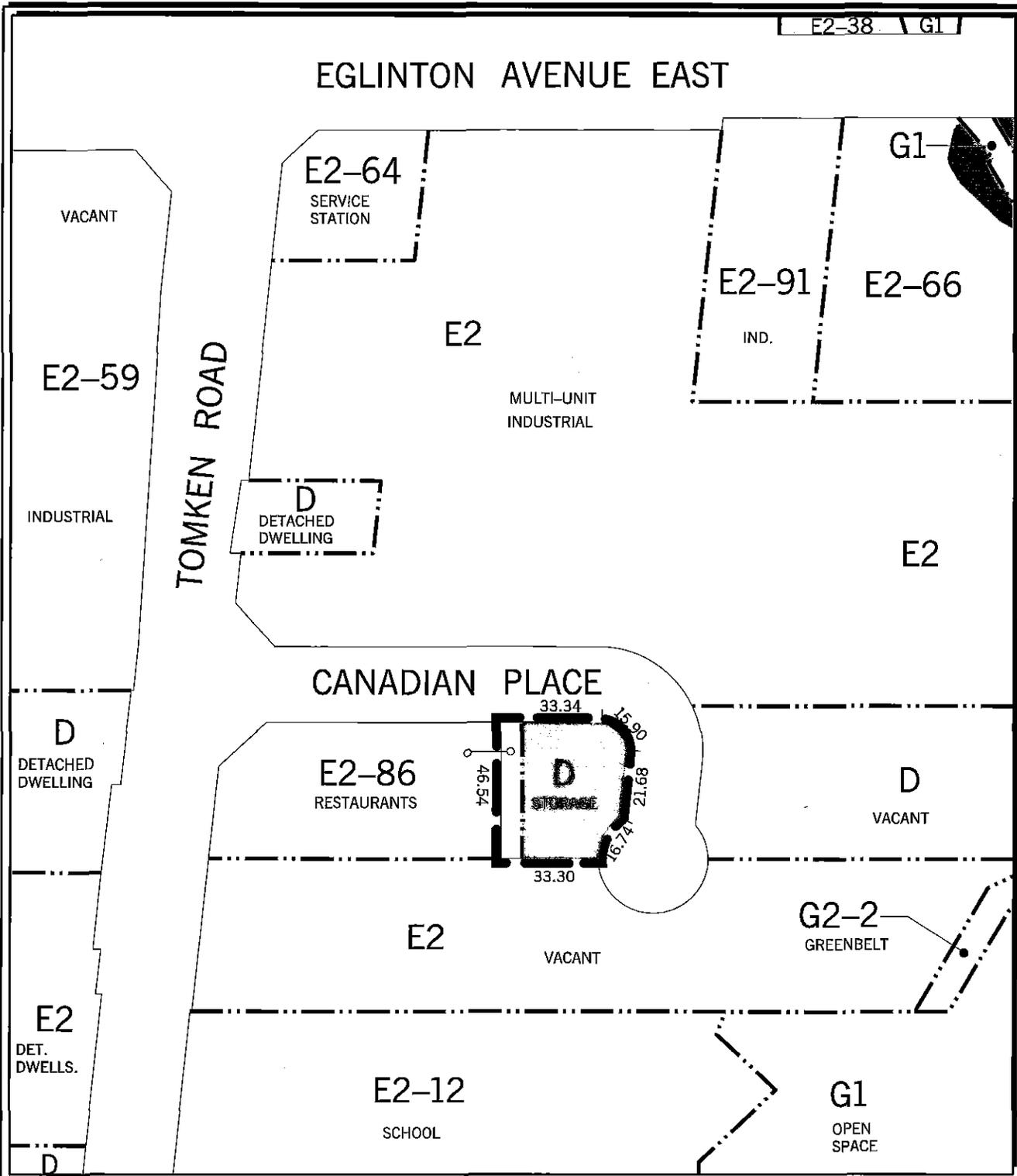
**DRAWN BY:**  
K. PROKOP

APPENDIX 1-3

**MISSISSAUGA**  
Planning and Building

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**T&W, Geomatics**

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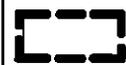
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EGLINTON AVENUE EAST

TOMKEN ROAD

CANADIAN PLACE

LEGEND:



SUBJECT LANDS



PROPOSED REZONING FROM "D" (DEVELOPMENT) TO "E2-86" (EMPLOYMENT) TO PERMIT RESTAURANTS.



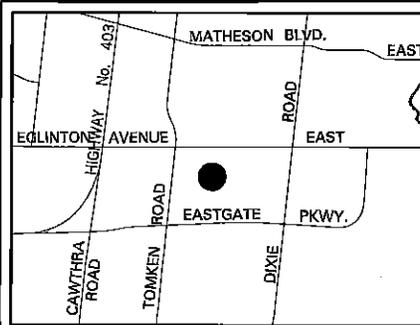
GREENBELT OVERLAY

NOTE: EXISTING ZONING DELINEATED ON THE PLAN PROPOSED ZONING INDICATED BY SHADING WITHIN THE APPLICATION AREA. THIS IS NOT A PLAN OF SURVEY.



SUBJECT:

F-F CONSTRUCTION CO. LIMITED



FILE NO:  
OZ 07017 W3  
DWG. NO:  
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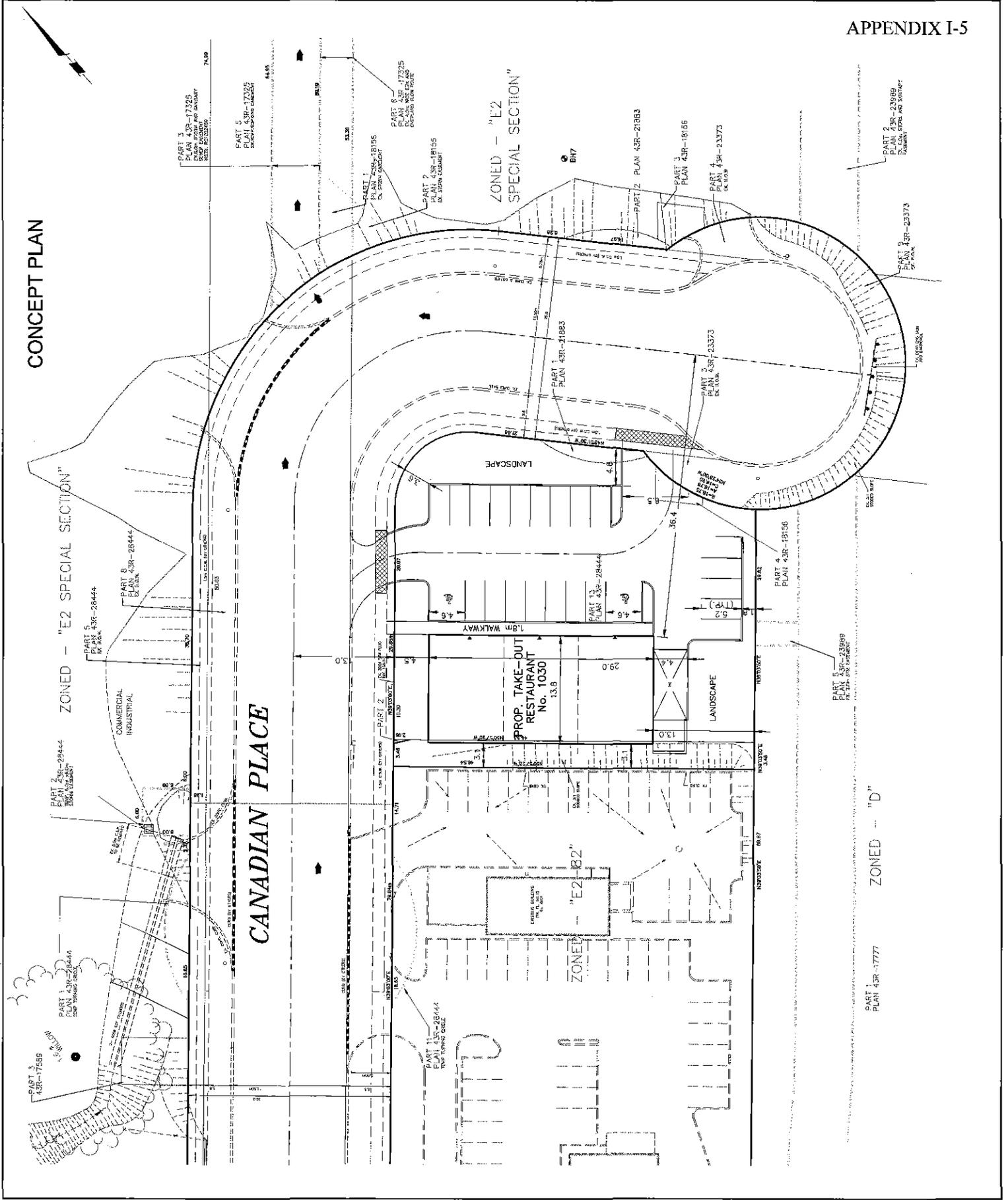
APPENDIX 1-4

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R-4(GM)

CONCEPT PLAN



PART 1 PLAN 43R-17777 ZONED "D"

PART 2 PLAN 43R-28444

PART 3 PLAN 43R-18156

PART 4 PLAN 43R-23373

PART 5 PLAN 43R-28444

PART 6 PLAN 43R-17725

PART 7 PLAN 43R-18155

PART 8 PLAN 43R-17325

PART 9 PLAN 43R-23373

PART 10 PLAN 43R-23373

PART 11 PLAN 43R-28444

PART 12 PLAN 43R-21863

PART 13 PLAN 43R-28444

PART 14 PLAN 43R-28444

PART 15 PLAN 43R-28444

PART 16 PLAN 43R-28444

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PART 63 PLAN 43R-28444

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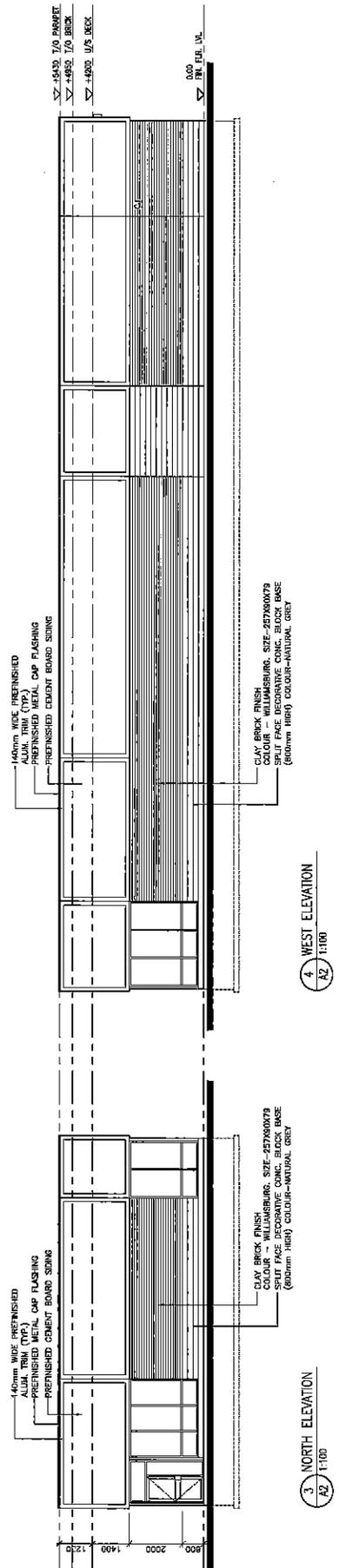
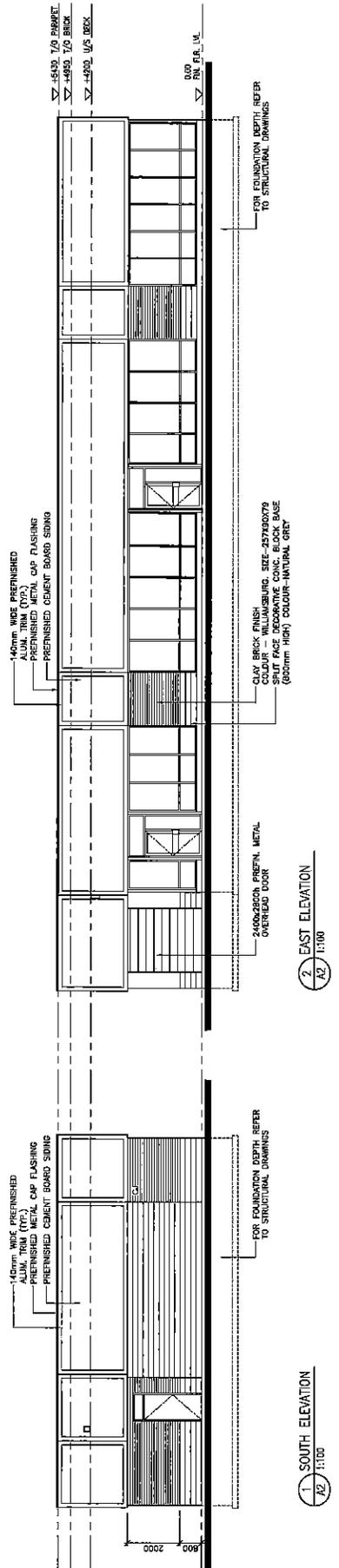
PART 97 PLAN 43R-28444

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PART 99 PLAN 43R-28444

PART 100 PLAN 43R-28444

ELEVATIONS



F-F Construction Co. Limited

File: OZ 07/017 W3

**Agency Comments**

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

Agency / Comment Date	Comment
<p>City Community Services Department – Planning, Development and Business Services Division/Park Planning Section (September 22, 2011)</p>	<p>This Department indicates that prior to the issuance of building permits, cash-in-lieu for park or other public recreational purposes is required pursuant to Section 42 of the Planning Act (R.S.O. 1990, c.P. 13, as amended) and in accordance with City's Policies and By-laws.</p>
<p>City Transportation and Works Department (September 22, 2011)</p>	<p>The applicant is to provide a revised Site Grading and Servicing Plan which accurately depicts the extension of the required municipal sidewalk. The applicant is also required to revise the concept plan to incorporate the appropriate modifications to the proposed access to Canadian Place.</p> <p>Additional details are to be provided confirming how the existing overland flow through Part 12, Plan 43R-28444 will be addressed, including the necessary restoration works required.</p> <p>Comments on the above will be finalized prior to preparation of the Supplementary Report.</p>
<p>Other City Departments and External Agencies</p>	<p>The following City Departments and external agencies offered no objection to these applications provided that all technical matters are addressed in a satisfactory manner:</p> <p>City Community Services Department – Fire and Emergency Services Division Region of Peel Hydro One Canada Post Corporation Bell Canada Enersource Hydro Mississauga Enbridge Gas Distribution Enbridge Pipelines</p>

R-4(a)

F-F Construction Co. Limited

File: OZ 07/017 W3

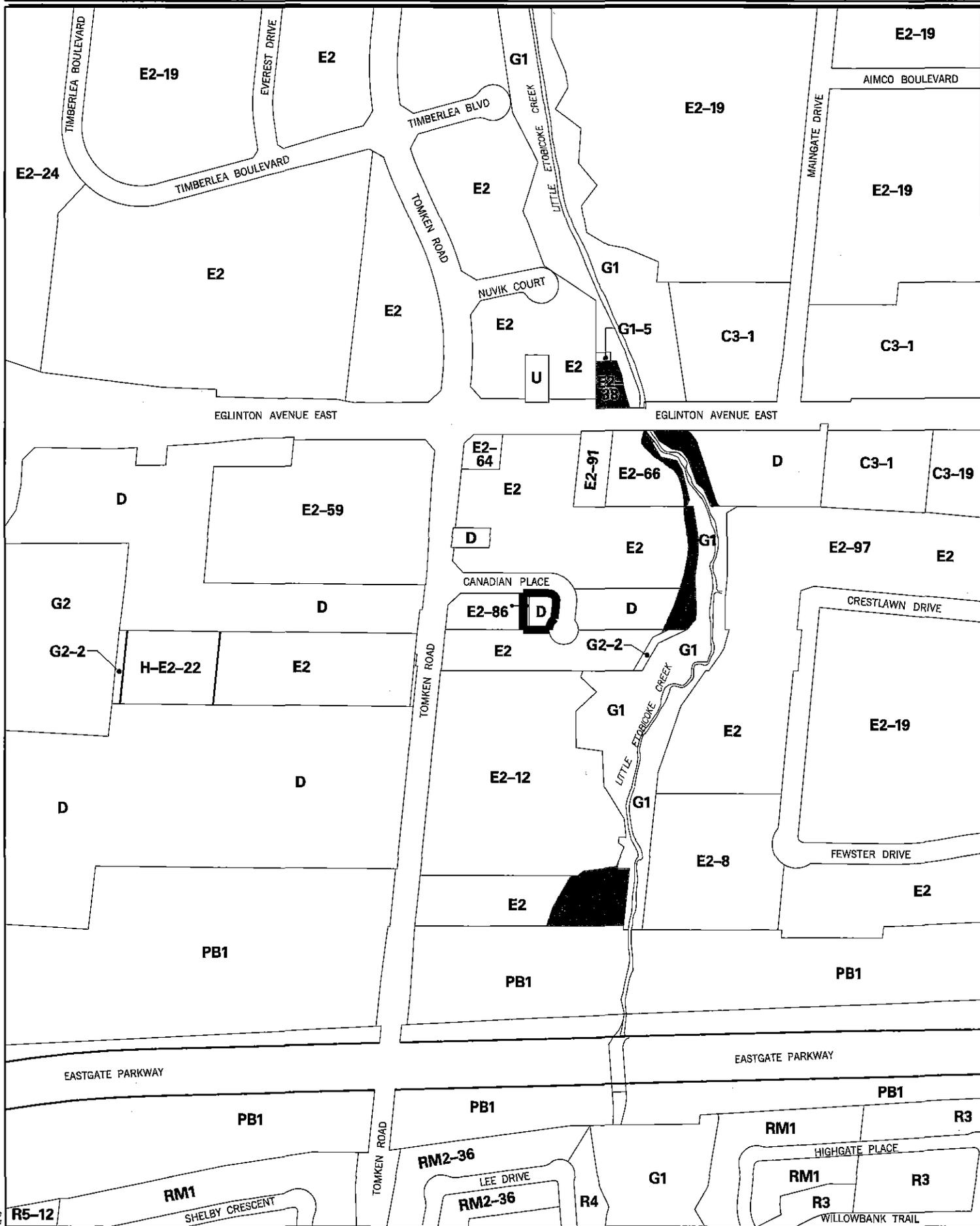
Agency / Comment Date	Comment
	Toronto and Region Conservation Authority
	The following City Departments and external agencies were circulated the application but provided no comments:  Rogers Cable Sun-Canadian Pipe Line Trans-Northern Pipelines Imperial Oil-Sarnia Products Pipe Line GTAA

2-4(r)

GENERAL CONTEXT MAP

OZ 07/017 W3

APPENDIX I-8



R-4(S)

**F-F Construction Co. Limited**

**File: OZ 07/017 W3**

**Recommendation PDC-0053-2011**

“That the Report dated October 11, 2011, from the Commissioner of Planning and Building regarding the application to change the Zoning from "D" (Development) to "E2-86" (Employment), to permit restaurant uses under file OZ 07/017 W3, F-F Construction Co. Limited, 1030 Canadian Place, be received, and, notwithstanding Planning Protocol, that the Supplementary Report be brought directly to a future Council meeting.”





# Corporate Report

Clerk's Files

Originator's Files

MG.01.REP  
T-08006, PH 1

**DATE:** August 22, 2012  
**TO:** Mayor and Members of Council  
Meeting Date: September 26, 2012

COUNCIL AGENDA  
SEP 26 2012

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

**SUBJECT:** **Road Component of the Other Services Charge and Storm Water Management Development Charge Credits to be Granted Prologis Canada LLC the Developer of the Proposed Industrial Subdivision T-08006, Phase 1, Located North of Derry Road West, West of Tenth Line (Ward 9)**

- RECOMMENDATION:**
1. That the Development Agreement for Plan T-08006, Phase 1, located north of Derry Road West, west of Tenth Line, indicate a Road Component of the Other Services Charge Credit in the amount of \$314,450.96, for the costs associated with the construction of Argentia Road.
  2. That the Development Agreement for Plan T-08006, Phase 1, located north of Derry Road West, west of Tenth Line, indicate a Storm Water Management Development Charge Credit in the amount of \$1,455,900.74, for the costs associated with the construction of the storm water management pond.
  3. That the Servicing Agreement for Plan T-08006, Phase 1, located north of Derry Road West, west of Tenth Line, indicate payment by the City of Mississauga to Prologis Canada LLC in the amount of \$605,475.23 for a portion of the cost of the land component of the storm water management pond located within the plan, and that funds be drawn from Account Number PN-10149.

**BACKGROUND:**

Appendix 1, attached, indicates the lands north of Derry Road West, west of Tenth Line, owned by the developer of Plan T-08006, Phase 1, Prologis Canada LLC, 185 The West Mall, Suite 700, Toronto, Ontario, M9C 5L5.

This development is now proceeding towards registration. In accordance with the City's Development Charges By-law, the developer will be required to pay a Road Component of the Other Services Development Charge in the amount of \$3,383,712.33 and a Storm Water Management Development Charge in the amount of \$1,455,900.74.

**COMMENTS:**

Under the terms of the proposed Servicing Agreement, the developer will be constructing Argentia Road from Tenth Line westerly to the storm channel, a distance of approximately 652 metres (2,139 feet), at an estimated cost of \$1,257,803.84.

The City's Development Charges By-law requires that the developer be responsible for the cost of constructing the first two lanes of Argentia Road, and receive a Development Charge Credit for any additional lanes constructed. The developer's responsibility represents 75% of the cost of constructing the major road, with the balance (25%) subject to a Development Charge Credit. Based on the above cost breakdown the credit owed to the developer has been calculated to be \$314,450.96 (25% of \$1,257,803.84).

The Development Charge Credit for the proposed major road works will be deducted from the \$3,383,712.33 Road Component of the Other Services Charge payable by the developer prior to the issuance of building permits.

Under the terms of the proposed Servicing Agreement, the developer will also be constructing a storm water management pond at an estimated cost of \$582,392.97.

Under the City's Development Charges By-law, the developer is entitled to a Storm Water Management Charge Credit for 100% of the cost of constructing a Storm Water Management Pond in the amount of \$582,392.97. Also, in accordance with the Development Charges

R-5(b)

By-law, the City is required to compensate the developer for the value of the table lands on which the storm water management pond is located. In this instance, the table land area required for construction of this pond is 0.75 hectares (1.85 acres) in rounded numbers. The value used in calculating the credit for the land component of the storm water management pond for non-residential development has been established at \$1,976,880.00 per hectare (\$800,016.18 per acre). Therefore, the developer is entitled to an additional Storm Water Management Charge Credit in the amount of \$1,478,983.00 (0.74814 hectares at \$1,976,880.00 per hectare).

Based on the above costs incurred, the developer is entitled to a Storm Water Management Charge Credit in the amount of \$2,061,375.97 (\$582,392.97 plus \$1,478,983.00).

As the Storm Water Management Charge in the amount of \$1,455,900.74 owing with respect to this development is inadequate to cover the cost of constructing the storm water management facility, the developer is entitled to payment from the City in the amount of \$605,475.23 (\$2,061,375.97 less \$1,455,900.74). The 2011 Capital Budget has funds available from Capital Account PN-10149.

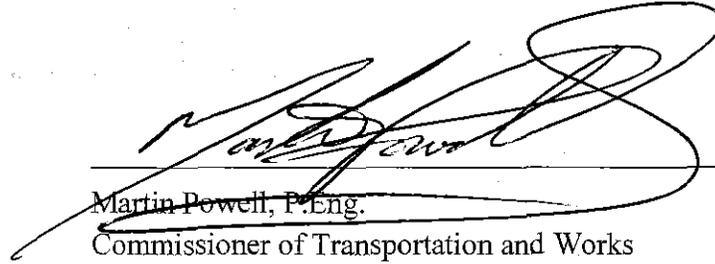
**FINANCIAL IMPACT:** Not applicable

**CONCLUSION:** Argentia Road from Tenth Line westerly to the storm channel is being constructed by the developer of Plan T-08006, Phase 1. As the road construction was included with Road Component of the Other Services Charge of the City's Development Charges By-law, based on 75% being the developer's responsibility and 25% being the City's responsibility, the developer should receive a credit equal to 25% of the cost.

The developer is also constructing a storm water management pond. As these works are included in the City's Development Charges By-law, the developer is entitled to receive full compensation for the pond construction, as well as for the associated table land costs.

R-5(c)

**ATTACHMENTS:** Appendix 1: Site Location Map



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

*Prepared By: Ken Franklin, C.E.T.  
Servicing Agreement Coordinator  
Development Engineering*



REPORT 13 – 2012

COUNCIL AGENDA  
SEP 26 2012

TO: MAYOR AND MEMBERS OF COUNCIL

The Planning and Development Committee presents its thirteenth report of 2012 and recommends:

PDC-0054-2012

1. That the report titled "*Draft Port Credit Local Area Plan*", dated August 28, 2012 from the Commissioner of Planning and Building, be received for information.
2. That the submissions made at the public meeting held at the Planning and Development Committee meeting on September 17, 2012, be received.
3. That staff report back to Planning and Development Committee on the submissions made.
4. That the following correspondences be received:
  - a. Email and letter dated April 13, 2012 from Victor Labreche, Labreche Patterson and Associates
  - b. Email and attached letter dated September 7, 2012 from Marie and Gavin Clark
  - c. Email September 17 and attached letter dated September 13, 2012 from Denise Baker, Townsend and Associates
  - d. Email dated September 16, 2012 from Peter and Anezka Adamek
  - e. Email dated September 16, 2012 from Glen Menzie
  - f. Email dated September 17, 2012 from Lois Campbell
  - g. Email and attached letter dated September 17, 2012 from John M. Alati, Davies Howe Partners LLP
  - h. Email and attached letter dated September 17, 2012 from James Cox, Canada Lands Company CLC Ltd.
  - i. Email and attached letter dated September 17, 2012 from Michael Spazinani

CD.03.POR

PDC-0055-2012

That a public meeting be held to consider proposed official plan amendments as recommended in the report titled "*Proposed Amendments to Mississauga Official Plan (2011) for the Gateway Corporate Centre Character Area*" dated August 28, 2012 from the Commissioner of Planning and Building, and that the report be circulated to City departments, agencies and stakeholders for review and comment.

CD.03.GAT

PDC-0056-2012

1. That the report titled "Establishment of a Malton Business Improvement Area (BIA)" dated August 28, 2012 from the Commissioner of Planning and Building, be received.
2. That the City Clerk give notice to all commercial and industrial property owners defined under the *Municipal Act, 2001*, within the proposed BIA boundary, of City Council's intention to enact a by-law to establish the boundaries of the Malton BIA as shown on Appendix 4.

CD.05.MAL

PDC-0057-2012

1. That the report titled "Information Report Cooksville Mobility Hub Plan Implementation - Land Use and Design Regulatory Framework Project" dated August 28, 2012, from the Commissioner of Planning and Building, be received for information.
2. That Planning and Building staff be directed to carry out the work plan as attached as Appendix 1 and report back on the draft regulatory framework prior to proceeding to a public meeting.

CD.03.DOW

## REPORT 15 - 2012

COUNCIL AGENDA SEP 26 2012
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TO: THE MAYOR & MEMBERS OF COUNCIL

General Committee of Council presents its fifteenth Report of 2012 and recommends:

GC-0611-2012

That a By-law (Appendix 1) to amend the Animal Care and Control By-law 0098-2004, as amended, be enacted exempting the existing goat located at 3075 Kirwin Avenue, being a detached residential property owned by Dr. Jamie Garvey, from Part V, Section 15 (1) of the Animal Care and Control By-law 0098-2004, as amended.

(Ward 7)

GC-0612-2012

That the report dated August 20, 2012 from the Commissioner of Transportation and Works on the MiWay Customer Satisfaction Survey and Market Research Results Summary be received for information.

GC-0613-2012

1. That the Corporate Report dated July 26, 2012 from the Commissioner of Community Services, entitled "Potential Ban of Plastic Shopping Bags in Mississauga," be received; and
2. That the Environmental Advisory Committee recommends that the potential ban of plastic shopping bags in Mississauga be referred to the Region of Peel's Waste Management Committee for further research and recommendations to the Region of Peel's Regional Council and the City of Mississauga's Council.

(EAC-0039-2012)

GC-0614-2012

That the email messages from various citizens to Mayor Hazel McCallion and Letters to the Editor in *The Mississauga News* with respect to the potential ban of plastic shopping bags in Mississauga be received.

(EAC-0040-2012)

GC-0615-2012

1. That the Corporate Report dated August 14, 2012 from the Commissioner of Community Services, entitled "Great Lakes and St. Lawrence Cities Initiative 2012 Resolutions," be received;
2. That the Environmental Advisory Committee supports the Great Lakes and St. Lawrence Cities Initiative 2012 resolutions and requests that Resolution 2 – 2012M entitled "Sediment Management" be strengthened to request federal funding to support the dredging of non-commercial harbours (e.g., Snug Harbour); and

3. That the Environmental Advisory Committee forward the Great Lakes and St. Lawrence Cities Initiative 2012 resolutions to Council for endorsement.

Wards 1 and 2

(EAC-0041-2012)

GC-0616-2012

That the Memorandum dated August 20, 2012 from Andrea J. McLeod, Environmental Specialist, Environmental Management Section, Community Services Department, entitled "Clean Air Council's Green Economy Summit," be received.

(EAC-0042-2012)

GC-0617-2012

That the Memorandum dated August 22, 2012 from Andy Wickens, Manager, Parks, entitled "Potential Ban/Restriction on Fertilizer Use in the City of Mississauga," be received.

(EAC-0043-2012)

GC-0618-2012

That the chart from Environmental Management staff with respect to upcoming agenda items and Environmental Advisory Committee (EAC) role be received.

(EAC-0044-2012)

GC-0619-2012

That the chart dated September 4, 2012 from Julie Lavertu, Legislative Coordinator, Environmental Advisory Committee, with respect to the status of outstanding issues from the Environmental Advisory Committee (EAC) be received.

(EAC-0045-2012)

GC-0620-2012

That the Purchasing Agent be authorized to increase the upset limit for the City's contract with Precise Parklink (#4600011972), for the Asset Protection Renewal Program (APRP), from \$2,113,923.34 to \$2,600,000.00 which will cover the maintenance costs associated with the City's 115 on-street pay and display machines, as well as consumable costs (i.e. ticket paper) and miscellaneous costs (vandalism) as outlined in the report to General Committee dated September 5, 2012 from the Transportation and Works Department.

(Wards 1, 2, 4, and 7)

GC-0621-2012

That the City of Mississauga assume the municipal works as constructed by the developer under the terms of the Servicing Agreement for H-OZ03/001(OZ/99/062), New Millennium Homes, (lands located north of Dundas Street West, south of Burnhamthorpe Road West, east of Mavis Road and west of Confederation Parkway, in Z-22, known as Parkhill Road Developments).

(Ward 7)

GC-0622-2012

That Council pass a resolution supporting, without reservation, rooftop solar projects in Mississauga as outlined in the Corporate Report titled “Revised Council Resolution in Support of Rooftop Solar Applications Under the Provincial Feed-in Tariff (FIT) Program” dated August 29, 2012 from the Commissioner of Community Services and that a resolution repealing Resolution 0170-2012 be passed by Council.

GC-0623-2012

That a by-law be enacted authorizing the Commissioner of Transportation and Works and the City Clerk to execute an Agreement of Purchase and Sale – Offer to Sell, and all documents ancillary thereto, between Orlando Corporation (“Orlando”), as Vendor, and The Corporation of the City of Mississauga (“City”), as Purchaser, for the purchase of a portion of Orlando’s land located at the south-east corner of Hurontario Street and Highway 401, for the Whittle Road extension, the lands contain an area of approximately 1.755 acres and are legally described as Part of Lot 6, Concession 1, EHS, Parts 9, 10, 11, 12, 13, 14, 15, 20, 21 and 22 on Reference Plan 43R-33689, City of Mississauga, Region of Peel, in Ward 5.  
(Ward 5)

GC-0624-2012

That the report dated August 20, 2012 entitled Mississauga Celebration Square – Rink Closures and Winter Maintenance be received for information.  
(MCSEC-0029-2012)

GC-0625-2012

That the email dated July 16, 2012 from Jacqueline Guishard, resident providing feedback on events at the Mississauga Celebration Square.  
(MCSEC-0030-2012)

GC-0626-2012

That staff be directed to implement the “Imagination Park at the Mississauga Celebration Square” on weekends throughout October 2012.  
(MCSEC-0031-2012)

GC-0627-2012

That the overview from Karen Spencer, Advisor, City Strategy and Innovations, City Manager’s Office, entitled “City Committees of Council Structure Review,” be received.  
(AAC-0016-2012)

GC-0628-2012

That Park Planning staff be invited to a future Mississauga Accessibility Advisory Committee meeting to make a deputation about the process, guidelines, and criteria for the placement of washrooms in the City of Mississauga's parks.

(AAC-0017-2012)

GC-0629-2012

That the Memorandum dated August 21, 2012 from Karen Morden, Legislative Coordinator, entitled "2013 Accessibility Advisory Committee and Facility Accessibility Design Subcommittee Meeting Dates," be received.

(AAC-0018-2012)

GC-0630-2012

1. That the Park Path Light Review Study Powerpoint Presentation be received for information; and
2. That the Facility Accessibility Design Subcommittee is satisfied with the Park Path Light Review Study, as presented.

(AAC-0019-2012)

GC-0631-2012

1. That the Credit River Parks Strategy Powerpoint Presentation be received for information; and
2. That the Facility Accessibility Design Subcommittee is satisfied with the Credit River Parks Strategy, as presented.

Wards 1, 2, 6, 7, 8, and 11

(AAC-0020-2012)

GC-0632-2012

1. That the Powerpoint Presentation entitled Accessibility and the Site Plan Development Application Review Process be received for information; and
2. That the Facility Accessibility Design Subcommittee is satisfied with the presentation, as presented.

(AAC-0021-2012)

GC-0633-2012

That the pending work plan items dated September 10, 2012 be received for information.

(AAC-0022-2012)

GC-0634-2012

That the Corporate Report dated April 23, 2012 from the Commissioner of Corporate Services and Treasurer, entitled "Revision – Civic Recognition Program Policy," be received.

(AAC-0023-2012)

GC-0635-2012

That the Government of Ontario document, entitled "Getting, Renewing or Replacing an Accessible Parking Permit (APP)," be received.

(AAC-0024-2012)

GC-0636-2012

That the Ontario Regulation made under the *Accessibility for Ontarians with Disabilities Act, 2005* Amending O. Reg. 191/11 (Integrated Accessibility Standards) be received.

(AAC-0025-2012)

GC-0637-2012

That the correspondence dated August 24, 2012 from Brigitte Sobush, Deputy City Clerk, City of Greater Sudbury, entitled "Creating an Accessible Ontario," be received.

(AAC-0026-2012)

GC-0638-2012

That the minutes for the Accessibility Advisory Committee's Process Meeting on Monday, July 23, 2012 be received.

(AAC-0027-2012)

GC-0639-2012

That Council be requested to pass a resolution to endorse the recommendations contained in the Cycling Death Review report from the Office of the Chief Coroner for Ontario.

(MCAC-0051-2012)

GC-0640-2012

That the 2012 calendar of events regarding Mississauga cycling related events in 2012 be received for information.

(MCAC-0052-2012)

GC-0641-2012

That the action list from the meeting held on July 10, 2012 be received for information.

(MCAC-0053-2012)

GC-0642-2012

That the following information items be received for information:

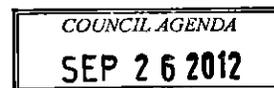
- a) Article from the Toronto Star – Peel Region Cycling: 46,000 More Bike Rides in Five Years
- b) Article dated Fall 2012- How We Roll – CAA Magazine.
- c) Article dated August 29, 2012 from therecord.com regarding Kitchener first municipality in province to endorse coroner's report on cycling.

(MCAC-0054-2012)

GC-0643-2012

That the verbal update regarding a personnel matter be received for information.

REPORT 3-2012



TO: MAYOR AND MEMBERS OF COUNCIL

The Budget Committee presents its third report for 2012 and recommends:

BC-0016-2012

1. That the Corporate Report dated August 8, 2012 from the Commissioner of Transportation and Works, entitled "MiWay Service Rationalization Proposal – 2012," be received;
2. That Saturday and Sunday/Holiday MiWay service on Route 91-Hillcrest be cancelled, as outlined in the Corporate Report dated August 8, 2012 from the Commissioner of Transportation and Works entitled "MiWay Service Rationalization Proposal – 2012"; and
3. That the cancellation of Saturday and Sunday/Holiday MiWay service on Route 49-McDowell, as outlined in the Corporate Report dated August 8, 2012 from the Commissioner of Transportation and Works entitled "MiWay Service Rationalization Proposal – 2012," be deferred until after the City of Mississauga holds a public meeting with local residents and Pat Saito, Ward 9 Councillor, and Sue McFadden, Ward 10 Councillor.

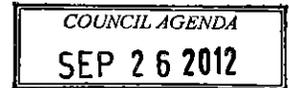
Wards 4, 6, 7, 9, 10, and 11

BC-0017-2012

1. That the proposed 2013 transit fare changes outlined in the Corporate Report dated August 27, 2012 from the Commissioner of Transportation and Works, entitled "MiWay 2013 Fare Strategy," be implemented effective January 28, 2013;
2. That a by-law be enacted to establish the proposed 2013 Mississauga Transit fares and related charges as set out in Appendix 2 of the Corporate Report dated August 27, 2012 from the Commissioner of Transportation and Works entitled "MiWay 2013 Fare Strategy" and that the Mississauga Transit Fares By-law 284-11 be repealed; and
3. That staff meet with Region of Peel staff to discuss the possibility of implementing an annual transit subsidy program for the Region's residents based on socio-economic need and criteria.

This is an extract of the Planning and Development Committee meeting held on September 17, 2012.

1. PUBLIC MEETING  
Draft Port Credit Local Area Plan, Ward 1  
File: CD.03.POR



Councillor Fonseca, Chair, called this public meeting to order at 7:21 p.m.

Paul Stewart, Development Planner, Policy Division, addressed the Planning and Development Committee with respect to the Draft Port Credit Local Area Plan. He noted that the purpose of the meeting was to obtain comments from the public regarding the plan. He further noted that these comments would be addressed in a subsequent report to the Planning and Development Committee.

Mr. Stewart noted that the Draft Port Credit Local Area Plan was part of the Mississauga Official Plan and that local area plans were intended to address unique circumstances in areas that require a more extensive planning framework. He outlined the geographic limits of the plan noting that the boundaries were roughly the railway, Lake Ontario, Seneca Avenue and lands just west of Shawnmarr Road. Mr. Stewart specified that the Draft Port Credit Local Area Plan included a community node character area, neighbourhood character area, green system and corridors and stipulated the policies within the plan reflect the different elements. He noted that the plan had been drafted as part of the New Mississauga Official Plan which was before the Ontario Municipal Board. Mr. Stewart outlined the public engagement and circulation process and outlined the next steps in the planning process.

Madam Mayor raised a question with respect to a comprehensive plan for the lakefront lands across Mississauga. Ed Sajecki, Commissioner of Planning and Building noted that a plan encompassing the entire waterfront throughout the city would be created in the future.

The following persons were in the audience and spoke to the item:

Frank Giannone  
Chris Mackie  
Dorothy Tomiuk  
Dirk Blyleven  
John Cassan

Frank Giannone, resident, addressed the committee with respect to several properties including the Ports Hotel, Elmwood Plaza and the Liquor Control Board of Ontario (LCBO) Plaza. He noted that the Ports Hotel should fall into a separate category due to its location and encouraged the Planning and Development Committee and staff to

consider a higher density when applying zoning to the Elmwood Plaza and the LCBO Plaza.

Chris Mackie, resident and Cranberry Cove Homeowners Association representative detailed the area represented by the association and encouraged the Planning and Development Committee and staff to consider the area as separate from the south residential neighbourhoods. He requested that the description in Draft Port Credit Local Area Plan of the Cranberry Cove neighbourhood reflect the history of the area, and raised a concern with respect to the statement regarding infill in section ten point three point five (10.3.5) of the document. He further requested that the appropriate type of infill for the Cranberry Cove area be stipulated in the plan. Mr. Mackie also requested that the plan address the preservation and enhancement of the tree canopy and pedestrian safety. He raised a concern with respect to the height of infill and re-development and requested that height and the way in which height was measured be addressed. Mr. Mackie noted that the Cranberry Cove Homeowners Association was willing to re-write the section regarding the Cranberry Cove area and submit it to the Planning and Building Department.

Councillor Mullin sought clarification from Mr. Mackie asking if he was requesting an infill by-law and specific zoning related to height and side yards. Mr. Mackie confirmed that the association was requesting a height restriction and a change in the way height was measured.

Dorothy Tomiuk, resident and Town of Port Credit Association representative addressed the Planning and Development Committee with respect to the Draft Port Credit Local Area Plan. She outlined the components that should be considered when developing the plan. These components included engagement, the waterfront corridor, the green corridor, the transportation corridor, the neighbourhood corridor, the cultural/heritage corridor and the economic corridor. Ms. Tomiuk further noted that the association wanted two (2) to three (3) storey development for the Lakeshore Corridor and raised concerns with respect to an increase in infill and re-development density and height. She requested that the ambiguity between zoning by-law, Mississauga Official Plan and the Draft Port Credit Local Area Plan be addressed. Ms. Tomiuk noted that metrics for height and floor space index (FSI) were important and spoke to paragraph ten point three point six point two (10.3.6.2) regarding the assembly of adjacent properties encouraging the Planning and Development Committee and staff to clearly define expectations for Port Credit.

Dirk Blyleven, representing Sal Muccio, property owner in Port Credit addressed the Planning and Development Committee. He raised concerns with respect to height limits and noted that the height restrictions were not desirable for re-development. He suggested that schedule two (2) B of the Draft Port Credit Local Area Plan be amended to allow for an increase in storeys for the properties approximately located along Stavebank Road, north of Lakeshore Road East which had currently allowed

for two (2) to four (4) storeys.

John Cassan, Real Estate Appraiser, Cassan Appraisals, raised a concern with respect to height restrictions noting that re-developing a building from two (2) to three (3) storeys was not desirable. He noted that increasing height restrictions would make more economic sense for re-development.

Councillor Mullin spoke to the character of the area and noted that an infill by-law and appropriate zoning would ensure that the character of the area was maintained.

Councillor Tovey noted that all parties and stakeholders involved would have to compromise in order to obtain the goal of a human scale water front. He noted his appreciation for all those involved.

Madam Mayor sought clarification as to whether or not Light Rail Transit (LRT) was proposed for the area noting that the installation of the LRT would impact planning in Port Credit and therefore it needed to be considered if it was to be installed. Mr. Sajecki confirmed that the installation of the LRT in Port Credit was not a priority and was not encompassed in the plan noting that upgraded bussing was more likely. Councillor Tovey noted his support for upgrading bussing.

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

PDC-0054-2012

1. That the report titled "*Draft Port Credit Local Area Plan*", dated August 28, 2012 from the Commissioner of Planning and Building, be received for information.
2. That the submissions made at the public meeting held at the Planning and Development Committee meeting on September 17, 2012, be received.
3. That staff report back to Planning and Development Committee on the submissions made.
4. That the following correspondences be received:
  - a. Email and letter dated April 13, 2012 from Victor Labreche, Labreche Patterson and Associates
  - b. Email and attached letter dated September 7, 2012 from Marie and Gavin Clark
  - c. Email September 17 and attached letter dated September 13, 2012 from Denise Baker, Townsend and Associates
  - d. Email dated September 16, 2012 from Peter and Anezka Adamek
  - e. Email dated September 16, 2012 from Glen Menzie
  - f. Email dated September 17, 2012 from Lois Campbell

- g. Email and attached letter dated September 17, 2012 from John M. Alati, Davies Howe Partners LLP
- h. Email and attached letter dated September 17, 2012 from James Cox, Canada Lands Company CLC Ltd.
- i. Email and attached letter dated September 17, 2012 from Michael Spazinani

File: CD.03.POR  
APPROVED – (Councillor Tovey)

This public meeting closed at 9:36 p.m.



BALDWIN BR ROAD

# 81

P-1(a)

# SAVE the Don McLean Westacres Pool

**Petition Summary:** All of the other outdoor pools in Mississauga were rebuilt as part of the Federal Government's Infrastructure Stimulus program. They now have been renovated and have special needs accessibility. Don McLean Westacres Pool was applied for, but did not receive approval for an ISF grant. The City also applied for funding to rebuild Don McLean Westacres Pool but was turned down for undisclosed reasons. A motion was passed at City Council to have a complete rebuild, including pool house and accessibility, included for discussion in the 2013 Budget deliberations.

**Action Petitioned For:** We the undersigned are concerned citizens who urge our leaders to ensure that the Don McLean Westacres Pool receive the necessary funding to have a complete rebuild, including pool house and accessibility included for the 2013 Capital Works season.

Date	Signature	Printed Name	Address	Comment
23 JUNE	<i>J. Sweeney</i>	J. SWEENEY	1130 BALDWIN RD	KEEP IT OPEN
23 JUNE	<i>M. Sweeney</i>	M. SWEENEY	1130 BALDWIN RD	OPEN
JUN 23	<i>J. Sweeney</i>	J. Sweeney	1130 Baldwin Rd	KEEP OPEN!!!
JUNE 23	<i>S. Sweeney</i>	S. Sweeney	1130 Baldwin Rd	We want it rebuilt.
JUNE 23	<i>Dorrie Britton</i>	Dorrie Britton	135 Baldwin	Keep open
JUNE 23/12	<i>Dorrie Britton</i>	Dorrie Britton	" " "	" " "
JUNE 23/12	<i>P. Maclean</i>	Pamela Maclean	1102 Baldwin	children need this
JUNE 23/12	<i>J. Maclean</i>	James Maclean	1102 Baldwin	children need this
JULY 8/12	<i>F. Coffin</i>	FRANK COFFIN	1146 BALDWIN	" " "
JULY 8	<i>S. Coffin</i>	STAN COFFIN	1122 BALDWIN	Children need it
JULY 8	<i>V. Coffin</i>	VERA COFFIN	1122 BALDWIN	" " "
JULY 8	<i>C. Demelo</i>	CLAUDIO DEMELO	2193 HARCOURT CROSS	" " "
JULY 8	<i>M. Iamundo</i>	MATTHEW IAMUNDO	1112 BALDWIN RD	" " "
JULY 8	<i>Diane Swozzi</i>	Diane Swozzi	1106 Baldwin Rd	children love the pool!
JULY 8	<i>Tony Swozzi</i>	Tony Swozzi	1106 Baldwin Rd	keep it for the kids
JULY 8	<i>Inger Bhattacharya</i>	Inger Bhattacharya	1092 Baldwin Rd	We need it.
JULY 8	<i>Chapal Bhattacharya</i>	Chapal Bhattacharya	1092 Baldwin	Keep it.
JULY 8	<i>Diane Wilford</i>	Diane Wilford	1086 Baldwin	Keep it
JULY 8	<i>J. Baggeth</i>	J. BAGGETH	1074 BALDWIN RD	Valuable Asset
8 JULY 12	<i>John C. Gannon</i>	J.C. GANNON	1064 BALDWIN RD	It's about time.
"	<i>Anna Vieira</i>	Anna Vieira	1044 Baldwin Rd	Keep it

BALDWIN BR ROAD

SOUL LAST WAS CLOSURE

#1

# SAVE the Don McLean Westacres Pool

P-1(b)

**Petition Summary:** All of the other outdoor pools in Mississauga were rebuilt as part of the Federal Government's Infrastructure Stimulus program. They now have been renovated and have special needs accessibility. Don McLean Westacres Pool was applied for, but did not receive approval for an ISF grant. The City also applied for funding to rebuild Don McLean Westacres Pool but was turned down for undisclosed reasons. A motion was passed at City Council to have a complete rebuild, including pool house and accessibility, included for discussion in the 2013 Budget deliberations.

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Date	Signature	Printed Name	Address	Comment
July 8/12	[Signature]	Joe Vieira	1044 BALDWIN RD	KEEP IT!!!
July 8/12	[Signature]	Carl Breitner	1034 Baldwin	" "
JULY 8/12	[Signature]	S. RUBINO	1028 BALDWIN	" "
July 8/12	[Signature]	A. Capron	1029 Baldu	" "
July 8/12	[Signature]	Peter Buren	1023 Baldwin Rd	" "
July 8/12	[Signature]	R. CABRARA	1029 Baldwin	Historical - please keep it!!
"	[Signature]	M. PALUMBO	1022 BALDWIN	"
July 8/12	[Signature]	MARK PALUMBO	1022 Baldwin Rd	Keep it please!!!
July 8/12	[Signature]	Lee-Anne Kirk	1016 Baldwin rd	(Keep it)
July 8/12	[Signature]	Roseanne Kirk	1016 Baldwin rd	"
"	[Signature]	R. J. Kirk	1010 Baldwin	"
July 8	[Signature]	[Signature]	Baldwin	"
July 8/12	[Signature]	KRISTY McRae	998 Baldwin Rd.	Keep it!
July 8/12	[Signature]	B. BANKS	986 Baldwin	"
July 9/12	[Signature]	JODIE YATES	987 BALDWIN	Please keep it!!
July 8/12	[Signature]	P. CARRAHAM	999 BALDWIN RD	" "
July 8/12	[Signature]	FRED CAPPELLI	1065 Baldwin Rd	" "
July 8/12	[Signature]	KOSIK	1068 "	" "
July 8/12	[Signature]	Michael Horabousky	1095 Baldwin Rd.	Keep it!!!
July 8/12	[Signature]	TINA NAZARUK	1105 Baldwin Rd	Please KEEP IT!
July 8	[Signature]	MARIA DO SILVA	1115 BALDWIN	" "









GREENING G  
#1

P-1(cg)

# SAVE the Don McLean Westacres Pool

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Date	Signature	Printed Name	Address	Comment
June 23	D Sobon	Debbie Sobon	1320 Greening Ave.	much needed!!
July 3	T Gylw	TANYA COYLE	1123 4	
July 3	Ted Siemski	TED SIEMSKI	1129 4	
	Colleen Siemski	COLLEEN SIEMSKI	" "	
JUL			1135	
			<del>1135</del>	next pg
JULY 3	Julie Davis	JULIE DAVIS	1147	
July 4	Khonda Blocka	Khonda Blocka	1153	
July 4	Bb Aubear	Bb Aubear	1159	
July 4	Chris Massarotto	Chris Massarotto	1163	Great!
July 3	Edie Ross	EDIE ROSS	1169 #	Needs to be done!
July 3	Susan Tavernier	Susan Tavernier	<del>1181</del> 1181 "	Needs to be done!
July 3/12	Tanya Westers	Tanya Westers	1187	
July 3/12	Phil D'Almeida	Phil D'Almeida	1193	
July 13/12	Frank McCourt	Frank McCourt	1199	"PLEASE"
"	Geo. Baise	Geo. Baise	1203 "	Needs
" "	Nicki Croff	Nicki Croff	1209 "	
" "	Agnes Paterson	Agnes Paterson	1126	Please!

GREENING  
#2

# SAVE the Don McLean Westacres Pool

15  
P-1(h)

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Date	Signature	Printed Name	Address	Comment
July 3/2012	<i>[Signature]</i>	KELLY FANSON	1215 Greening Ave L4T 1H3	
July 3/2012	<i>[Signature]</i>	Karen Ponty	1221 Greening	
27	<i>[Signature]</i>	Gary Ponty	1221 Greening	
			1220 "	on page one
July 3/12	<i>[Signature]</i>	LAWRENCE HIRSH	1214 "	
July 3/12	<i>[Signature]</i>	Jim Kavanagh	1208 Greening Ave	
July 17/2012	<i>[Signature]</i>	Adam White	<del>1172</del> 1172 Greening Ave	
JUL 3/12	<i>[Signature]</i>	Ed Kurovski	1196 GREENING	
Aug 8/12	<i>[Signature]</i>	Bob Gibbons	1202 Greening Ave	
Aug 8/12	<i>[Signature]</i>	ARLONE JAMESON	1178 GREENING	
Aug 8/12	<i>[Signature]</i>	EVERETT MANNING	1184 GREENING AVE.	
Aug 9/12	<i>[Signature]</i>	Nancy Gibbons	1202 Greening Ave	
Aug 9/12	<i>[Signature]</i>	Lindsay Plumley	1196 Greening Ave.	
Aug 11/12	<i>[Signature]</i>	Scott Hacking	1196 Greening Ave.	
AUG 8/12	<i>[Signature]</i>	MATT CLAYSON	1175 GREENING AVE	
Aug 8/12	<i>[Signature]</i>	Julie Kalantzakos	1141 Greening Ave.	
Aug 8/12	<i>[Signature]</i>	Tom Kalantzakos	1141 GREENING AVE	

HARCOURT CRES  
~~EAST~~ of BARTRETT  
 #1 P-1(i)

# SAVE the Don McLean Westacres Pool

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Date	Signature	Printed Name	Address	Comment
June 23	<i>[Signature]</i>	MARY WILKINSON	2215 HARCOURT CRES	HAVE BEEN SWIMMING HERE SINCE 1971!
June 23	<i>[Signature]</i>	Marya Kaiser Boyd	2103 Harcourt Cres.	Part of Community
June 23	<i>[Signature]</i>	Jess Boyd	2163 Harcourt Cres.	Pool used by local families.
June 23	<i>[Signature]</i>	Christine Cockett	2211 Harcourt Cres	Resale! Reside! Resale!
June 23	<i>[Signature]</i>	Scott Cooper	2217 Bartlett	Swam there as a kid!
July 15	<i>[Signature]</i>	Kevin Smith	2174 Harcourt Cr	
" "	<i>[Signature]</i>	Cynthia Bird	" " "	
July 15/12	<i>[Signature]</i>	Russ Blacklock	2157 Harcourt Cr.	It is how we feel community!
July 15/12	<i>[Signature]</i>	Doug Hunt	2162 Harcourt	
July 15/12	<i>[Signature]</i>	Chantal Hunt	2162 Harcourt	
JULY 15	<i>[Signature]</i>	DUSANKA NOVAKOVIC	2168 HARCOURT	
July 15	<i>[Signature]</i>	A Farstad	2168 Harcourt Cr.	
Jul 15	<i>[Signature]</i>	A. GOMES	2156 Harcourt Cr.	
July 15	<i>[Signature]</i>	M. GOMES	2156 Harcourt Cr.	
"	<i>[Signature]</i>	V. GOMES	2156 HARCOURT CRESCENT	
July 15	<i>[Signature]</i>	Alex Gomes	2156 HARCOURT CRESCENT	
July 15	<i>[Signature]</i>	Connie Lukinuk	2192 Harcourt Cres	
July 15	<i>[Signature]</i>	DONNA COOPER	2187 Harcourt Cres,	
15	<i>[Signature]</i>	Alan Cooper	"	
July 15	<i>[Signature]</i>	DAVE KUKLO	2192 HARCOURT CRES	



HARCOURT - EAST of BARTLETT

\*1 P-1(K)

# SAVE the Don McLean Westacres Pool

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Date	Signature	Printed Name	Address	Comment
June 23/12	<i>[Signature]</i>	Chantel Hunt	2162 Harcourt Cres	Love the pool - Improve the pool !!
June 23/12	<i>[Signature]</i>	Doug Hunt	2162 Harcourt	Need this pool !!
July 5/12	<i>[Signature]</i>	MANNY DEANORAN	2321 HARCOURT	DO NOT TAKE OUT POOL
01	<i>[Signature]</i>	Mama Amade	" "	I HAVE GRAND CHILDREN
June 5/12	<i>[Signature]</i>	MANUEL GOMEZ	2361 Harcourt	we need the Pool
July 5/12	<i>[Signature]</i>	OLINDA LOMES	2361 Harcourt	" "
July 5/12	<i>[Signature]</i>	Michelle Pronesti	2341 Harcourt	We need + love the pool
July 5/12	<i>[Signature]</i>	M ARSENAULT	2341 HARCOURT	" "
July 5/12	<i>[Signature]</i>	Frank Pronesti	2341 Harcourt	
July 5/12	<i>[Signature]</i>	MARCA SOUZA	2338 HARCOURT	
July 5/12	<i>[Signature]</i>	DESOUZA	2338 HARCOURT	
June 8/12	<i>[Signature]</i>	B. PAVAO	2358 HARCOURT	" " "
June 6/12	<i>[Signature]</i>	EDUARDO PAVAO	2358 HARCOURT	" " "
July 8/12	<i>[Signature]</i>	Michael McTavish	2271 Harcourt Cres	" "
July 8/12	<i>[Signature]</i>	STEVE SPIVAK	2301 HARCOURT Cres.	Love Pool.
July 8/12	<i>[Signature]</i>	Carlos Soares	2307 Harcourt Cres.	Need pool + Love it.
July 8/12	<i>[Signature]</i>	Claudia Nascimento	2307 Harcourt Cres.	We pay taxes!!! We need this pool.
July 8/12	<i>[Signature]</i>	SAM RAPOSO	2300 HARCOURT	Love Pool
July 8/12	<i>[Signature]</i>	Dorde Vicente	2291 Harcourt	" "
July 8/12	<i>[Signature]</i>	Lucy DiMascio	2301 Harcourt	SAVE THE POOL !!
July 8/12	<i>[Signature]</i>	FRANCESCO CAPRIANCO	2337 HARCOURT CRES	Love the pool



HARVEST DR.

#1

P-1(m)

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Date	Signature	Printed Name	Address	Comment
June 23/2012	[Signature]	Sharon Schiavitti	2025 Harvest Drive	
June 23/2012	[Signature]	Stacy Wilcox	2076 Harvest Drive	
July 19/12	[Signature]	Alex Loeffler	2046 Harvest Dr.	
July 19/2012	[Signature]	Joseph Marin	2046 Harvest Dr.	
July 22/12	[Signature]	Corinne Bialowas	2028 Harvest Dr.	
July 22	[Signature]	PATRICK RUSHE	1184 MEANDER CT	
July 22	[Signature]	TED BIALOWAS	2028 HARVEST DR	
July 22	[Signature]	Nicholas Bialowas	2028 Harvest Dr	
July 22	[Signature]	Leslie Gaetano	2039 HARVEST DR.	
July 26	[Signature]	Christian Gaetano	2039 Harvest Dr.	
July 26	[Signature]	Alex Gaetano	2039 Harvest Dr.	
July 26	[Signature]	Barina Marziani	2015 Harvest	
July 26	[Signature]	Marcelo Marziani	2015 Harvest	
July 26	[Signature]	Paola Costa	2015 Harvest.	
July 26	[Signature]	PATRICK EBAN	2025 HARVEST	
July 29	[Signature]	Lydia Vekomes	2040 Harvest	
July 29	[Signature]	JOHN PAULIN	2040 Harvest	
AUG 22	[Signature]	MICHAEL HAWTHORN	2121 HARVEST	
AUG 27	[Signature]	MADLEINE WARING	2172 HARVEST	
Aug 22	[Signature]	Dianne McLean	2138 Harvest	
Aug 22	[Signature]	SUSAN McQUEEN	2134 HARVEST	

HARVEST DR

# 2

# SAVE the Don McLean Westacres Pool

P-1(n)

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Date	Signature	Printed Name	Address	Comment
Aug. 22	<i>[Signature]</i>	John McLean	2138 Harvest Dr	
	<i>[Signature]</i>	John McLean	2138 Harvest Dr.	
	<i>[Signature]</i>	Daniel McLean	2138 Harvest Dr.	
Aug. 22	<i>[Signature]</i>	Pat DeBacker	2130 Harvest Dr.	
Aug 22	<i>[Signature]</i>	Kaur Thind	2120 Harvest Dr	
Aug 22	<i>[Signature]</i>	Jeet Thind	2120 Harvest Dr	
Aug 22	<i>[Signature]</i>	Kuldeep Kaur	2120 Harvest Dr	
Aug 22	<i>[Signature]</i>	RICK GERVAS	2114 HARVEST DR	
Aug 22	<i>[Signature]</i>	ERIKA MAGINN PARRONS	2106 Harvest Dr	
Aug 22	<i>[Signature]</i>	JOANNE HUTCHINSON	2061 HARVEST DR	
Aug 22	<i>[Signature]</i>	J. FLORECKI	2064 Harvest Dr	
Aug 22	<i>[Signature]</i>	DBAREF	2058 HARVEST	
Aug 22	<i>[Signature]</i>	M. Fournier	2056 Harvest	
Aug 22	<i>[Signature]</i>	MICHAEL BROWNE	2034 HARVEST.	
Aug 22	<i>[Signature]</i>	TRISH HANSEMAN	2034 HARVEST	

Terret

HEDGE DR. - EAST of WESTFIELD

#1

P-110

# SAVE the Don McLean Westacres Pool

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Date	Signature	Printed Name	Address	Comment
June 23/12	<i>J. Kazlauskis</i>	Jennifer Kazlauskis	1015 Hedge Drive	
June 23/12	<i>[Signature]</i>	Michael Kazlauskis	1015 Hedge Drive	
June 23/12	<i>[Signature]</i>	JEFFY FERGUSON	1008 HEDGE DR.	
June 23/12	<i>[Signature]</i>	LES PEER	1074 HEDGE DR.	
June 27/12	<i>[Signature]</i>	BILL CALOCCIA	1067 HEDGE DR	SAVE AND ReBUILD OUR POOL
June 27/12	<i>N. Sheffield</i>	Nancy Sheffield	1051 Hedge Drive	
JUN. 27/12	<i>S. Szach</i>	STELLA SZACH	1047 HEDGE DR	
JUNE 27	<i>WILMA BAIN</i>	WILMA BAIN	1043 Hedge Dr.	Save and rebuild
JUNE 27	<i>Diane E. Sciarra</i>	DIANE E. SCIARRA	1054 HEDGE DR	
June 27	<i>[Signature]</i>	Peter De Costa	1091 Hedge Dr.	
Jun 27	<i>[Signature]</i>	PAUL ORFANO	1059 HEDGE DR	
June 27	<i>[Signature]</i>	A. ORFANO	1059 HEDGE DR.	
Jun 28	<i>[Signature]</i>	J. Peterson	1083 Hedge Dr.	
June 28	<i>[Signature]</i>	H. GREEN	1026 Hedge Dr.	
June 28	<i>[Signature]</i>	W. EATON	1055 Hedge Dr.	
June 30	<i>[Signature]</i>	Jon Lawrence	1014 Hedge Dr.	
June 30	<i>[Signature]</i>	Jason Lawrence	1014 Hedge Dr.	
June 30	<i>[Signature]</i>	Anjal Lawrence	1014 Hedge Dr.	
June 30	<i>[Signature]</i>	FERGUSON JOHN	1008 HEDGE DR.	
JUNE 30	<i>B. Donald</i>	BARB DONALD	1002 HEDGE DR	
June 30	<i>[Signature]</i>	Janet Boyle	984 Hedge Dr.	

HEDGE DR. EAST of WESTFIELD

#2

# SAVE the Don McLean Westacres Pool

P-1(p)

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Date	Signature	Printed Name	Address	Comment
June 30/12		Petra Grossman	985 Hedge Dr.	
June 30/12		Xinxin Chen	991 Hedge Dr.	
JUNE 30		W. HICKS	1009 HEDGE.	
June 30-		J. Kaulauskis	1015 Hedge	Please See the 201- we need it -
June 30		BRENDA ROSS	1020 Hedge Dr	<u>We love our pool</u>
June 30		J HICKS	1009 Hedge Dr	
June 30		M. O'HALLORAN	1021 HEDGE DR	
June 30		BLAISE O'HALLORAN	1021 HEDGE DR	
June 30		M. Ridge	1079 HEDGE DR	
June 30 <sup>th</sup>		Paul Ribeiro	107K Hedge Drive	
JULY 30		TOMAS LIMA	1087 HEDGE DRIVE	
July 3 <sup>rd</sup>		Dena Barreto	1093 Hedge Dr.	
July 3 <sup>rd</sup>		Glenn Mahaney	1098 Hedge Dr	
July 3 <sup>rd</sup>		Kelly Mahaney	1098 Hedge Dr	
July 5 <sup>th</sup>		Luisa Da Costa	1066 Hedge Dr.	
July 3 <sup>rd</sup>		Charles de la Cruz	1066 Hedge Dr.	
July 7/12		T. CONTESTABILE	1082 HEDGE DR	
July 7/12		B. Principe	1090 HEDGE DR,	
July 7/2012		TONY ARRUDA	1086 HEDGE	
JULY 7/12		MILOS MITRO	1094 HEDGE DR.	
JULY 7/12		MARGITA MITRO	1070 HEDGE DR.	





HEDGE DR  
 WEST of WESTFIELD  
 # P-1(S)

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Date	Signature	Printed Name	Address	Comment
23/06/12	J. Downey	J. Downey	953 Hedge Dr	
23/06/12	Christine Pollitt	Christine Pollitt	800 Hedge Dr	
23/06/12	Lois Adams	Lois ADAMS	935 Hedge Dr.	
23/06/12	Egon Seentromsky	EGON SEENTROMSKY	946 HEDGE DR.	SAVE THE POOL!
26/06/12	C. Beneway	C. Beneway	941 Hedge Dr	Please!
26/06/12	M. KNIASIEW	M. KNIASIEW	925 Hedge Dr	
26/06/12	M. KNIASIEW	M. KNIASIEW	925 Hedge Dr	
26/06/12	M. KNIASIEW	M. KNIASIEW	925 Hedge Dr	
"	K. MacCrimmon	K. MACCRIMMON	909 HEDGE DR	
"	Suzanne Brown	Suzanne Brown	897 Hedge Dr	
"	D. DIXON	D. DIXON	890 HEDGE	
"	G. DIXON	G. DIXON	890 HEDGE DR.	
"	M. GILMOUR	M. GILMOUR	893 HEDGE DR	
"	Benjamin Smith	Benjamin Smith	893 Hedge Dr	
"	Thomas Milne	Thomas Milne	879 Hedge Dr.	
"	Shelley Small	Shelley Small	879 Hedge	Absolutely Save!
"	Shelley Small	Shelley Small	904 Hedge	Absolutely.
"	Raige Small	Raige Small	"	
"	Tyler Small	Tyler Small	"	ALSOlutley
"	Steve Small	<del>Steve Small</del>	"	"



HENLEY DR.

#1

P-1(u)

# SAVE the Don McLean Westacres Pool

**Petition Summary:** All of the other outdoor pools in Mississauga were rebuilt as part of the Federal Government's Infrastructure Stimulus program. They now have been renovated and have special needs accessibility. Don McLean Westacres Pool was applied for, but did not receive approval for an ISF grant. The City also applied for funding to rebuild Don McLean Westacres Pool but was turned down for undisclosed reasons. A motion was passed at City Council to have a complete rebuild, including pool house and accessibility, included for discussion in the 2013 Budget deliberations.

**Action Petitioned For:** We the undersigned are concerned citizens who urge our leaders to ensure that the Don McLean Westacres Pool receive the necessary funding to have a complete rebuild, including pool house and accessibility included for the 2013 Capital Works season.

Date	Signature	Printed Name	Address	Comment
June 23/12	B. Chamberlain	B. Chamberlain	1098 Henley Rd.	
JUN 23/12	<del>B. Chamberlain</del>	B. CHAMBERLAIN	1098 HENLEY RD	
June 23'12	Lisa Baroey	Lisa Baroey	944 Henley Rd.	
June 23/12	M. Farquharson	M. FARQUHARSON	961 HENLEY RD.	
June 23	A. Russell	A. Russell	1050 Henley Rd.	
June 23	M. Russell	M. Russell	1050 Henley Rd.	
June 23	L. Brown	L. Brown	1062 Henley Rd.	Born & raised in Westacres Pool
June 23	Teresa Nigro	Teresa Nigro	950 Henley	
June 23	Sergio Nigro	SERGIO NIGRO	950 Henley	
July 7	Greg Engels	Greg Engels	1005 Henley	lifeguard at Westacres Pool 1977
July 8	Don Norton	DON NORTON	993 HENLEY RD.	
July 8	M. Norton	MARY NORTON	993 HENLEY RD	
July 8	L. Schaus	LISA SCHAUS	981 Henley Rd.	
July 8	D. Bateman	<del>D. Bateman</del>	981 HENLEY RD	
July	Darlene Bateman	DARLENE BATEMAN	1011 HENLEY RD	
July	Ray Bateman	RAY BATEMAN	1011 HENLEY RD.	
July 8	Patrick Novak	Patrick Novak	988 Henley Rd	
	Bruce Willmet	Bruce Willmet	1035 Henley Rd	
	S. Zafar	SABINE ZAFAR	1038 Henley Rd	
	Claudia Strus	Claudia Strus	1023 Henley Rd.	"Community"
July 26/12	Eveline Mortensen	EVELINE MORTENSEN	1041 HENLEY RD	





Johnathan - east of Westfield.

#2

# SAVE the Don McLean Westacres Pool

P-1(x)

**Petition Summary:** All of the other outdoor pools in Mississauga were rebuilt as part of the Federal Government's Infrastructure Stimulus program. They now have been renovated and have special needs accessibility. Don McLean Westacres Pool was applied for, but did not receive approval for an ISF grant. The City also applied for funding to rebuild Don McLean Westacres Pool but was turned down for undisclosed reasons. A motion was passed at City Council to have a complete rebuild, including pool house and accessibility, included for discussion in the 2013 Budget deliberations.

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Date	Signature	Printed Name	Address	Comment
2012-06-26		BILL WHITE	1051 JOHNATHAN DR	
2012-06-26		JANICE ALEXANDER	1055 Johnathan Dr.	
2012-06-26		ROB ALEXANDER	1055 Johnathan Dr.	
26-06-12		Teresa Braun	1061 Johnathan	
26-06-12		Shanel Harbacek	1072 Johnathan	
26-06-12		SHANEL HARBACEK	" "	
26/06/12		SPENSER	1062 JOHNATHAN DR	
26/06/12		TIM DONALD	1056 Johnathan Dr.	
26/06/12		Hildegunde	1052 Johnathan Dr	
26/06/12		S. WIDDIEKIN	1042 JOHNATHAN DR	
26/06/12		J. JURANIC	1042 JOHNATHAN DR	
26/06/12		D. Mailling	1016 Johnathan Dr.	
26/06/12		R. Mailling	969 Melton Dr.	
26/06/12		J. Powell	986 Johnathan	
14/7/12		Lynn Detcher	1002 Johnathan	
14/7/12		WAYNE DETCHER	1002 Johnathan	
14/7/12		FRED PETCHER	1025 Johnathan	
14/7/12		James Harding	1066 Johnathan	
14/7/12		JIM SHERIDAN	1071 Johnathan	
14/7/12		John Stille	2142 Harvest Dr	
14/7/12		GINA STILLE	2142 HARVEST DR	

JOHNATHAN - EAST of WESTFIELD

#1

P-1(Y)

# SAVE the Don McLean Westacres Pool

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Date	Signature	Printed Name	Address	Comment
6/23/12	<i>[Signature]</i>	V. POWELL	986 Johnathan.	
6/23/12	<i>[Signature]</i>	L. Franke	1012 Johnathan	
6/23/12	L. HUNIE	<i>[Signature]</i>	954 JOHNATHAN	
6/23/12	T. Wells	<i>[Signature]</i>	998 Johnathan.	
6/26/12	<i>[Signature]</i>	REBECCA MARKS	969 Johnathan Dr	
6/26/12	<i>[Signature]</i>	GEO BRADLEY	975 Johnathan Dr	
6/26/12	<i>[Signature]</i>	J. STEVENSON	985 Johnathan Dr.	
6/26/12	<i>[Signature]</i>	IAN QUIRK	997 JOHNATHAN DR	
6/26/12	<i>[Signature]</i>	LINDA QUIRK	997 Johnathan Dr.	
6/26/12	<i>[Signature]</i>	JOHN SOMERSET	1001	
6/26/12	<i>[Signature]</i>	OKSANA BRUDE	1011 JOHNATHAN DR	
6/26/12	<i>[Signature]</i>	GRANT RUFFE	1015 JOHNATHAN DR.	
6/26/12	<i>[Signature]</i>	Shane Ruffe	1015 Johnathan Dr	
6/26/12	<i>[Signature]</i>	Shawn Ruffe	1015 Johnathan Dr	
2012-06-26	<i>[Signature]</i>	G. RIEMAH L	1021 JOHNATHAN DR	
2012-06-26	<i>[Signature]</i>	S RIEMAH L	1021 JOHNATHAN DR	
2012-06-26	<i>[Signature]</i>	N. CLARKE	1045 Johnathan Dr	
2012-06-26	<i>[Signature]</i>	G. CLARKE	1045 Johnathan	
2012-06-26	<i>[Signature]</i>	Lauren Clarke	1045 Johnathan Dr	
2012-06-26	<i>[Signature]</i>	J. CLARKE	1045 JOHNATHAN	
2012-06-	<i>[Signature]</i>	S. WHITE	1051 Johnathan	



\*1

# P-1(a)(a) SAVE the Don McLean Westacres Pool

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Date	Signature	Printed Name	Address	Comment
23/6/12	<i>E. Clark</i>	E. CLARK	936 Johnathan Dr.	Please keep pool for us
23/6/12	<i>D Clark</i>	D. Clark	936 Johnathan Dr	
23/6/12	<i>N Finch</i>	N. FINCH	939 JOHNATHAN	Keep this pool
23/6/12	<i>N Finch</i>	N Finch	939 JOHNATHAN	
23/6/12	<i>Sarah Kangas</i>	Sarah Kangas	948 Johnathan	Keep the pool
23/6/12	<i>N. O'WEE</i>	N. O'WEE	936 Johnathan Dr.	Keep the pool!
23/6/12	<i>G Ferguson</i>	G. Ferguson	957 Johnathan	KEEP IT OPEN!
23/6/12	<i>Kelsey Ruffle</i>	Kelsey Ruffle	960 Johnathan	Keep the pool!
23/6/12	<i>Richard Pansambay</i>	Richard Pansambay	942 JOHNATHAN DR	Keep the pool!
23/7/12	<i>J. Owens</i>	J. OWENS	867 JOHNATHAN DR	so valuable to the community
23/7/12	<i>Judith Owens</i>	J. OWENS	867 JOHNATHAN DR	We like having the pool here
23-7-12	<i>CHRISTINE KOWAL</i>	CHRISTINE KOWAL	873 JOHNATHAN	Keep it open
23-7-12	<i>J Staniski</i>	J Staniski	879 " "	a must for the neighborhood
23-7-12	<i>D Brocks</i>	D. BROCKS	879 Johnathan	Use it daily!
23/7/12	<i>R. Wylie</i>	R. WYLIE	903 JOHNATHAN DR	" "
25/7/12	<i>L. Manley</i>	L. MANLEY	910 Johnathan	" "
25/7/12	<i>N Finch</i>	N. FINCH	939 JOHNATHAN	" "
25/7/12	<i>M. Marks</i>	M. MARKS	969 Johnathan	use it for lessons
26/7/12	<i>M. Landsmann</i>	M. LANDSMANN	1005 JOHNATHAN	need it for the neighbourhood
26/7/12	<i>M Pike</i>	M PIKE	2052 WESTFIELD	" "







Johnathan - West of Westfield

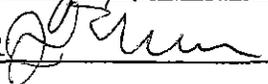
2

# 2

# P-1(e)(e) SAVE the Don McLean Westacres Pool

**Petition Summary:** All of the other outdoor pools in Mississauga were rebuilt as part of the Federal Government's Infrastructure Stimulus program. They now have been renovated and have special needs accessibility. Don McLean Westacres Pool was applied for, but did not receive approval for an ISF grant. The City also applied for funding to rebuild Don McLean Westacres Pool but was turned down for undisclosed reasons. A motion was passed at City Council to have a complete rebuild, including pool house and accessibility, included for discussion in the 2013 Budget deliberations.

**Action Petitioned For:** We the undersigned are concerned citizens who urge our leaders to ensure that the Don McLean Westacres Pool receive the necessary funding to have a complete rebuild, including pool house and accessibility included for the 2013 Capital Works season.

Date	Signature	Printed Name	Address	Comment
JULY 26/12		BETTY FARRAN	904 JOHNATHAN DR MISSISSAUGA L4Y 1J8	SAVE OUR POOL
JULY 26/12		JESSIE FARRAN	"	"

July 25/12

Johnathan - West of Westfield

# 2

3  
P-1 (f) (f)

# SAVE the Don McLean Westacres Pool

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Date	Signature	Printed Name	Address	Comment
July 25	<i>[Signature]</i>	Leslie Irwin	880 Johnathan	
July 25	<i>[Signature]</i>	Joe Lata	880 Johnathan	
July 25	<i>[Signature]</i>	LATA	880 Johnathan	

0 1 2 5

Johathan - West of Westfield

#2

2

# P-1(g)(g) SAVE the Don McLean Westacres Pool

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Date	Signature	Printed Name	Address	Comment
7/20/12	<i>[Signature]</i>	D. W. Irwin	861 Johathan	
7/26/12	<i>[Signature]</i>	Anne Irwin	"	

Order 25/12

Schnatman - West of Westfield

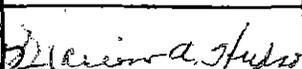
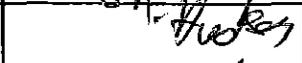
# 2

P-1(h)ch<sup>3</sup>

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Date	Signature	Printed Name	Address	Comment
July 25/12		MARION A HUDSON	891 Johnathon Rd.	
u n 11			" "	
				
July 25/12		JOHN HUDSON	891 JOHNATHAN RD	I TOOK SWIMMING LESSONS IN 1968
				- PLEASE Repair Fan
				OFFER REFS.
				- CHILDREN Need TO LEARN TO SWIM!!







LINDBY ST.

#1

# SAVE the Don McLean Westacres Pool

P-1(1)(1)

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Date	Signature	Printed Name	Address	Comment
Jun. 23/12	<i>Andre Lill</i>	Andre Lill	2164 Linby St	
June 23/12	<i>Mary Aherne</i>	MARY AHERNE	2168 LINBY ST	
June 23/12	<i>B. Herling</i>	BRIAN HERLING	2168 LINBY ST.	
June 23/12	<i>J. Lill</i>	Jenna Lill	2164 Linby St	
June 23/12	<i>Sue Patursan</i>	SUE PATURSAN	2119 LINBY ST.	
June 23/12	<i>Emil Lill</i>	EMIL LILL	2158 LINBY ST.	
"	<i>Paul Bentham</i>	Paul Bentham	2137 "	
June 23/12	<i>Vivian Wewer</i>	Vivian Wewer	2164 Linby St.	
June 23/12	<i>Pam DeGroot</i>	Pam DeGroot	2191 Linby St	
June 23/12	<i>Paul Bartolo</i>	PAUL BARTOLO	2174 LINBY ST	
June 28/12	<i>Lenobia Bartolo</i>	LENOBIA BARTOLO	2174 Linby St	
"	<i>Kay Miki</i>	KAY MIKI	2175 LINBY ST	
"	<i>Harri Miki</i>	HARRI MIKI	2175 LINBY ST	
JUNE 28	<i>Mike Annilli</i>	MIKE ANNILLI	2165 LINBY ST	
JUN 28	<i>M. Dargoulidis</i>	M. DARGOULIDIS	2165 LINBY ST	
"	<i>Robert Teppo</i>	ROBERT TEPPA	2159 LINBY ST.	
" 28	<i>Suzanne Teppo</i>	SUZANNE TEPPA	2159 LINBY ST	
June 28/12	<i>Andrew Opala</i>	Andrew Opala	2155 Linby St.	
June 28/12	<i>Agata Opala</i>	Agata Opala	2155 Linby St.	
June 28/12	<i>Maria Dieta</i>	Maria Dieta	2155 Linby St.	
"	<i>Brett Williamson</i>	Brett Williamson	2191 Linby St	







MELTON (NORTH SIDE - (ROADWAY to Stamford))

#1

# SAVE the Don McLean Westacres Pool

P-1(p)(p)

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Date	Signature	Printed Name	Address	Comment
June 23/12	Amina Zifer	Amina Zifer	101 Melton Dr.	
July 2/12	Merle Gagliardi	Merle Gagliardi	2274 Melton Dr.	
July 4/12	Grace Aubrecht	Grace Aubrecht	2270 Melton Dr.	Very IMP *
July 1/12	Karina Nablo	KARINA NABLO	295 Melton Dr.	
July 2, 2012	Tom Grundl	Tom Grundl	801 Melton Dr.	
July 2 2012	G. Honerogon	G. Honerogon	807 Melton Dr.	
July 2	D. White	D. White	819 Melton	
July 2	C. Beavise	C. BEAVISE	825 MELTON	Fix it!
July 2	Mike Russell	Mike Russell	831 Melton	People Do Care Save the pool.
July 2	Sam Kokera	Sam Kokera	861 Melton Dr.	
July 2	Dallas Dietz	Dallas Dietz	897 Melton Dr.	It's been here forever (good for kids)
July 2	Bill Kennedy	BILL KENNEDY	903 Melton Pt	
July 2	John Van Gamere	JOHN VAN GAMERE	909 MELTON DR.	Please do this!
July 2	Iowana Drape	Iowana Drape	915 Melton	
July 2	Kyle Schilke	KYLE SCHILKE	939 MELTON DR	for kids forever!
July	Shannon Kay	SHANNON KAY	"	"
July 2	Leyla Jakupovic	Leyla Jakupovic	957 Melton Dr.	For Families!
July 2	Sydney Martins	Sydney Martins	969 Melton Dr.	
July 2	Peter Lindsay	Peter Lindsay	975 Melton	
July 2	Monica Salazar	MONICA SALAZAR	973 MELTON	WE ♥ THE POOL!
"	Darcy Lynde	DARCY LYNDE	973 MELTON	" "



# SAVE the Don McLean Westacres Pool

P-1(r)(r)

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Date	Signature	Printed Name	Address	Comment
June 23/12	[Signature]	F. KURWEZ	970 MELTON	VERY WELL USED
June 23/12	[Signature]	A. ORMOND	1092 MELTON	
June 23/12	[Signature]	S. ORMOND	1092 MELTON	
June 23/12	[Signature]	Patricia Watson	1038 Melton Drive	
June 23	[Signature]	Brian Jarvis	1038 Melton Dr	
June 23	[Signature]	Karen Stewart	862 Melton Dr	popular, swimming location
June 23	[Signature]	WOJTYSIAK	838 Melton Dr	
June 23	[Signature]	Anne Ryan	1000 MELTON DR	
June 23/12	[Signature]	Amy Sted	880 Melton Dr.	Used by kids and Adults!
Jun 23/12	[Signature]	James Hesse	880 Melton Dr.	Spksh lot 2
Jun-23-12	[Signature]	Mohamash	1004-Melton Dr	very good
Jun 23-12	[Signature]	Donna	1054 Melton Dr	very well
Jun 23/12	[Signature]	Omade Aziz	1004 Melton Dr	I love you
JUNE 23/12	[Signature]	<sup>FORMER POOL SUPERVISOR</sup> DENISE ORMOND	1092 MELTON DR.	THE ONLY COMMUNITY RESOURCE CHILDREN CAN WALK TO - DO NOT CLOSE!
June 30/12	[Signature]	E. Kaffine	1084 Melton Dr.	
"	[Signature]	Missouri Handing	1008 "	"
July 11/12	[Signature]	A. RIAUX	1000 MELTON	THE POOL IS A NECESSITY
July 11/12	[Signature]	Dominique	1012 MELTON	
July 11/12	[Signature]	Phil dalosta	1042 Melton	-NEED IT!!
	[Signature]	DO NA TO	1053 MELTON DR	
July 11-12	[Signature]	Paul De Assuncao	1060 Melton dr	

MELTON South Side CAWTHRAE - Stanfield

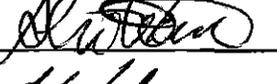
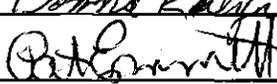
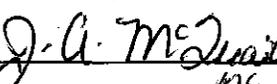
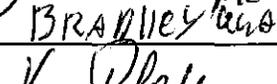
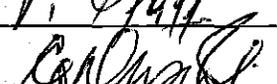
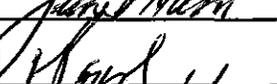
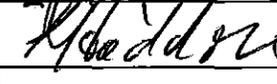
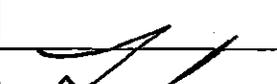
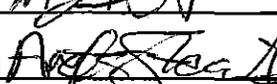
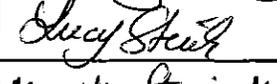
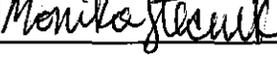
# 2

# SAVE the Don McLean Westacres Pool

P1(S)(S)

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Date	Signature	Printed Name	Address	Comment
11 July 2012		STEPHEN ORMAN	1092 MELTON DR	FORMER EMPLOYEE
18 July 12		SANDRA CROTEAU	730 MELTON	
		LARRY KALYAN	726 MELTON	
		DONNA KALYAN	726 MELTON	
		PAT EMMITT	732 MELTON	
July 18		JEAN McQUAID	744 MELTON	
July 18		BRAD McQUAID	744 MELTON	
		V. PFAFF	750 MELTON	
"		CYNTHIA DRISCOLL	772 MELTON	
"		Steve Co	844 Melton	
"		Emma Rogers	868 Melton Dr.	
July 18		Michelle Zezza	892 Melton Dr	
		JUNE PHAM	904 Melton Dr	
		BETTY PAUL	910 Melton Dr	
		LEANNE HADDON	996 Melton Dr	MY SON DONL. STARTED AT W.A. HE WENT TO THE 1988 OLYMPIC GAMES
July 18		FAUST SUBATIN	992 Melton	
		MIRZA BAIG	988 Melton	
July 18		ANETA STECIUK	984 MELTON DR.	
July 18		STECIUK LUCY	984 Melton Dr.	We love it we use it!!!
July 18		Monika Steciuk	984 Melton Dr	



MELTON NORTH SIDE STANFORD - SYDNEY

#1

P-1(WCW)

# SAVE the Don McLean Westacres Pool

**Petition Summary:** All of the other outdoor pools in Mississauga were rebuilt as part of the Federal Government's Infrastructure Stimulus program. They now have been renovated and have special needs accessibility. Don McLean Westacres Pool was applied for, but did not receive approval for an ISF grant. The City also applied for funding to rebuild Don McLean Westacres Pool but was turned down for undisclosed reasons. A motion was passed at City Council to have a complete rebuild, including pool house and accessibility, included for discussion in the 2013 Budget deliberations.

**Action Petitioned For:** We the undersigned are concerned citizens who urge our leaders to ensure that the Don McLean Westacres Pool receive the necessary funding to have a complete rebuild, including pool house and accessibility included for the 2013 Capital Works season.

Date	Signature	Printed Name	Address	Comment
6/23/12	[Signature]	G. MALLON	1297 MELTON DR	
6/23/12	[Signature]	K. BOTA	855 Melton Dr	
6/23/12	[Signature]	M. SALUJA	983 MELTON DR	
6/23/12	[Signature]	D. LYNDE	" " "	KEEP THE POOL OPEN!!
6/23/12	[Signature]	J. EUTT	1257 MELTON DR.	
7/10/2012	[Signature]	M. Goddard	1253 Melton Dr.	
7/16/2012	[Signature]	TRUC TRAN	1263 Melton Dr	
7/16/12	[Signature]	DIANE TROUT	1273 MELTON DR.	
7/16/12	[Signature]	TRACY KANN	1279 Melton Dr.	
7/16/12	[Signature]	Karla Ture	1285 Melton Dr.	
7/16/12	[Signature]	NORMAN HUA	1291 melton Dr.	
7/16/12	[Signature]	J & G. MALLON	1297 Melton Dr	
7/16/12	[Signature]	Nelia Gaudin	1309 Melton Dr S-2	
7/16/12	[Signature]	T. PAULSON	1313 MELTON DR	Keep the pool.
7/16/12	[Signature]	T. MARTINS	1319 MELTON DR	
7/16/12	[Signature]	K. Koumantaras	1325 Melton Dr.	
7/16/12	[Signature]	D. Girard	1349 Melton Dr	Fund the Pool!
7/16/12	[Signature]	T. HODGINS	1349 Melton Dr	Upgrade the pool
7/16/12	[Signature]	KEVIN WEBSTER	1361 MELTON DR	KEEP THE POOL.
7/16/12	[Signature]	Carriero	1235	Melton Drive
7/16/12	[Signature]	Almeida	1229 Melton Dr	Fix the pool!







PRIMATE

#1  
P-1(Y)(V)**SAVE the Don McLean Westacres Pool**

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Date	Signature	Printed Name	Address	Comment
Sept 6/12		L. GILROY	2100 Primate Rd	
		DAN RADOI	2106 PRIMATERD.	
		Peter DePonte	2126 PRIMATED.	
		Marcum DePonte	2126 Primated.	
		S. Morrice	2148 Primate Rd	
		SKOUTL	2178 PRIMATE	
		Ann DeLuca	2169 Primate Rd	
		Mike DeLuca	2169 Primate Rd	
		Austin DeLuca	2169 Primate Rd.	
		SEAN TOUSSANT	2174 PRIMATE	
		Miranda Salvator	2174 PRIMATE RD	
		RAYMOND LEE	2107 PRIMATE RD.	
		B. FITZSIMONS	1558 CLEARWATER RD	
		HARRIETTE GREEN	2107 RUSSETT RD	
		RUE GREEN	2107 RUSSETT RD	
		ALEXIS GREEN	2107 RUSSETT RD.	
		Adriano Filippelli	2150 Pear Tree Rd.	
		Francesca Filippelli	2150 Pear Tree Rd.	
			1147 Salmia Cr.	
		DAVID ATTANASIO	2030 STEWART CA	







RIBSTON

#1 P-1(C)(C)(C)

# SAVE the Don McLean Westacres Pool

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Date	Signature	Printed Name	Address	Comment
June 23	Bauman	Rita Bauman	930 Ribston Rd.	
June 23	Bauman	Peter Bauman	930 Ribston Rd.	
June 23	J. ANDREAU		930 Ribston Rd.	
June 25	E. Kruger	Elvira Kruger	930 Ribston Rd.	
July 12	K. Scott	Kathy Scott	872 Ribston Rd	
July 12		Tony Napolitano	869 RIBSTON RD	
July 12	Frank Thompson	FRANK THOMPSON	900 RIBSTON RD.	
July 12	B. Thompson	Ben Thompson	900 RIBSTON Rd	
July 12/12	Nieslawe Sliwa	Nieslawe Sliwa	942 Ribston Rd	
July 12	NJA MacLumber	NJA MacLumber	924 Ribston Rd	
July 12/12	Chris Buck	Chris Buck	924 Ribston Rd	
July 12/12	Barbara Fritz	Barbara Fritz	915 N. Service Rd.	
July 12/13	George Jones	George Jones	915 N. Service Rd.	
7/12/12	DAVID PATK	DAVID PATK	915 RIBSTON RD	
7/12/12	P. Hunt	Philip Hunt	915 RIBSTON Rd	
7/12/12	Acison Day	Acison Day	915 RIBSTON Rd	
7/12/12	Sarah Fossli	Sarah Fossli	903 Ribston Rd.	
7/12/12	Traci Pamela	Traci Pamela	903 Ribston Rd.	
7/10/12	Steve Chambers	Steve Chambers	807 878. Ribston	

Russett Rd

#1

# SAVE the Don McLean Westacres Pool

P-1(d)(d)(d)

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Date	Signature	Printed Name	Address	Comment
June 23	<i>M Russell</i>	MARY LOU RUSSELL	2030 RUSSETT RD	
9-3-12	<i>K McCuaig</i>	KEN M'CUAIG	2143 Russett Rd	
"	<i>Marg McCuaig</i>	MARG M'CUAIG	2143 Russett Rd.	
"	<i>Nathan Wisznick</i>	Nathan Wisznick	2119 "	
"	<i>Linda Blakely</i>	LINDA BLAKELY	2113 "	<i>Blakely</i>
"	<i>Linda Blakely</i>	Linda Blakely	2113 Russett	
"	<i>Jenna Blakely</i>	Jenna Blakely	2113 Russett Rd	
"	<i>Murray Smyth</i>	MURRAY SMYTH	2106 "	
"	<i>Heather Smyth</i>	HEATHER SMYTH	" "	
"	<i>Janet Walker</i>	JANET WALKER	2118 " "	
"	<i>K. Dobbin</i>	K. DOBBIN	2074 Russett Rd	
"	<i>R Doekel</i>	R DOEKEL	2032 RUSSETT RD	
"	<i>T. Ewing</i>	T. EWING	2074 "	
"	<i>Mark VanLanuzel</i>	Mark VanLanuzel	2031 Russett Rd.	
"	<i>Jane Jacques</i>	Jane Jacques	2035 Russett Rd	
"	<i>Mike Gaudet</i>	Mike Gaudet	"	
Sept 2/12	<i>Krista Dolman</i>	KRISTA DOLMAN	2039 RUSSETT Rd	
Sept 2/12	<i>Marcus Dolman</i>	Marcus Dolman	2039 Russett Rd.	
"	<i>Jim Hay</i>	Jim Hay	2081 Russett Rd	



Stanfield

#1

# SAVE the Don McLean Westacres Pool

P-1(F)(F)(F)

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Date	Signature	Printed Name	Address	Comment
23.06.12		Lydia Miele Mierzejewski	2265 Stanfield Rd	We love it
230612		Pomy Godunok	2078 Stanfield Rd	Soon please!
230612		Richard Mierzejewski	2265 Stanfield Rd	Great Place to swim
230612		Lucja Mierzejewski	2265 Stanfield Rd	great place to meet new people
3/07/12		PAUL CHMURA	2234 STANFIELD RD	GREAT PLACE
2/07/12		Myrna Beamer	2230 Stanfield Rd. Miss.	We need IT !
10/7/12	Maria Botelho	Maria Botelho	2088 Stanfield Rd	
July 10-2012	Albina Sousa		2092 STANFIELD RD	
7/10/2012	Michelle Sosa	Michelle Sosa	2092 Stanfield Ln	We need it!
10/7/2012	David Cardinal	David Cardinal	2118 Stanfield Rd	pool serves neighborhood
10/7/2012	Sharon Cardinal	Sharon Cardinal	2118 Stanfield Rd	neighborhood
10/7/12		A. IAROSSO	2099 Stanfield Rd	It is essential to the neighbourhood
10/7/12		M. THORNTON	2183 STANFIELD RD	KIDS & GRAND KIDS
10/7/12	Ann M. Thornton	Ann M. Thornton	2183 Stanfield Rd	It is essential to the neighbourhood
10/7/12	Kathleen Thornton	Kathleen Thornton	2183 Stanfield Rd	
		Matt Thornton	2187 Stanfield Rd	Good place
July 12/12		Amber Hicks	911 Tenth St	
July 12/12		Luke Thornton	911 Tenth St	Great Place
July 12, 2012		C Edwards	2259 STANFIELD RD	great location
		W. MARBJORN	2050 Stanfield Rd	
July 12-12		LUIS MARTINS	2248 STANFIELD RD.	



Stewart Cres.

#1

# SAVE the Don McLean Westacres Pool

P-1(h)(h)(h)

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Date	Signature	Printed Name	Address	Comment
June 23		DAVID PERIK	2059 Stewart	
JUNE 23	KEITH GOUVEIA	KEITH GOUVEIA	2065 STEWART	
JUNE 23		CAROLE GOUVEIA	2065 STEWART	
JUNE 23		David Marini	2065 Stewart	
June 23		Mary Matte	2030 Stewart Crescent	
June 24		M. J. PARISANI	2074 Stewart Cres.	
JUNE 24		P. BIHUNIAK	2071 STEWART CR.	
June 28 <sup>th</sup>	JANICE KEANE	JANICE KEANE	2037 Stewart Cres	
June 28		K. Hozafoel	2077 Stewart	
June 28		Nijme Bihuniak	2071 Stewart Cr	
June 28		MARION O'SULLIVAN	2068 Stewart Cres	
June 28		KEVIN O'SULLIVAN	2068 STEWART CRES	
June 28		Jane Burgess	2056 Stewart Cres	
June 29		DAVID CLARKE	2053 STEWART CR.	
June 29		Alber Henin	2047 Stewart	
June 29	C. Henin	Carla Henin	2047 Stewart Cr.	
June 28 <sup>th</sup>		Michael Henin	2047 Stewart Cr.	
June 28 <sup>th</sup>		Stephanie Annin	2047 Stewart Cr.	
JUNE 28 <sup>th</sup>		MARTIN RICHARD	2033 STEWART CRES.	
June 28		Kathy Richard	2033 Stewart Cres	
July 2		Suleen Mpk	2062 Stewart Cres	





TOLMAN

12

#1  
P-1(K)(K)(K)

# SAVE the Don McLean Westacres Pool

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Date	Signature	Printed Name	Address	Comment
08/16/12		KIERAN SOHAL	2044 Tolman Rd.	
08/22/12		M. FALCONIE	2113 Tolman Rd.	
08/22/12		CHRIS ANDERSON	2096 Tolman Rd.	
08/22/12		Julia Hall	2090 Tolman Rd.	
08/22/12		Simon Hall	2090 Tolman Rd.	
08/22/12		Catherine Geary	2090 Tolman Rd.	
08/22/12		Dan D'Arcy	2078 Tolman Rd.	
22/08/12		Sharon Neilson	2085 Tolman Rd.	
22/08/12		Rita O'Brien	2071 Tolman Rd.	
22/08/12		Diane Proctor	2066 Tolman Rd.	
22/08/12		BARBARA Vosbourg	2060 Tolman Rd.	
22/08/12		Sylvia Teasdale	2059 Tolman Rd.	
22/08/12		JOAN FOSTER	2054 TOLMAN RD	
22/08/12		STAN ANGEL	2022 TOLMAN RD.	
22/08/12		Maxine M...	2012 Tolman Rd.	
22/08/12		Maxine M...	2012 Tolman Rd.	
22/08/12		Maxine M...	2012 Tolman Rd.	
22/08/12		Maxine M...	2012 Tolman Rd.	
22/08/12		Rita Pankhurst	2015 Tolman Rd.	





WEDGEWOOD Rd

#1

# SAVE the Don McLean Westacres Pool

P-1(n)(n)(n) BGM

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Date	Signature	Printed Name	Address	Comment
June 23/12		BRENDA MORRIS	2146	WOULD ENABLE MY SPECIAL NEEDS
" 23/12		VAL SKINNER	2158	
June 23/12		E. McDougall	2161 Wedgewood	
JULY 5/12		ANDY DEMAKOS	2185 WEDGEWOOD	
July 5/12		NANCY COOK	2188 Wedgewood	
July 5/12		Margaret Cook	2188 Wedgewood	
July 5/12		PATTI BUTTON	2176 WEDGEWOOD	
July 5/12		DAVID BROADFOOT	2149 WEDGEWOOD	
July 8/12		Dornerbarykuschner	2167 Wedgewood	
July 8/12		WALTER SANTAGATI	2191 WEDGEWOOD RD	
July 8/12		Marvyn Mathers	2194 Wedgewood Rd.	
July 12/12		BIAGIO DIGIOVINE	2179 WEDGEWOOD RD	
July 12/12		Anastasia Bemahos	2185 Wedgewood Rd	
July 12/12		Cindy Demakos	2185 Wedgewood Rd.	
July 12/12		Kathy Parker	2173 Wedgewood Rd.	
July 12/12		CARLO AIELLO	2170 WEDGEWOOD RD	
July 12/12		Jon Binaday	2164 Wedgewood Rd	
July 12/12		JOE BINADAY	2164 Wedgewood Rd.	
JULY 16/12		LYNN SPINA	2149 WEDGEWOOD RD.	
July 16/12		MIKE SPINA	2149 Wedgewood Rd	



## SAVE the Don McLean Westacres Pool P-1(p)(p)(p)

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Date	Signature	Printed Name	Address	Comment
Sept 14/12	<i>[Signature]</i>	Brenda J. Marsan	2143 Westfield Dr.	
Sept 14/12	<i>[Signature]</i>	Richard Marsan	2043 Westfield Dr.	
Sept 14/12	<i>[Signature]</i>	BODIL ALBRECHTS	2169 WESTFIELD	
Sept 14/12	<i>[Signature]</i>	BLAIR FRANCIS	2175 Westfield	
Sept 14/12	<i>[Signature]</i>	Karen Francis	"	
Sept 14/12	<i>[Signature]</i>	OLECHOWSKA	2181 Westfield Dr.	
Sept 14/12	<i>[Signature]</i>	Joyce Blondin	2187 Westfield Dr.	
Sept 14/12	<i>[Signature]</i>	LINDSAY DI MARCO	2101 Westfield Dr.	
Sept 14/12	<i>[Signature]</i>	Lenny Di Marco	2101 Westfield Dr.	
Sept 15/12	<i>[Signature]</i>	Kaitly Wuebbolt	2026 Westfield Dr.	
Sept 15/12	<i>[Signature]</i>	Amdia B. Hawkins	2025 Westfield	
Sept 15/12	<i>[Signature]</i>	DAVE HAWKINS	" "	
Sept 15/12	<i>[Signature]</i>	Chris Reynolds	2041 Westfield	
Sept 15/12	<i>[Signature]</i>	Lestey Frivies	2041 Westfield	
Sept 15	<i>[Signature]</i>	AUDEY MELVIN	2044 Westfield Dr.	
Sept 15	<i>[Signature]</i>	John Stock	2159 Westfield Dr.	
Sept 15/12	<i>[Signature]</i>	CORY CARBER	2019 WESTFIELD DR	
Sept 16/12	<i>[Signature]</i>	LAUREA SANDERS	2044 WESTFIELD DR	
Sept 16/12	<i>[Signature]</i>	K. Franco	2053 Westfield Dr.	
Sept 16/12	<i>[Signature]</i>	Ron Crane	2058 Westfield	
Sept 16/12	<i>[Signature]</i>	JOHN DELO	2059 WESTFIELD DR	









P-1(u)(u)(u)

# SAVE the Don McLean Westacres Pool

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Date	Signature	Printed Name	Address	Comment
June 23		WALMARK DHU	1602 LINCOLNSHIRE	USE ALL TIME
✓		WALMARK, Dhu	✓	✓
June 23		Tonya Rose	1001 Wales Ave	Favourite Pool
✓		Tison Lessaline	1001 WALES AVE	
June 23/12		SEBASTIA PATRIZA	415 TARGARD	✓
✓		Margaret Mahood	1517 Kedar Ave	get it done
✓		RENEE ROBERTSON	5 KANEWOOD CR	Kids need it
✓		Karen Pouille	40 Hollywood Heights	
✓		GOED MAHTOOD	42 Hollywood Hts.	Keep the Pool
✓		Rosa Ganhoto	1231 Ogden Av	Keep the Pool
✓		Ana Cieprich	1231 Ogden Av.	keep the pool
"		MARIANNE MATCHUR	1600 ALEXANDRA BLVD.	DO THEY ALREADY CLOSED PERSON SO THIS ONE IS NEXT
"		Colleen Herbert	8 Matthews. Crt	
"		Sharon Susa	28 Serenity St	Grew up using the pool & would like my children to be the same!
June 23		MICHAEL LAM	2486 Stillmeadow Dr	
23/6/12		Michelle Perron	1515 SKYLINE DR	Keeps
23/6/12		Paul Thomson	1515 SKYLINE	Kids & Parent
23/6/12		Winnie Power	2035 Astad #77	we need our Pool
23/6/12		CHRISTINE HART	2035 ASTAD #25	GREAT FACILITY
23/6/12		Jerome Power	2035 Astad #77	Keep the Pool
20/06/12		Debbie Cordara	1564 Carleton Dr.	

# SAVE the Don McLean Westacres Pool

P-1(V)(V)(V)

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Date	Signature	Printed Name	Address	Comment
JUNE 23/12	<i>L Collins</i>	L. COLLINS	26 PARK ST. E. MISSISSAUGA ONT L4W 1G3	POOL IS A GODSEND - LOVE IT
JUNE 23/12	<i>J. Crockett</i>	J. CROCKETT	40 COOKSON BLVD HUNTSVILLE	GREAT FOR CHILDREN
JUNE 22/12	JANE CROCKETT	Jane Crockett	40 Cookson Blvd Cr. Huntsville	Fitness!!
JUNE 23/12	<i>Debbie Corpe</i>	Debbie Corpe	2167 Greenhurst Ave	NEED IT HANDICAP
June 23/12	<i>Katrina White</i>	Katrina White	1138 Meredith Ave	SPORT & WAY TO GET OFF!! ACCESSIBLE
June 23/12	<i>Rob Bradley</i>	Rob Bradley	33 Elm Dr West	the park is important and pool
JUNE 23/12	<i>Don Croft</i>	DON CROFT	5 DUNDAS ST WEST	
Jun 23/12	<i>Susan Bradley</i>	SUSAN BRADLEY	33 Elm Dr W	Great for the community
June 23/12	<i>Suzanne Barrett</i>	Suzanne Barrett	1316 Northaven Dr 2100 Ave. East	Great for kids
June 23/12	<i>Will Simmers</i>	Will Simmers		This pool is necessary!!
June 23/12	<i>James Jerrals</i>	JAMES JERRALS	1450 NORTHERN AVE	Pool is part of the community
June 23/12	<i>John Morrice</i>	JOHN MORRICE	577 DRYMENCE	CAME TO 45 yrs pool when I WAS A KID
JUNE 23/12	<i>I. Smith</i>	I. SMITH	907 FOURTH ST	Need Accessible Pool
June 23/12	<i>Margaret White</i>	Margaret White	1138 Meredith Ave Mississauga	we need our pools!
June 23/12	<i>Marion Nguyen</i>	Marion Nguyen	373 Daraleen Hts	Come here every weekend
June 23/12	<i>Mark Fung</i>	Mark Fung	1130 Halliday Ave.	This is a great pool.
June 23/12	<i>Shakeep E-M</i>	Shakeep E-M	1616 Harig Blvd.	IT'S AN AWESOME POOL!!
June 23/12	<i>Kristina Wachholz</i>	Kristina Wachholz	4112 Prime George Ave	IT'S A NICE, FAMILY, FRIENDLY POOL!!
June 30/12	<i>John Sabetti</i>	John Sabetti	1566 Carletta Drive	It's great for the neighborhood!
July 11	<i>Kerin Teppo</i>	Kerin Teppo	2159 Linby St	
July 18-12	<i>Paula Jackson</i>	Paula Jackson	803 Hudson Ct, Milton	I travel distance just to come here.

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Date	Signature	Printed Name	Address	Comment
July 18, 2012	<i>[Signature]</i>	TONY MARCONI	1493 BLANFORD RD	KEEP THIS AS PART OF KID PARTICIPATION PROGRAM
July 20, 02	<i>[Signature]</i>	Darlene Jaworski	2499 Harman Ct Miss. L5G 2T9	Keep the outdoor pool.
21/07/12	<i>[Signature]</i>	Patricia Connesser	572 Drymen Cr Miss L5G 2T9	Please repair this Great Community Pool ASAP!
"	<i>[Signature]</i>	Danot Couglan	1431 Radcliff Blvd	Please invest in our KIDS
July 22/12	<i>[Signature]</i>	ARTHUR SENKOWSKI	1426 Radcliffe	community of
7/22/12	<i>[Signature]</i>	L. MARCANTONIO	584 DRYMEN	COMMUNITY !!
7/22/12	<i>[Signature]</i>	O. Ricardo	584 Drymen Cr	only one in our community
7/22/12	<i>[Signature]</i>	E. Mercantonio	584 Drymen Cr	Save my pool
7/22/12	<i>[Signature]</i>	LOREN BANDIERA	572 DRYMEN CR	
July 25/12	<i>[Signature]</i>	CHRIS MCPHEE	396 NIAR AVE	Love it!
"	<i>[Signature]</i>	Sue Holder	1059 Henley Rd	Adds so much!
July 25/12	<i>[Signature]</i>	Domenic DeMarco	201 Radley Rd	Love it.
25 July 12	<i>[Signature]</i>	WALTER JAWORSKI	2499 HARMAN COURT	We need all our pools
July 25 12	<i>[Signature]</i>	Pamela McComiskey	587 Drymen Cr	
"	<i>[Signature]</i>	BARBARA ELFORD	591 " "	NEED OUR POOLS.
"	<i>[Signature]</i>	KES ELFORD	" "	"
"	<i>[Signature]</i>	S. GRANTHAM	576 " "	"
July 26	<i>[Signature]</i>	A. Senkowski	1426 Radcliffe	"
July	<i>[Signature]</i>	M. Raggiolo	461 Mar F	"
July	<i>[Signature]</i>	Jonathan B.	"	"
July 26	<i>[Signature]</i>	Leanne C	1431 Radcliffe	"

MISC.

\* Would like to Volunteer!

# SAVE the Don McLean Westacres Pool P-1 (x)(x)(x)

**Petition Summary:** All of the other outdoor pools in Mississauga were rebuilt as part of the Federal Government's Infrastructure Stimulus program. They now have been renovated and have special needs accessibility. Don McLean Westacres Pool was applied for, but did not receive approval for an ISF grant. The City also applied for funding to rebuild Don McLean Westacres Pool but was turned down for undisclosed reasons. A motion was passed at City Council to have a complete rebuild, including pool house and accessibility, included for discussion in the 2013 Budget deliberations.

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Date	Signature	Printed Name	Address	Comment
July 13	<i>[Signature]</i>	Maria Ragozic	461 Mar F	
July 13/12	<i>[Signature]</i>	Clem Conrad Scheidan	1071 Johnathon	Please renovate *
July 13/12	<i>[Signature]</i>	Jason Morgan	2166 Str crest	
July 13/12	<i>[Signature]</i>	FRANCIS KAN	2025 Stanfield Rd	
July 13/12	<i>[Signature]</i>	LISA VIGLIOTTA	1627 Korretown Dr.	
July 13/12	<i>[Signature]</i>	KAREN ARTUSO	992 Baldwin Rd.	
July 13/12	<i>[Signature]</i>	ANTHONY PENARPO	1103 MEREDITH AVE	
July 13/12	<i>[Signature]</i>	CHRISTINE CHAPEL	992 BALDWIN RD.	
July 13/12	<i>[Signature]</i>	J.P. EGAN	2025 HARVEST DR	
July 13/12	<i>[Signature]</i>	R. CHORZETA	215 MISS. Villy Blvd	
July 13/12	<i>[Signature]</i>	J. Lonsdale	949 North Service Rd	
July 13/12	<i>[Signature]</i>	R. Steen	1496 Orchard Haven Ridge	
July 13/12	<i>[Signature]</i>	D STEEN	1496 Orchard Haven Rd	
July 16/12	<i>[Signature]</i>	Beata Wspanialy	607 Green Meadows Cres.	
July 16/12	<i>[Signature]</i>	Carlos Fonseca	4774 James Austin Drive	
July 16/12	<i>[Signature]</i>	Maria Giordano	763 Whitney Dr.	
July 16/12	<i>[Signature]</i>	Eryn DeCoste	839 Duchess Dr.	*
July 16/12	<i>[Signature]</i>	CARLA BASSO.	2373 DENISE RD.	
July 16/12	<i>[Signature]</i>	Julie Hewlett	736 Melton Dr	
July 16/12	<i>[Signature]</i>	Anne Marie Daponte	362 Bud Gregory Blvd.	
July 16/12	<i>[Signature]</i>	Anna Gombos	3161 LEDNIER TERR	Please keep the pool open / renovate











P-1(d)(d)(d)(d)

## SAVE the Don McLean Westacres Pool

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Date	Signature	Printed Name	Address	Comment
12 AUG/12	<i>[Signature]</i>	GABRIEL	1579 SUNNYCOVE	
AUG 12/12	<i>[Signature]</i>	STOCKWELL	1559 SUNNYCOVE DR	
AUG 12/12	<i>[Signature]</i>	STOCKWELL	1559 SUNNYCOVE DR	
"	<i>[Signature]</i>	R KH	363 LAKE SHORE	
"	<i>[Signature]</i>	D. STOCKWELL	8501 BAYVIEW AVE.	
AUG 14/12	<i>[Signature]</i>	Jane Hull	1545 SHERWAY DR	
"	<i>[Signature]</i>	Erika Hull	1545 SHERWAY DR	
AUG 17/12	<i>[Signature]</i>	Stephanie Cardenas	1568 Sunnycove Dr.	
"	<i>[Signature]</i>	Fino Cardenas	1568 Sunnycove Dr	
AUG 18/12	<i>[Signature]</i>	Eileen Donaghy	2147 Denise Rd	
"	<i>[Signature]</i>	Sasha Donaghy	2147 Denise Rd	
"	<i>[Signature]</i>	G. GABSON	2182 BLAKEWOOD	
Sept 1/12	<i>[Signature]</i>	GABON, J.	1569 Sunnycove Dr	
Sept 9/12	<i>[Signature]</i>	BRUNTON	1690 Sunnycove Dr.	
SEPT 9/12	<i>[Signature]</i>	BRUNTON	1690 Sunnycove Dr	
SEPT 9/12	<i>[Signature]</i>	WIZNIAK	1538 SUNNYCOVE DR	
SEPT 9/12	<i>[Signature]</i>	WIZNIAK	1538 SUNNYCOVE DR	
SEPT 10	<i>[Signature]</i>	RAY PETREUS	1711 PICKMORE CRT	
SEPT. 12/12	<i>[Signature]</i>	GABON	15709 Sunnycove DR	
SEPT 13/12	<i>[Signature]</i>	2047 FAMILY CR.	Lebbie	
SEPT 14	<i>[Signature]</i>	1557 BRUNTON	SELDON	

P-1(e)(e)(e)(e)

## SAVE the Don McLean Westacres Pool

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Date	Signature	Printed Name	Address	Comment
Aug. 18/12	Pat Benney	Pat Benney	215 Denise Rd.	
Aug 18/12	Dave Clancy	Dave Clancy	2151 Denise Rd	
"	Lori Clancy	Lori Clancy	"	
Aug 18	Val Perrin	VAL PERRIN	2150 DENISE RD	
Aug 18	RDS Perrin	RDS PERRIN	2150 DENISE RD	
Aug. 18	N Crad	Nancy Crooks	2103 Denise Rd.	
Aug 18	M. Crooks	Michael Crooks	2163 Denise Rd	
Aug 18	Aaron Donaghy	Aaron Donaghy	2147 Denise Rd.	
Aug 18/12	Cameron Donaghy	Cameron Donaghy	2147 Denise Rd.	
Aug 18/12	Jessica Donaghy	Jessica Donaghy	2147 Denise Rd.	
Aug 19/12	JANIS SUTSKI	JANIS SUTSKI	1681 Sunnyvale Dr	
Aug 19/12	TED SUTSKI	TED SUTSKI	1681 Sunnyvale Dr	
Aug 19/12	Taylor Sttk	TAYLOR SUTSKI	1681 Sunnyvale Dr	
Aug 19/12	George Giustes	George Giustes	2141 Denise Rd	
Aug 19/12	ABU-ALI	ABU-ALI	2235 DENISE RD	
Aug 19/12	ROY CORNISH	ROY CORNISH	2146 DENISE	
Aug 19/12	P. Cornish	P. Cornish	2146 Denise Rd	
AUG 19/12	P. PETROUNA	P. PETROUNA	2144 DENISE RD.	
AUG 19/12	J. PETROUNA	J. PETROUNA	2144 DENISE RD.	
Aug 19/12	J. ROGUE	J. ROGUE	1500 Jafeway	
Aug 19/12	ROGUE	ROGUE		

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Date	Signature	Printed Name	Address	Comment
Aug 14	<i>Mario Hull</i>	MARIO HULL	1545 SHERWAY DR	
"	<i>Nancy Falchuk</i>	NANCY FALCHUK	1549 " "	
"	<i>Ted Sajda</i>	TED SAJDA	1565 " "	
"	<i>Linda Sajda</i>	LINDA SAJDA	1565 " "	
Aug 15	<i>Jim Wood</i>	JIM WOOD	1555 " "	
"	<i>Mardi Wood</i>	MARDI WOOD	1555 " "	
"	<i>Norm Falchuk</i>	NORM FALCHUK	1549 SHERWAY DR	
Aug 19	<i>Wayne Goodchuk</i>	WAYNE GOODCHUK	2171 DENISE RD	
Aug. 19	<i>Boris Hull</i>	BORIS HULL	1621 SUNNYCOVE DR.	
"	<i>Mary Hull</i>	MARY HULL	1621 SUNNYCOVE DR.	
"	<i>Karen Harber</i>	KAREN HARBER	1622 Sunny Cove Dr.	
"	<i>William Harber</i>	WILLIAM HARBER	1622 Sunny Cove Dr.	
"	<i>Kay Lederle</i>	KAY LEDERLE	2105 LAUGHTON AVE	
"	<i>Julie Cichon</i>	JULIE CICHON	1554 SHERWAY DR.	
"	<i>Les Cichon</i>	LES CICHON	1554 SHERWAY DR.	
"	<i>Victoria Cichon</i>	VICTORIA CICHON	1554 SHERWAY DRIVE	
Aug. 20	<i>Natalie Hull</i>	Natalie Hull	1545 SHERWAY DR	
Aug 20	<i>Kevin Power</i>	Kevin Power	1548 Sherway Dr	
aug-21	<i>Amanda Sajda</i>	Amanda Sajda	1565 Sherway Dr.	
	<i>Greg Sajda</i>	Greg Sajda	1565 Sherway Dr.	
Aug 21	<i>M. Marks</i>	MARY MARKS	2104 LAUGHTON AVE	

P-1(g)(g)(g)(g)

## SAVE the Don McLean Westacres Pool

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Date	Signature	Printed Name	Address	Comment
14 Sept	<i>Phetruska</i>	LITVINSKAS	2087 FAMILY CR.	
15 Sept	<i>① Hurray family</i>	<del>1451 SAFWAY</del> 4555	1451 SAFWAY CR.	
17 Sept	<i>Baillie</i>	J. Baillie	1481 Garnet Ave.	
17 Sept	<i>Richard</i>	R. LINDUP	2485 Huron St	
17 Sept	<i>BDougall</i>	BDougall	1569 Skyline	
17 Sept.	<i>George</i>	George COPELAND	3360 Council RING RD # 2	
17 Sept 12	<i>Rob</i>	Rob CARBSE	1521 Alouette	GET THIS DONE
17 Sept 12	<i>John Hrabovsky</i>	John Hrabovsky	1095 Baldwind	keep the pool!
17/09/12	<i>Barbara</i>	BARBARA SPYKERS	515 BOISMERE	
17/09/12	<i>Patricia</i>	PATRICIA LITVINSKAS	PATRICIA	
	<i>Litvinskas</i>		JAN	
	<i>Litvinskas</i>		THOMAS	
	<i>Litvinskas</i>		PATRICK	
	<i>Litvinskas</i>		JOSEPH	
17/09/12	<i>Anne</i>	ANNE		
	<i>J. Spinkers</i>	J. SPINKERS	-	Keep It Going
	<i>M. Romanuk</i>	ROMANUK		
	<i>Suzanna</i>	"		
	<i>Andrew</i>	"		
17/09/12	<i>Bruno</i>	Bruno SIBRIO	399 Century Dr	keep the pool
" "	<i>Tyler</i>	Tyler Anderson	541 Cochise	





# SAVE the Don McLean Westacres Pool

21  
P-16500000

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Date	Signature	Printed Name	Address	Comment
June 23/12	C.D. Doyle	C.D. Doyle	2095 Courtland Cres	
June 23	Natalija Necaieva	Natalija Necaieva	2135 Courtland Cres	
June 23/12	Charles Plewes	CHARLES PLEWES	2084 COURTLAND	KEEP IT OPEN
June 23/12	Donna Plewes	Donna Plewes	2084 COURTLAND	
July 26	Sandy Turner	Sandy Turner	2101 Courtland	
July 26	Bearny Lutman	Bearny Lutman	"	
Aug 28	Vicky St-Laurent	Vicky St-Laurent	2107 Courtland	
" "	Johann Heckrood	Johann Heckrood	" "	
" "	Lex Heckrood	Lex Heckrood	" "	
Aug 28	Darlene Schriker	Darlene Schriker	2113 Courtland	
AUG 28	Peter Schriker	Peter Schriker	" "	
AUG 28	Carly Schriker	Carly Schriker	2119 Courtland	
AUG 28	Tona Kraljic	Tona Kraljic	2127 Courtland	
AUG 28	Stephen Wozniak	STEPHEN WOZNIAK	2131 COURTLAND	
28 AUG	Ivan Necaieva	IVAN NECAIEVA	2135 Courtland	
	Don Arker	DON ARKER	2139 COURTLAND	
AUG. 28	Eva Osborne	EVA OSBORNE	2122 COURTLAND CRES.	STAY OPEN !!!
AUG. 28	Ted Osborne	Ted OSBORNE	2122 COURTLAND CRES.	DON'T CLOSE
AUG 28	Sarah Doyle	Sarah Doyle	2090 Courtland	STAY !!!
AUG 28	James Doyle	James Doyle	2090 Courtland	OPEN ...
AUG 28	Lionel Doyle	Lionel Doyle	"	

COURTLAND DR.

#2

# SAVE the Don McLean Westacres Pool

20

P-ICK)(K)(K)(K)

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Date	Signature	Printed Name	Address	Comment
Aug 28	S. K. Doyle	Scarlett Doyle	2095 Courtland	
Sept 19	K. Colangelo	KAREN COLANGELO	2018 Courtland	
Sept 19	E. Brown	EMMON BROWER	2052 COURTLAND AVE	
Sept 19th	Alice Browner	ALICE BROWNER	2052 Courtland Cres.	
Sept 19th	Jessica Gaetano	Jessica Gaetano	2039 Harvest Dr	
Sept 19th	A. S. H.	AZZAM SAHI	2015 Courtland Cres.	
SEPT 19	A. R. T.	A. Roger Tami	2019 COURTLAND	
Sept 19	Matthew Mayo	Matthew Mayo	2033 courtland	
Sept 19	Jim Mayo	Jim Mayo	2033 Courtland	
Sept 19	Horna Walker	HORNA WALKER	2037 Courtland Cres.	
Sept 19	S. Walker	SARAH WALKER	2037 COURTLAND CRE	
Sept 19	Lindsay Campbell	lindsay campbell	2043 Courtland Cres.	
" "	Guido Giannone	GUIDO GIANNONE	2009 Courtland Cres.	
"	Sarah Harwood	SARAH HARWOOD	2055 " "	" "
"	L. Harwood	LILIAN HARWOOD	2055 "	"
"	R. Harwood	R HARWOOD	2055 "	"
"	V. Doforno	VDOFORNO	2083 " "	" "
"	D. Doyle	Dan Doyle	2095 "	"
"	Colin Doyle	Colin Doyle	2095 "	"
"	Adam Doyle	Adam Doyle	2095 Courtland	

August 26, 2012

P-2

Dear Mayor Hazel McCallion,

I am a Mississauga resident and I work at Goreway Dr. and 4000 Nashua Dr. I would like to request a bus stop for bus #107 at 4000 Nashua and Goreway. It is difficult for me to walk the 20 minutes during the winter months and to still arrive to work on time for 6:30am. I am a woman in my 50's and it is dark as well as frightening walking at such an early hour. If this request would be in effect it would benefit a lot of people as you can see on the attached signed petition.



Thank you for taking this letter into consideration,

Maria Lopes

Maria Zelenka LOPES

**RECEIVED**

REGISTRY No.

DATE SEP 13 2012

FILE No.

**MAYORS OFFICE**

P-2(a)

Name	Address	City
PHIL IOZZO	4000 NASHUA DR	MISSISSAUGA
Anna Lopes	4416 WEE PINE willow	MISSISSAUGA
Pedro F	35 QUEENAN	TORONTO
Maria Peixoto	79 PARADELL-CRES	TORONTO
ESMERALDA PIRES		TORONTO
Fernanda Augusto	710-1503 Humberview	TORONTO
Rosa Sauton	Malton	MISSISSAUGA
Maria Valentin Lima	49 bridge north	TORONTO
Maria Barreira	239 ST CLERMS	TORONTO
Ilidia Andrade	1012 ST CLARENS	TORONTO
Alice Ferrun	65 victoria	TORONTO
Helena Falhar	2087 Lawrence Ave.	TORONTO
Fausta Peuto	3305 DERRY-	MISSISSAUGA
A. da Conceicao Pass	1258-DANFORTH	TORONTO
JOSE S. AMARO	3681-LANESHORE BLVD	ETOBICOKE
Margarita Cortes	837-Tandridge.	ETOBICOKE
Roy		
Mani at Mourato		
Rick Cost	911 MAYS CRES.	MISSISSAUGA
SANDRA BELLOTTO	707-1305 WILSON AVE.	NORTH YORK
DAN MATSUI		MISSISSAUGA
JIMMY IOZZO	27 CORONADO COURT	TORONTO
Maria Yang	3036 Stadesbridge Ave	ORLANDO
JOHN BEVERIDGE	4000 NASHUA DR	MISSISSAUGA
Jessica Demidow	4000 NASHUA	MISSISSAUGA
Karen Rocha	24 Shaw St	TORONTO
Sara Costa	MISSISSAUGA	MISSISSAUGA
Rayhild	21 LAGOS ROAD	REXDALE
N. Milh	4663 Empire Cres.	MISSISSAUGA
Manuela Fernandes	1643 Princelea Pl	MISSISSAUGA
Filomena Vasconcelos	552 GARIBOLDI RD	MISS.
Jose M. Lopes		MISSISSAUGA

Name	Address	City
Daniel Au-Yu	3898 Duke of York Blvd	Mississauga
Neeraj M.	2285 Heron Falls	Mississauga
Ahmed	1474 Chipley	"
Wajid Jeyaraj	3130 Jays Valley	Mississauga
Pauline Basan		MISSISSAUGA
Caroline HOSEIN	3583 Queenston	MISS
NIMKI MATHANDA	1485 TORRINGTON DR.	MISSISSAUGA
PHI	1313 West Chee	Mississauga
J. A. LOBE	1609 BRISTOL ROAD W.	MISSISSAUGA
Peggy		
SHANTHI KATTAR	5627 Whitehorn Rd	MISSISSAUGA
JYOTSNA PATEL	700 Constellation Dr	MISSISSAUGA
Jims	5384 Longhax	Mississauga
Residee Goodrich	329, Scardin Ave	MISS
TOY LAVIOLETTE	4950 MIDWAY	MISS
Kathy Hojaq		
LAUCY BARROW	505 DAKWOTR AVE	TORONTO
MANNY LABOE	2716 INLAKE	MISS
JOEY GABRIEL		
KEVIN MOORE		
Mandy Hayes	2501 Derry Rd W	MISS
Tinie Quindara	8411 Africa Crescent	Miss
MAGDA LARIVA	375 Noxton Service Rd	Miss
Sam. Baragan	847 Thistledown	Mississauga
Scott LeMay	330 Burnhamthorpe	Mississauga
Jackie Alvarez	800 Bayer Blvd	Mississauga
KHANIK SAVALIYA	730 MC. NICOLL	Port Hope
Nisarg Purohit	430 mc nichol Blvd	Port Hope
Lucy (Mrs)	2252 Cambridge	Miss
Ashra	5 Inmored Rd.	Mississauga
Tahsin	703 Perivale	Miss

P-2(c)

Name	Address	City
A. MOORE	904 BINSWATER	MISS.
L. FIAQUHANS	5223 Linford	OR
M. GIBSON	Nahanni Dr.	Miss.
G. Huggins	3270 AMERICA	MISS
Carl Hall	3655 Ridgeway	
J. Huggins		MISS
Isabel Nieto		
Christina Placido		
Paula		
Sergio	534 Caledon	
Jai Pal Kaur	7557 Nelwood	MISS
Maria Henriques		
DARSHU BIVIKS	MISSISSAUGA	
Ravinder K. Ropla	MISSISSAUGA	
Ab Chohan	MISS	
Saneef Prasad	MISSISSAUGA	
Eulalia Galvão	MISSISSAUGA	
Baljit Bhutay	80 Hallerck Dr	
Soni Yima	244 QUEENSLEA	
Ellaria Yima		
Ramdas Ramjan	50 Lotherton Parkway	
Gloria Silva		
John O'Rourke	BRAMPTON	
Ahmed	Sigsbee drive	
RAJWANT MULTANI	7208 HARWICK DR MISSISSAUGA	
Kenny Kapur	Brampton	
Jay Williams	3084 Victoria	
IRONE GRANT	MISSISSAUGA	
Kelly Martel	MISSISSAUGA	
Phyllis Evans	Brampton	

Name	Address	City
Nilo Jeeu	2 Kilsdale	Etobicoke
Jean Ptojean		Etobicoke
Cornelia Jones		Mississauga
LEE QUONG		MISSISSAUGA
Jagten Jhu		
Grace	4020 Brimley (at) Danforth and Danforth	Mississauga
Vi Thu		MISSISSAUGA
Jadra	MISSISSAUGA	
D. MOHAN	GOREWAY DR	MISSISSAUGA
Herbert	Morning Star	MISSISSAUGA
Raina		MISSISSAUGA
Edna		MISSISSAUGA
William	North York	
Alex	NORTH YORK	
Leann	Brampton	
Judy	MISSISSAUGA	
KAJAL	MILTON	
John	MISSISSAUGA	
Steve	Toronto	
R. S. Rj	Toronto	
	Vaughan	
Penny Orando	Concord	Scarborough
VINEE CARNEIL	3700 N. BRANT	MISSISSAUGA
TONY W. H. P.	3610 NASHUA DR	MISSISSAUGA
HENRY ICMAU	NASHUA DR	MISSISSAUGA
MARIA BAN	MISSISSAUGA	MISSISSAUGA
Monica Ceresne	610 NASHUA DR	MISSISSAUGA
Linda	#3610 NASHUA DR	MISSISSAUGA
Raul	same as above	MISSISSAUGA

P-2(e)

Name	Address	City
Rob Coda	1041 Woodburn	WILLOW
Shel AM.	5 CAPE ROYAL CRT	BRAFPTON
<del>2</del>	21 ROXBEN	BRAFPTON
YADAS CONTINADO	367 RUSTIL	TORONTO
OFFONG BADU		
<del>Niguel</del>		
<del>Christine</del>		
CHRISTINE	6860 Rexwood	MISSISSAUGA
Mathew H.	6860 Rexwood	Mississauga
Robert Archel	6860 Rexwood	Mississauga
Michael Poca	6878 Goreway Dr	Mississauga
<del>Michael</del>	6878 Goreway	Mississauga
P. Rensch	6600 GOREWAY	MISSISSAUGA
Brenda Green	6600 GOREWAY	MISSISSAUGA
Troy Hogarth	✓	✓
Tiziana Ferrari	6600 Goreway	MISS
TANIA TENSER	6600 Goreway	MISS
D. McClemens	6601 Goreway	MISS
S. McGreen	"	"
TONY AMER		
W. M. FEAT	60707 Gord Eddy	MISSISSAUGA
Kipley	13 Copperfield	Brampton ✓
<del>Shreshth Mishra</del>		
Shreshth Mishra	66707 Goreway	Mississauga
Shreshth Mishra	<del>66707 Goreway</del>	Malton
Misael	Cardora	
KANTIT	Carl	MISSISSAUGA
RICHARD	Staten Street	MISSISSAUGA
Karek	shawor	MISSISSAUGA
Sarwani	Tummala	Mississauga

Name	Address	City
Marius Heklo		Mississauga
Marquardt		Brampton
B. D. Taylor		Brampton
M. G. [unclear]		Brampton
M. [unclear]		Mississauga
Nareesh		Mississauga
John Raymond		Mississauga
Kevin Jackson		Mississauga
Bobby Hebert		Mississauga
JOHN JOHN JAHOPE		MISSISSAUGA
LOUIS NARDO		BRAMPTON
Louis		Brampton
K. Hui		K. Hui
G. WALCOTT		G. Walcott
TOM [unclear]		MISSISSAUGA
JOE		Brampton
Lily		Toronto
Joe N		BRAMPTON
MARCELO BARRITO		VANCOUVER
Salvatore [unclear]		Toronto
Karen K. [unclear]		MISSISSAUGA
Josmar F.		Mississauga
[unclear]		Mississauga
[unclear]		Miss. Ont
Ramesh Chandasi		MISSISSAUGA
MANBIR SINGH		TORONTO
Omni Ross		Toronto
And Smit		Toronto
J. Buchanan		Toronto
[unclear]		[unclear]
[unclear]		Brampton

P-2(g)

Name	Address	City
<del>Leonardo Lopez</del>	230 CAIRNS COURT	TORONTO
LEONARDO LOPEZ	65 CLAYBROOKS	YORK
PETER CAMPBELL	4415 WEEPING WILLOW	MISSISSAUGA
IAN CAMPBELL	4415 WEEPING WILLOW	MISSISSAUGA
<del>WALTER DIAZ</del>	4411 WEEPING WILLOW	MISSISSAUGA
WALTER DIAZ	4410 WEEPING WILLOW	MISSISSAUGA
Blayney	53 Meadowlark	MISSISSAUGA
Athina Krissilas	4620 Guildwood way	MISS.
Binu Jacob	4566, Cooper court	MISSISSAUGA
Susan Binu	4566, COOPER CT	"
Jakeel Brown	Shillington Ave	"
Isaias Morales	5070 Delaware Dr	"
Jon Carlson	124-411 Apache Court	MISS.
<del>Jon Carlson</del>		
GRASSE Jean-Maurice	2050 Keele St	TORONTO
Ricardo Cadene	MISSISSAUGA	MISSISSAUGA
<del>Robina Khem</del>	9955 High Willow	MISSISSAUGA
Robina Khem	3197 Angel Pass	MISSISSAUGA
Jennyann Morrow	5955 Glen Erin	MISSISSAUGA
Shabni Paul	6045 Glen Erin Dr	MISSISSAUGA
Urosha Heredo	5639 Rivergrove <sup>#16</sup>	MISS.
Amara	1588 Willow Way	MISS.
Gemma Ferrini	747 Constellation	MISS.
Medhi, Esh	1438 Kirkrow Cres	MISS.
Eldar Sahjakovic	119-5980 Whitehorn Ave	MISSISSAUGA
Erik Gruber	4571 Carpenter	MISS.
Lena Opm	5341 Richborough	MISS.
<del>Edith Divil</del>		
Arcangeli	2650 Entold Mimosa	MISSISSAUGA
Sharon	40 Drive	MISSISSAUGA
Medhat	53 Clansman	"

Name	Address	City
Barb Proznawski	3174 P. into Road	MISS
Bharathi. Gadde	4950 Albinaway	MISS
Yvette Benn	486 Ceremial	MISSISSAUGA
J. PARINAS	651 ASPH DR	MISS.
Viola Gu	2700 madison E	MISS
Cynthia GRACIAS	461. Binsworth Dr	MISS.
X Nazareth	4887 Yorkshire Ave	"
Sumindra Earth	4645 Willow Ave	"
Rob Wooten	4620 Guildwood Way	MISSISSAUGA
M. Smith	9 Prince St	"
Emilee M.	5840 Springdale	MISS.
Tracy R.	5046 Cortina	MISS.
F Bortay	4346 Spinningdale Cr. W. S.	
Ryan Stewart	38 Forum Dr	MISS
Susana Pa Kabi	39 Frank St	MISS.
Subrahmanya P	484 Naomi Ave	MISSISSAUGA
Yuliy Pagan		MISSISSAUGA
Rakhi P.	7152 Derry R Mcloglin.	MISSISSAUGA
Mania	Rochampton	Brampton
Claudia L. Lewis	30 Malta	Brampton
Janet Ma	535 Galaxy Cr	MISS
Sam C	5060 Delaware Dr.	MISS
Tim Chu	5134 Commercial Dr.	MISS
Jennifer	4540 Blossom St	MISS
Todd R.	464 Tile Gallop	MISS
Joseph	4685 PENHALLON	MISS.
Dan	4681 Columbus Cres	MISS
Kyle D.	4809 Glasshill Grove	MISS.
Daren D	4585 Willowood	MISS

P-2(i)

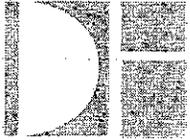
Name	Address	City
Matusila Villafraza	1320 Mississauga	
Lourdes Buenafina	18 Hanson Rd	Mississauga
Magdalena Calara	4422 weeping willow dr. Miss.	
LAURO GUNONES	26 PASTWOOD, EMBLIDGE	
Ruth Ramirez	4422 weeping willow dr. Miss.	
Diamon Calara	<del>Bram</del>	Brampton
Faith Palma		Brampton
June Ramirez		Mississauga
Rhoda Calara	206 Lakehore Rd east Miss.	
Abe A.		Toronto
Nida		Mississauga
Alexia		EtoBicoke
Blenda C.		Milton
Carol	1300 Central Pitway	Mississauga
Cedic	30 Bond St	Toronto
Chantal	4125 Miss. Rd.	Miss.
Charity		Scarborough
Cheska		Toronto
Vincent	2829 Dundas St.	Toronto
Chen	3031 Fairview Rd.	Mississauga
Mandeep		Brampton
María	1132 Spadina St.	Toronto
Shahab		Mississauga
Sharon	42 Fardaldeen	Toronto
RACHEL		TORONTO
Ramil Palmar		Brampton
Shari		MILTON
Soria	3520 Dundas	Toronto
Rina		Mississauga
Patric		Mississauga
Ching S.		Miss.

Name	Address	City
Portia	2242 Violet Rd	Mississauga
Paula		Brampton
Natalie		Brampton
Naomie	Weston Rd.	Toronto
Moses		Scarborough
Kalane		Scarborough
Lanissa		Scarborough
Le		Mississauga
Mark		Brampton
Mary Ann		Miss
Michelle		Ajax
Liana		Brampton
Liza	99 Bay St.	Toronto
Oliver C.		Hilton
Omar		Toronto
Tamara		Miss.
Teresa	8923 Queen St	Toronto
Thais		Toronto
Teng		Mississauga
J. P.		Mississauga
Yaniv		Toronto
Jane		Hilton
Jon	480 Bluejay St	Toronto
Greg T.	252 Young St	Toronto
Fatima		Toronto
Felma		Mississauga
Eric		Mississauga
Drew	250 Grand St	Toronto
Chris	500 Dufferin St	Toronto
Consuelo		Toronto
Dawn		Ajax

P-2(K)

Name	Address	City
Sandro	M	Mississauga
Jason		Mississauga
Bruno		Mississauga
Ian		Mississauga
Andy		Mississauga
Anne Marie	2334 Lakeshore Rd	Toronto
Barbra		Toronto
Brenda		Mississauga
Fiona		Toronto
Jordan		Mississauga
Way		Mississauga
Erin		Toronto
Danny	2505 Trandean	Milton
Milena		Milton
Alivia		Toronto
Rachel		Toronto
Sabrina		Mississauga
Shane		Toronto
Sheila		
Sophie		Mississauga
Suzanne		Toronto
Tara		Mississauga
Will		Toronto
Vivian		Mississauga
Joel		TORONTO
Elvira		TORONTO
RUI		TORONTO
MANNY Botelho		BRAMPTON
Carina De Souse		Brampton
Vanya Lavelle		Toronto
Stephanie Botelho		TORONTO
Vanessa Concella		TORONTO





Please refer to: **John M. Alati**  
e-mail: johna@davieshowe.com  
File No. 702374

Davies  
Howe  
Partners  
LLP

September 4, 2012

COUNCIL AGENDA  
SEP 26 2012

Lawyers

The Fifth Floor  
99 Spadina Ave  
Toronto, Ontario  
M5V 3P8

T 416.977.7080  
F 416.977.8931  
davieshowe.com

**By E-Mail Only**

Ms. Crystal Greer  
City Clerk  
City of Mississauga  
300 City Centre Drive  
2<sup>nd</sup> Floor  
Mississauga, ON L5B 3C1

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

Dear Ms. Greer:

**Re: Proposed Corporate Policy and Procedure – Bonus Zoning**

Our firm is counsel to F.S. 6810 Limited Partnership. Our client owns lands in the Port Credit area of Mississauga for which development applications are presently being processed. The purpose of this letter is to provide some comment and input on the City's proposed corporate policy and procedure related to Bonus Zoning and the City's intended Guiding Implementation Principles about same. We are informed that City Council will be dealing with this item in a report to be considered at the upcoming Council meeting on September 12<sup>th</sup>.

We have reviewed the Corporate Report dated March 27, 2011 and the Draft Corporate Policy and Procedure Implementation Guidelines for Bonus Zoning attached as an Appendix to that report and offer the following comments and suggestions:

1. We note that the proposed protocol is more detailed than the proposed Official Plan policies which were previously forwarded to the Region by the City for inclusion in the intended Mississauga Plan and we would recommend that efforts be made to eliminate any potential contradictions or conflicts between the intended policies and protocol guidelines by streamlining or revising the guidelines, where necessary, to avoid possible inconsistencies.
2. The commentary text in the first paragraph following implementation principle No. 2 in the March 27 draft references a comparison of the monetary value of the additional development rights being proposed with the monetary value of the Community Benefits. It is the position of our client that this paragraph may



Davies  
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Partners  
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result in confusion with the actual intended method of determining the valuation of the Section 37 benefit which is more appropriately expressed in Principle 2.2. Our client supports and relies upon the explanation of the principle in 2.2 and wants to ensure that the comment under Principle No. 2 is not misunderstood or misinterpreted to imply that there should be an alteration to the methodology expressed in Principle 2.2.

3. Our client is very concerned that implementation Principle 2.2.1 is written in such a way that it could be prejudicial to lands which have an existing OP designation that is more permissive or provides greater allowances than may be permitted under the in-force zoning for those same lands. Section 2.2.1 states that: *the height/and or density increase to be valued is measured from the existing permitted height and or density expressed in the Zoning By-Law to the proposed height and density.* In our client's view, the correct approach is to use the maximum allowances from the OP as the starting point for measuring the change. It is interesting to note that for lands which are zoned "D" and not with a specific limited or detailed zoning designation, the starting point is referenced as considering among other criteria, the current Official Plan permissions. In our client's specific case the current OP permission is more permissive and provides for higher heights than the existing zoning and it would be prejudicial and unfair to use the zoning permissions as the starting point from which to measure the change or increase.
4. Finally, as a general proposition the guidelines fail to adequately recognize that Section 37 benefits are a matter of negotiation and guidelines should be sufficiently flexible to ensure that they are not applied or interpreted in the same way that a by-law or regulation is. There should not be a *one size fits all* approach to recognize that each development circumstance is unique and that community needs vary from neighbourhood to neighbourhood.

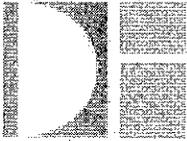
We trust that the valid concerns of our client will be considered and addressed prior to Council approving any new protocol or implementation guidelines in respect of bonus zoning and we would be pleased to discuss any of the issues raised in this letter at your convenience.

We would appreciate it if a copy of this letter could be provided to Council prior to its deliberations and consideration of this matter.

We have also sent a copy of this correspondence to the City's Commissioner of Planning and Building and would request that he consider it prior to the

I-1(b)

Page 3

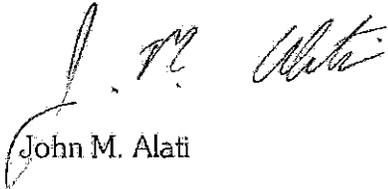


Davies  
Howe  
Partners  
LLP

finalization of his report being provided to Council. We are also requesting that we be provided in advance a copy of the final staff report respecting this item which Council will be considering at its summer meeting.

Yours truly,

**DAVIES HOWE PARTNERS LLP**



John M. Alati

copy Client  
E. Sajecki, Commissioner of Planning and Building

I-2

001/001

905-615-4181

MISSISSAUGA CITY COUNCIL

c/o JESSICA REID

OFFICE OF CITY CLERK  
MISSISSAUGA

COUNCIL AGENDA  
SEP 26 2012

14 Sep 2012  
5

FILE 02 07/021 W1  
1430 HURONTARIO ST S.

I HAVE A SERIOUS OBJECTION FOR  
OFFICE USE OF THIS RESIDENCE.  
KRIS & BEATA KRATUK HAVE ALREADY  
BEEN USING THE PLACE AS A COMMERCIAL  
OFFICE SINCE 2001, DESPITE NOT  
HAVING OFFICIAL APPROVAL.  
IT ONLY SHOWS THEIR UTTER CONTEMPT  
FOR THE 'LAW'.  
THE SANCTION SHOULD BE DENIED  
FOR ABUSE OF PREMISES ILLEGALLY

Beata

*M. Chopra*  
M. CHOPRA

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

2

Ministry of Health  
and Long-Term Care

Office of the Minister

10<sup>th</sup> Floor, Hepburn Block  
80 Grosvenor Street  
Toronto ON M7A 2C4  
Tel 416-327-4300  
Fax 416-326-1571  
[www.health.gov.on.ca](http://www.health.gov.on.ca)

Ministère de la Santé  
et des Soins de longue durée

Bureau du ministre

10<sup>e</sup> étage, édifice Hepburn  
80, rue Grosvenor  
Toronto ON M7A 2C4  
Tél 416-327-4300  
Télééc 416-326-1571  
[www.health.gov.on.ca](http://www.health.gov.on.ca)



COUNCIL AGENDA  
SEP 26 2012

SEP 06 2012

HLTC2966MC-2012-5697

Mr. George Carlson  
Acting Mayor  
The Corporation of the City of Mississauga  
300 City Centre Drive  
Mississauga ON L5B 3C1

Dear Mr. Carlson *George*

Thank you for your letter sharing the Council of the Corporation of the City of Mississauga's Resolution 0112-2012, with respect to health promoting community design.

I recognize and support the important work that the City of Mississauga and Peel Public Health are undertaking by creating a Health Background Study Terms of Reference to further develop ways of implementing health criteria into the land-use planning process.

The Ministry of Health and Long-Term Care is committed to improving the health of all Ontarians and their families. Well-designed and vibrant communities are integral to creating and maintaining healthy built environments.

Thank you, again, for bringing this important initiative to my attention.

Sincerely,

*Deb Matthews*

Deb Matthews  
Minister

- c: Dr. David Mowat, Medical Officer of Health
- Her Worship, Hazel McCallion, Mayor of Mississauga
- The Honourable Kathleen Wynne, Minister of Municipal Affairs and Housing
- The Honourable Bob Chiarelli, Minister of Infrastructure, Minister of Transportation

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

RECEIVED

REGISTRY NO. 3496

DATE SEP 14 2012

FILE NO.

MAYOR'S OFFICE  
7530-4658

I-3(a)



May 16, 2012

The Honourable Deb Matthews  
Minister of Health and Long Term Care  
M-1B114, MacDonald Block  
900 Bay Street  
Toronto, Ontario  
M7A 1N3

Dear Madam Minister.

Re: Public Health on Future Community Planning

The Council of the Corporation of the City of Mississauga at its meeting on May 9, 2012, adopted the enclosed Resolution 0112-2012 with respect to health promoting community design.

The City of Mississauga and Peel Public Health are working together on future community planning studies and local area plans by creating a Health Background Study Terms of Reference to further develop ways of implementing health criteria into the planning process.

On behalf of the members of Council, I request that you work together with the City of Mississauga and Peel Public Health for better integration of land use and transportation planning. I look forward to your favourable reply.

Sincerely,

George Carlson  
ACTING MAYOR

cc: Dr. David Mowat, Medical Officer of Health  
Members of Council  
Association of Municipalities of Ontario

Enc.

The Corporation of the City of Mississauga  
300 City Centre Drive, Mississauga, On L5B 3C1



RESOLUTION 0112-2012  
adopted by the Council of  
The Corporation of the City of Mississauga  
at its meeting on May 9, 2012

---

0112-2012 Moved by: Pat Saito

Seconded by: Sue McFadden

WHEREAS research has demonstrated that community design influences key risk factors for chronic disease;

AND WHEREAS The Canadian Institute of Planners and the Ontario Provincial Planners Institute have working committees on health and the built environment issues including healthy development guidelines;

AND WHEREAS The Region of Peel has developed a Healthy Development Index and the framework for a Health Background Study for health-promoting community design;

AND WHEREAS The City of Mississauga strives to have the best policies that promote future development patterns that are sustainable by integrating environmental, health, land use, urban design and transportation planning objectives;

NOW THEREFORE BE IT RESOLVED that the City of Mississauga reference the Healthy Development Index and the Health Background Study Framework for input into future studies;

AND FURTHER that the City of Mississauga consult with Peel Public Health on Future community planning studies and local area plans and The creation of a Health Background Study Terms of Reference for the City of Mississauga;

AND FURTHER that all Planning Reports contain a reference to the health impacts of the application;

AND FURTHER that the City of Mississauga Planning and Building and Transportation and Works Departments and Peel Public Health staff jointly investigate options for partnership with Canadian Institute of Planners and Ontario Provincial Planners Institute and other relevant organizations to further develop ways of implementing health criteria into the planning process;

I-3(e)

AND FURTHER that the City of Mississauga and Peel Public Health advocate to relevant Provincial Ministries for better integration of land use and transportation planning at the provincial and municipal level.

# Memorandum



I-4

**TO:** Mayor and Members of Council

COUNCIL AGENDA

SEP 26 2012

**FROM:** Julie Lavertu, Legislative Coordinator, Environmental Advisory Committee

**DATE:** Thursday, September 13, 2012

**SUBJECT:** Environmental Advisory Committee's Recommendation EAC-0041-2012  
Regarding the Great Lakes and St. Lawrence Cities Initiative 2012 Resolutions

During their meeting on Tuesday, September 4, 2012, the Environmental Advisory Committee (EAC) passed the recommendation below:

EAC-0041-2012

1. That the Corporate Report dated August 14, 2012 from the Commissioner of Community Services, entitled "Great Lakes and St. Lawrence Cities Initiative 2012 Resolutions," be received;
2. That the Environmental Advisory Committee supports the Great Lakes and St. Lawrence Cities Initiative 2012 resolutions and requests that Resolution 2 – 2012M entitled "Sediment Management" be strengthened to request federal funding to support the dredging of non-commercial harbours (e.g., Snug Harbour); and
3. That the Environmental Advisory Committee forward the Great Lakes and St. Lawrence Cities Initiative 2012 resolutions to Council for endorsement.

Wards 1 and 2  
(EAC-0041-2012)

I have attached the Great Lakes and St. Lawrence Cities Initiative 2012 resolutions for your information.

Sincerely,  
Julie Lavertu, MPPA  
Legislative Coordinator, Environmental Advisory Committee  
Corporate Services Department, Legislative Services Division  
300 City Centre Drive, 2<sup>nd</sup> Floor, Mississauga, ON, L5B 3C1  
Telephone: 905-615-3200, ext. 5471; Fax: 905-615-4181  
Email Address: [Julie.Lavertu@mississauga.ca](mailto:Julie.Lavertu@mississauga.ca)

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



Great Lakes and St. Lawrence Cities Initiative  
Alliance des villes des Grands Lacs et du Saint-Laurent

**Great Lakes and St. Lawrence Cities Initiative**  
**2012 Resolutions**

1. Shoreline Invasive Plant Species – *Submitted by the Municipality of Chatham-Kent*
2. Sediment Management – *Submitted by the Municipality of Chatham-Kent*
3. Proposed listing of Silver Lamprey as a species of “special concern” under the Species at Risk Act (SARA) – *Submitted by the Township of Nipigon*
4. Support for Urban and Rural Stormwater Management in the Great Lakes and St. Lawrence Basin – *Submitted by the Town of Ajax and the Town of Goderich*
5. Sustainable Municipal Water Management
6. Development of Ontario’s Great Lakes Protection Act
7. Keeping Asian Carp Out of the Great Lakes
8. Great Lakes Water Quality Agreement
9. Shale Gas Exploration, Extraction and Treatment Activities and the Role of Local Government



Great Lakes and St. Lawrence Cities Initiative  
Alliance des villes des Grands Lacs et du Saint-Laurent

**GREAT LAKES AND ST. LAWRENCE CITIES INITIATIVE**  
**ALLIANCE DES VILLES DES GRANDS LACS ET DU SAINT-LAURENT**

**Resolution 1 - 2012M**

**Shoreline Invasive Plant Species**

Submitted by: Municipality of Chatham-Kent

**WHEREAS**, the prevalence of non-native invasive plants such as Eurasian Milfoil and Phragmites create stands in the water and on shore, which, in most cases, leads to a decrease in biodiversity and a destruction of habitat for other species; and

**WHEREAS**, these invasive species can inhibit recreational activities such as swimming, boating and fishing, and therefore can have a direct economic impact on local Municipalities; and

**WHEREAS**, costly practices such as mechanical weed removal and chemical herbicide application have proven ineffective in controlling the rapid spread of infestations;

**NOW, THEREFORE, BE IT RESOLVED**, that the members of the GLSCI request that Canadian and American and state and provincial governments commit to a concentrated effort to control the spread of these and other invasive plant species that are harming the biodiversity of our shorelines and impacting our local tourism and recreational industries; and

**BE IT FURTHER RESOLVED**, that alternatives methods of control, such as the environmentally friendly Milfoil Weevil method, be considered in invasive species control programs, and where appropriate, be applied by provincial conservation officers; and

**BE IT FINALLY RESOLVED**, that the members of the GLSLCI request that Canadian, American and state and provincial authorities responsible for invasive plant species control share their information and experience with each other and with local municipalities, authorities, First Nations, Metis and Native Americans to learn more about invasive plant control in other parts of the Great Lakes basin, to anticipate the spread of these plants, and to coordinate efforts.

Signed this 27<sup>th</sup> day of June, 2012.

---

Brian McMullan, Chair  
Great Lakes and St. Lawrence Cities Initiative  
Mayor of St. Catharines



Great Lakes and St. Lawrence Cities Initiative  
Alliance des villes des Grands Lacs et du Saint-Laurent

**GREAT LAKES AND ST. LAWRENCE CITIES INITIATIVE**  
**ALLIANCE DES VILLES DES GRANDS LACS ET DU SAINT-LAURENT**

**Resolution 2 - 2012M**

**Sediment Management**

**Submitted by: Municipality of Chatham-Kent**

**WHEREAS**, sediment management, including shoreline dredging and drainage on agricultural and other lands, is of major importance to shoreline and agricultural communities along the Great Lakes and St. Lawrence; and

**WHEREAS**, municipalities recognize the importance of protecting endangered species and aquatic habitat, particularly for spawning and juvenile stage aquatic species development; and

**WHEREAS**, in both Canada and the United States, multiple agencies, pieces of legislation and approvals are involved in the protection of endangered species, including, in Canada, the Canadian *Species At Risk Act*, the Canadian *Fisheries Act*, the Ontario *Endangered Species Act*, the Quebec *Loi sur les espèces menacées ou vulnérables*; and in the United States the federal *Endangered Species Act*, for which each State may identify further needs for Endangered Species Protection through specific State legislation; and

**WHEREAS**, the application of multiple pieces of legislation, required approvals and in some cases special studies on local sediment management and drainage projects complicates local Municipalities' ability to conduct business and adds considerable cost and delay; and

**WHEREAS**, front line staff in these oversight authorities are often under-resourced, and are not able to keep pace with reviewing and approving projects, resulting in significant backlogs in processing applications, long delays and poor communication with local municipal staff; and

**WHEREAS**, these delays can have the effect of missing the timing window for works that must be undertaken in the spring and summer months, for example important drainage works before agricultural crops are planted and protective measures to protect shorelines during the summer; and

**WHEREAS**, it is the responsibility of federal and provincial and state authorities to properly resource their frontline staff who are responsible for processing applications for dredging and drainage works in order to both protect aquatic habitat and endangered species and best serve their rural municipal and agricultural clients; and



Great Lakes and St. Lawrence Cities Initiative  
Alliance des villes des Grands Lacs et du Saint Laurent

**WHEREAS**, the Cities Initiative is aware that the Canadian Federal Government has recently made changes to the Canadian Fisheries Act which are intended to address federal-provincial duplication as it relates to approvals under the Act, to streamline requirements under the Act for small local projects such as agricultural drainage works;

**NOW, THEREFORE, BE IT RESOLVED**, that the members of the Cities Initiative call on the Federal, Provincial, State and other relevant regional conservation authorities in Canada and the US to conduct a review of the efficacy of their sediment management and drainage review and approvals process, including determining the appropriate level of resourcing required for front line staff to best serve their client base; and

**BE IT FINALLY RESOLVED**, that the members of the Cities Initiative request that where overlapping pieces of legislation and approvals exist, that these overlapping authorities jointly conduct a review with a view to improving coordination and streamlining their requirements of their municipal and agricultural clients, for example through a one-window approach to sediment management approvals.

Signed this 27<sup>th</sup> day of June, 2012

A handwritten signature in cursive script, appearing to read "Brian McMullan".

---

Brian McMullan, Chair  
Great Lakes and St. Lawrence Cities Initiative  
Mayor of St. Catharines



Great Lakes and St. Lawrence Cities Initiative  
 Alliance des villes des Grands Lacs et du Saint-Laurent

**GREAT LAKES AND ST. LAWRENCE CITIES INITIATIVE**  
**ALLIANCE DES VILLES DES GRANDS LACS ET DU SAINT-LAURENT**

**Resolution 3 – 2012M**

**Proposed listing of Silver Lamprey as a species of “special concern” under the Species at Risk Act (SARA)**

Submitted by: Township of Nipigon

WHEREAS, the Great Lakes and St. Lawrence Cities Initiative is a coalition of U.S. and Canadian mayors and other local officials working to advance the protection and restoration of the Great Lakes and St. Lawrence River; and

WHEREAS, one of the primary activities and purposes of the Corporation is to take the lead in bringing together other local governments, state and provincial governments, tribal governments, and the federal governments, along with business, agricultural, and environmental organizations to build and a stronger economy and a healthier ecosystem; and

WHEREAS, “Mayors of the Great Lakes and St. Lawrence Cities Initiative are a prominent voice in efforts to protect and restore the vitality of the Great Lakes and St. Lawrence River and improve the quality of life for the residents of the region. Through an integrated approach to environmental, social and economic agendas within their communities, U.S. and Canadian mayors of the Cities Initiative are leading a movement that will sustain our freshwater resources long into the future;” and

WHEREAS, the sport and recreational fishery of the Great lakes is considered to have an economic value of over \$7 billion; and

WHEREAS, the Cities Initiative view the Sea Lamprey, an invasive species, as a serious threat that devastated the fishing industry, wiping out both the recreational and commercial fisheries prior to the application of successful Sea Lamprey control practices, especially the use of lampricides and barriers; and

WHEREAS, the Government of Canada is considering a proposal to list the Silver Lamprey as a species of “special concern” under the Species at Risk Act (SARA); and

WHEREAS, lampricide and barriers have been identified as the top two threats to silver lampreys – as well as the two most effective tactics to control sea lampreys; and

WHEREAS, listing as a “*species of special concern*” requires the writing of a management plan by DFO to explicitly address how the species will be managed to avoid an elevated listing; and



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**WHEREAS**, DFO has recognized that “alternate methods for controlling Sea Lampreys (other than Lampricide and Barriers) are more costly and less effective”; and

**WHEREAS**, any reduction to current practices and control methods being used with the Sea Lamprey has the potential to have great negative impact on most if not all of the native fish species, putting them all back at risk; and

**WHEREAS**, if use of lampricides and barriers is denied, Great Lakes fish communities will be severely impaired, recreational and commercial fisheries will be depleted, family fishing traditions will be threatened, fishery dependent businesses will harmed, tourism and recreation will suffer, and worst of all – these loses may be irrecoverable;

**NOW, THEREFORE, BE IT RESOLVED**, that the Cities Initiative calls upon the Canadian Government to exercise prudence and due diligence in the development of any management plan – especially one whose provisions may jeopardize use of the only currently effective control tools; and

**BE IT FURTHER RESOLVED**, that further science based research take place to identify effective alternate strategies in the efforts to combat the invasive Sea Lamprey; and

**BE IT FINALLY RESOLVED**, that no actions be taken in the management of the Silver Lamprey that would in any way negatively impact the efforts to control the invasive sea lamprey.

Signed this 27<sup>th</sup> day of June, 2012

A handwritten signature in cursive script, appearing to read "Brian McMullan".

---

Brian McMullan, Chair  
Great Lakes and St. Lawrence Cities Initiative  
Mayor of St. Catharines



Great Lakes and St. Lawrence Cities Initiative  
Alliance des villes des Grands Lacs et du Saint-Laurent

**GREAT LAKES AND ST. LAWRENCE CITIES INITIATIVE**  
**ALLIANCE DES VILLES DES GRANDS LACS ET DU SAINT-LAURENT**

**Resolution 4 – 2012M**

**Support for Urban and Rural Stormwater Management**  
**in the Great Lakes and St. Lawrence Basin**

Submitted by: the Town of Ajax, ON and the Town of Goderich, ON

**WHEREAS**, stormwater has been recognized by the International Joint Commission (IJC) and Canadian and US regulatory authorities as the leading non-point source of pollutants to nearshore water quality in the Great Lakes and St. Lawrence; and

**WHEREAS**, the volume and frequency of untreated stormwater discharged to the nearshore can only be expected to increase in the foreseeable future - due to more severe and numerous weather events and climate change, compounded in urban areas by planned growth and intensification - unless more proactive stormwater planning and management is applied and implemented in urban and rural areas; and

**WHEREAS**, rural stormwater contributes to the flooding and erosion of agricultural and rural land, erosion and pollution along shorelines and development of gullies that directly conduct untreated stormwater into Great Lakes and St. Lawrence waters, and in extreme conditions, damages infrastructure and results in situations that may pose a threat to public safety; and

**WHEREAS**, rural stormwater management requires different approaches to urban stormwater management that involve increased storage of water on agricultural and rural land and shoreline erosion control through naturalized infrastructure, such as improved drainage and the use of systems that consist of grassed waterways, buffer strips, forest cover, gully erosion control, constructed or restored wetlands and constructed berms; and

**WHEREAS**, action to effectively manage rural stormwater run-off through the installation of naturalized infrastructure has multiple benefits including reducing non-point source pollution, reducing flooding and erosion, reducing loss of farmland and lakefront property from gully erosion thereby protecting municipal assessment and landowners natural assets(soil/nutrients) along the lakeshore and improving and protecting recreation/tourism along the lakeshore; and

**WHEREAS**, support for naturalized infrastructure in the management of rural stormwater run-off also helps landowners and municipalities adapt to the impacts of climate change in ways that help to mitigate climate change because natural infrastructure takes carbon out of the atmosphere and locks it up in plant material; and



Great Lakes and St. Lawrence Cities Initiative  
Alliance des villes des Grands Lacs et du Saint-Laurent

**WHEREAS**, a number of stakeholders and local authorities along the Lake Huron Shoreline in Ontario have launched two important initiatives, including a Rural Stormwater Management Model that will result in a better understanding of how stormwater moves and is managed on rural and agricultural land, and will be valuable to farmers and other landowners in guiding their drainage management efforts, and the Lake Huron South East Shores initiative, a multi-stakeholder project with provincial support, to harness local collaboration to address sources of pollution along the shoreline; and

**WHEREAS**, many urban municipalities in Ontario and Quebec have fallen behind their US counterparts in stormwater management, in large part due to a lack of funding needed to complete municipal urban stormwater management plans and select stormwater infrastructure retrofits/projects; and

**WHEREAS**, some municipal governments have borne the expense of completing shoreline protection plans and stormwater retrofit studies and now know what projects need to be implemented, but supportive sources of funding from senior governments to implement effective projects and conduct monitoring and analyses to measure improvements in water quality have been lacking; and

**WHEREAS**, to support 'climate-ready', resilient communities, it is imperative that municipal stormwater management plans, retrofits and projects be designed to accommodate predicted impacts of climate change on planned urban areas in terms of both controlling water quantity and (improving water quality), using means such as stormwater ponds, end-of-pipe treatment facilities and wetland restoration;

**NOW, THEREFORE, BE IT RESOLVED**, that the Cities Initiative calls on senior governments in Canada and the United States to commit to financial and technical support for municipalities via the anticipated revised Great Lakes Water Quality Agreement, the US Great Lakes Restoration Initiative, the Saint Lawrence Plan, the anticipated renewed Canada-Ontario Agreement Respecting the Great Lakes Basin Ecosystem and the anticipated Ontario *Great Lakes Protection Act* for the purpose of completing and implementing sustainable urban and rural stormwater management plans, green or naturalized stormwater infrastructure and retrofit projects, and public awareness programs, and supporting monitoring and regularly reporting on water quality to citizens, in the short, medium and long term; and

**BE IT FURTHER RESOLVED**, that the members of the Cities Initiative respectfully request provincial, state and federal authorities to support municipal efforts to become 'climate change resilient' communities, for example, by the sharing of satellite imagery and precipitation data, updating regulatory floodplain models and stormwater management models, downscaling climate change predictive modelling, and supporting infrastructure risk assessments; and

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**BE IT FURTHER RESOLVED**, that the Cities Initiative encourages relevant state, provincial and federal authorities and the Binational Executive Committee of the Great Lakes Water Quality Agreement to increase support for the development and implementation of naturalized infrastructure to more effectively manage rural stormwater run-off around the Great Lakes and St. Lawrence basin; and

**BE IT FINALLY RESOLVED**, that members of the Cities Initiative express their support for the Lake Huron Shoreline Rural Stormwater Management Model and pledge to help in the dissemination of information from the project through webinars and other means to its full membership; and that the members of the Cities Initiative express their support for the creation of a Lake Huron South East Shores municipal group with Cities Initiative representation, to work with the existing Lake Huron South East Shores Executive Committee to advance shoreline restoration in the region.

Signed this 27<sup>th</sup> day of June, 2012

A handwritten signature in cursive script, appearing to read "Brian McMullan".

---

Brian McMullan, Chair  
Great Lakes and St. Lawrence Cities Initiative  
Mayor of St. Catharines



Great Lakes and St. Lawrence Cities Initiative  
 Alliance des villes des Grands Lacs et du Saint-Laurent

**GREAT LAKES AND ST. LAWRENCE CITIES INITIATIVE**  
**ALLIANCE DES VILLES DES GRANDS LACS ET DU SAINT-LAURENT**

**Resolution 5 -- 2012M**

**Sustainable Municipal Water Management**

**WHEREAS**, the Great Lakes and St. Lawrence River system is a significant natural resource upon which we rely for our drinking water, the economic health and vitality of the region, energy production, and recreation; and

**WHEREAS**, despite great strides in protection and restoration efforts over the last thirty years, the system continues to face threats and challenges including from our daily use and management of the water; and

**WHEREAS** the public is becoming increasingly aware of the importance of responsible water stewardship and reporting publicly on corporate water management performance is quickly becoming as essential as reporting on greenhouse gas emissions among some major corporate water users; and

**WHEREAS**, municipalities as major water users and water managers are uniquely positioned to lead by example with respect to sustainable water management given their daily interaction with the system through a number of municipal operations and functions, including providing drinking water, managing and overseeing sewer systems and infrastructure, managing and developing shorelines and waterfronts, land use planning, and preparing and adapting their communities for the effects of climate change; and

**WHEREAS**, Great Lakes and St. Lawrence municipalities recognize the need to ensure these precious water resources are protected, restored, and managed in a sustainable manner to ensure the livelihood and well-being of the citizens of the region as well as the ecosystem of the basin; and

**WHEREAS**, Great Lakes and St. Lawrence municipalities recognize that progress and improvement can be made with respect to how municipalities, businesses, industry, institutions, and private citizens alike manage our water resources and that it must be a collaborative effort among all who use and benefit from the water; and

**WHEREAS**, by reporting publicly on their water management performance over time, municipalities will benefit from public feedback and can play an important role in encouraging other water users to reduce their water footprint and more sustainably manage their water use; can inform being more transparent in their reporting of municipal water management; and



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Alliance des villes des Grands Lacs et du Saint-Laurent

**WHEREAS**, the Great Lakes and St. Lawrence Cities Initiative, through extensive input from member municipalities through the Green CiTTS (Cities Transforming Towards Sustainability) program, developed the *Sustainable Municipal Water Management Principles* which represent outcomes related to sustainable water management that all municipalities can strive towards, including the *Sustainable Municipal Water Management Scorecard* which is a means to report to the public on municipal water management; and

**WHEREAS**, the *Sustainable Municipal Water Management Principles* are as follows:

1. Water Conservation and Efficiency - *Conserve water to protect and sustain our water supply*
2. Shared Water Stewardship - *Promote shared responsibility for water protection*
3. Shoreline and Waterways Restoration - *Protect and restore healthy, natural shorelines and waterways*
4. Water Pollution Prevention - *Prevent the introduction of harmful substances into Great Lakes and St. Lawrence tributaries*
5. Water Protection Planning - *Integrate water protection and ecological features and functions into municipal and regional watershed planning*
6. Water Preparedness for Climate Change - *Prepare for water-related impacts triggered by climate change*

**NOW, THEREFORE, BE IT RESOLVED**, that the members of the Great Lakes and St. Lawrence Cities Initiative endorse the *Sustainable Municipal Water Management Principles* as an important declaration and measure of municipal water management performance; and

**BE IT FURTHER RESOLVED**, that members of the Cities Initiative will endeavor to continuously improve their performance in each of the six areas identified in the principles, recognizing that each municipality is beginning at a different stage in each of the six areas and will may make progress at varying rates; and

**BE IT FINALLY RESOLVED**, that members of the Cities Initiative will use the *Sustainable Municipal Water Management Scorecard* and/or incorporate elements of it into their ongoing reporting, in order to report publicly on their progress towards achieving *Sustainable Municipal Water Management Principles*, as appropriate.

Signed this 27<sup>th</sup> day of June, 2012

A handwritten signature in black ink, appearing to read "Brian McMullan".

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Brian McMullan, Chair  
Great Lakes and St. Lawrence Cities Initiative  
Mayor of St. Catharines



Great Lakes and St. Lawrence Cities Initiative  
 Alliance des villes des Grands Lacs et du Saint-Laurent

**GREAT LAKES AND ST. LAWRENCE CITIES INITIATIVE**  
**ALLIANCE DES VILLES DES GRANDS LACS ET DU SAINT-LAURENT**

**Resolution 6 – 2012M**

**Development of Ontario's Great Lakes Protection Act**

**WHEREAS**, the Great Lakes and St. Lawrence are the world's largest supply of freshwater, the source of drinking water to over 40 million people, and provide important economic, environmental and social benefits to communities; and

**WHEREAS**, the Great Lakes and St. Lawrence are facing new challenges from increased urbanisation, population growth, climate change and invasive species, which add to the stress facing the Lakes; and Municipalities are on the front line of change, with increasing bills and complaints from basement flooding, erosion around critical roads and bridges, huge sudden volumes of stormwater, buildup of algae, new invasive plants taking over waterfronts, lower lake levels exposing water intake pipes and increasing dredging demands; and

**WHEREAS**, leadership, coordination and sustained, dedicated funding at all levels of government is needed to protect and restore the Great Lakes and St. Lawrence, such as the Canada-US Great Lakes Water Quality Agreement, the US Great Lakes Restoration Initiative, the St. Lawrence Plan and the Canada-Ontario Agreement Respecting the Great Lakes Basin Ecosystem; and

**WHEREAS**, municipalities and local governments invest over \$15 billion a year in the protection and restoration of the Great Lakes and St. Lawrence; and

**WHEREAS**, the Province of Ontario is considering new legislation to protect the Great Lakes, and many Mayors have been involved in discussions and supportive of its early development;

**NOW, THEREFORE, BE IT RESOLVED**, that the members of the Cities Initiative endorse the principle that leadership, coordination and sustained and dedicated funding is needed at all levels of government to protect and restore the Great Lakes and St. Lawrence, including direct municipal involvement and consultation in the development of commitments and in their implementation; and

**BE IT FURTHER RESOLVED**, that the members of the Great Lakes and St. Lawrence Cities Initiative fully support the development and implementation of a Great Lakes Protection Act and associated regulations by the Government of Ontario, and that members call on the Government of Ontario to formally recognise municipalities as founding partners in the efforts to protect the nearshore and the Great Lakes and St. Lawrence; and

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Great Lakes and St. Lawrence Cities Initiative  
Alliance des villes des Grands Lacs et du Saint-Laurent

**BE IT FURTHER RESOLVED**, that the members of the Cities Initiative support increased funding for local projects as part of a Great Lakes Protection Act, including support for such initiatives as waterfront redevelopment, infrastructure (including green infrastructure), invasive species management, beaches, recreational trails and other waterfront improvements; and

**BE IT FINALLY RESOLVED**, that the Cities Initiative continues to work collaboratively with the Government of Ontario, through the Memorandum of Cooperation, to help improve waterfronts and shorelines, reduce nuisance and toxic algae, reduce stormwater to the lakes, increase public awareness and outreach, work in an integrated manner to improve nearshore water quality, and explore ways to further integrate water, wastewater and stormwater infrastructure planning and operations where appropriate.

Signed this 27<sup>th</sup> day of June, 2012

A handwritten signature in cursive script, appearing to read "Brian McMullan".

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Brian McMullan, Chair  
Great Lakes and St. Lawrence Cities Initiative  
Mayor of St. Catharines



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**GREAT LAKES AND ST. LAWRENCE CITIES INITIATIVE**  
**ALLIANCE DES VILLES DES GRANDS LACS ET DU SAINT-LAURENT**

**Resolution 7 – 2012M**

**Keeping Asian Carp Out of the Great Lakes**

**WHEREAS**, the Great Lakes and St. Lawrence represent the largest body of surface fresh water in the world and are a vibrant, diverse ecosystem that is critically important to the economic well-being and quality of life of the Canadian and U.S. populations in the basin; and

**WHEREAS**, over 180 invasive species have entered the ecosystem over the years and caused widespread damage and disruption to the natural balance of the system, as well as significant economic damage; and

**WHEREAS**, one of the most serious threats ever presented by invasive species currently comes from Asian carp, including silver, bighead, and black varieties; and

**WHEREAS**, these varieties of carp were introduced to the southern United States for use in fish farms for algae control in the 1970's and escaped into the Mississippi River system as a result of floods and other means over the years; and

**WHEREAS**, the invasive carp have migrated northward through the Mississippi River system over the years to a point where they are as far north as Wisconsin and Minnesota, and into Indiana and Ohio, as well; and

**WHEREAS**, the invasive carp have established dominant populations in many places in the river systems, reducing significantly or eliminating populations of the more desirable species of fish because of their voracious food consumption and prolific reproduction; and

**WHEREAS**, the invasive carp are threatening to enter the Great Lakes at a number of points across the basin, but none appear to present as great a threat as the Illinois River and Chicago Area Waterway System; and

**WHEREAS**, many federal, state, provincial, and local government agencies in the United States and Canada have worked diligently and expended tens of millions of dollars over the past 10 years on a variety of projects to stop the migration of the invasive carp and keep them out of the Great Lakes; and

**WHEREAS**, the U.S. Army Corps of Engineers constructed and currently operates an electric barrier near Romeoville Illinois on the Chicago Sanitary and Ship Canal that seems to have helped slow or stop the movement of the invasive carp toward Lake Michigan; and

**WHEREAS**, the U.S. Army Corps of Engineers is conducting a multiyear, comprehensive study across the U.S. side of the Great Lakes basin called the "Great Lakes and



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Mississippi River Interbasin Study" (GLMRIS) that examines 19 separate locations where invasive carp could cross from the Mississippi River Basin to the Great Lakes Basin, and considers a large number of potential ways to stop the further migration; and

**WHEREAS**, including the invasive carp, there are 39 invasive species in the two basins that present a threat to cross over into the other basin in the near future; and

**WHEREAS**, once an invasive species establishes itself in an ecosystem, it is exceedingly difficult to eradicate it, and it often inflicts serious damage on the ecosystem and imposes major costs in the form of efforts to control it; and

**WHEREAS**, invasive species have already inflicted hundreds of millions in damage across the Great Lakes and St. Lawrence, and invasive carp pose a serious threat to the \$7 billion sport and commercial fishery that support the economy and help define the culture of the entire region; and

**WHEREAS**, Canadian and U.S. citizens across the basin have expressed serious concern about the invasive carp and other invasive species, and are demanding prompt action; and

**WHEREAS**, the Great Lakes and St. Lawrence Cities initiative has taken the position by resolution that physical separation of the Mississippi River and Great Lakes basins in the Chicago Area Waterway System provides the most effective means of keeping the invasive carp from reaching Lake Michigan; and

**WHEREAS**, the Great Lakes and St. Lawrence Cities Initiative and Great Lakes Commission completed a report entitled "Restoring the Natural Divide" on January 31, 2012 that established the feasibility of physical separation of the two basins in the Chicago Area Waterway System that would also maintain or enhance water quality, flood control, and transportation in the System;

**NOW, THEREFORE, BE IT RESOLVED**, that the invasive carp in the Mississippi River system pose one of the greatest threats to the integrity and well-being of the Great Lakes and St. Lawrence ecosystem, including the 40 million Canadians and Americans who live there; and

**BE IT FURTHER RESOLVED**, that preventing the invasive carp from entering the Great Lakes and St. Lawrence ecosystem needs to be approached with the greatest sense of urgency by all those responsible for dealing with this matter; and

**BE IT FURTHER RESOLVED**, that physical separation is the most effective way to keep invasive carp from entering Lake Michigan through the Chicago Area Waterway System, and such barriers would also prevent the movement of many other invasive species from one basin to the other; and



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Great Lakes and St. Lawrence Cities Initiative  
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**GREAT LAKES AND ST. LAWRENCE CITIES INITIATIVE**  
**ALLIANCE DES VILLES DES GRANDS LACS ET DU SAINT-LAURENT**

**Resolution 8 – 2012M**

**Great Lakes Water Quality Agreement**

**WHEREAS**, the Canadian and U.S. federal governments are nearing the end of their renegotiation of the Great Lakes Water Quality Agreement (WQA), the principal agreement guiding Canadian and US collaboration for Great Lakes protection; and

**WHEREAS**, signing of the agreement by the two Parties could occur as early as mid-April. It is expected no later than the end of June, as that is when all attention on the US side will be directed to their fall Federal election; and

**WHEREAS**, a Cities Initiative representative participated on an Environment Canada WQA Advisory Panel over the last two years, and has provided comment on confidential information presented to the panel by Environment Canada staff throughout the negotiations; and

**WHEREAS**, based on public consultations to date, it is known that the agreement covers similar issues as previous versions, through its annexes on toxics, areas of concern, lake-wide areas management plans, nutrients, habitat and species, groundwater, and maritime shipping pollution from vessels, research and science. In addition, several new annexes are expected, including ones on aquatic invasive species, and climate change; and

**WHEREAS**, the Cities Initiative has pushed hard for a formal role for municipalities within the governance structure for the implementation of the agreement. Currently, the Cities Initiative is invited as an observer to the Canada-US Binational Executive Committee that oversees the implementation of the agreement for the two Parties;

**NOW, THEREFORE, BE IT RESOLVED**, that the members of the Cities Initiative welcome the impending signing of the Great Lakes Water Quality Agreement between Canada and the United States; and

**BE IT FURTHER RESOLVED**, that the Cities Initiative continue to seek a direct, formal role in the governance of the Great Lakes Water Quality Agreement, to provide cities with a strong voice at the WQA table, and is ready to meet with the Parties to discuss how to achieve this objective; and

**BE IT FINALLY RESOLVED**, that both parties to the agreement, cooperating state, provincial, tribal, first nation, and local governments, along with the stakeholder community, put



Great Lakes and St. Lawrence Cities Initiative  
Alliance des villes des Grands Lacs et du Saint-Laurent

strong emphasis and effort on full, effective, appropriately resourced and timely implementation of the WQA.

Signed this 27<sup>th</sup> day of June, 2012

A handwritten signature in cursive script, appearing to read "Brian McMullan".

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Brian McMullan, Chair  
Great Lakes and St. Lawrence Cities Initiative  
Mayor of St. Catharines



Great Lakes and St. Lawrence Cities Initiative  
Alliance des villes des Grands Lacs et du Saint-Laurent

**GREAT LAKES AND ST. LAWRENCE CITIES INITIATIVE**  
**ALLIANCE DES VILLES DES GRANDS LACS ET DU SAINT-LAURENT**

**Resolution 9 – 2012M**

**Shale Gas Exploration, Extraction and Treatment Activities and the Role of Local Government**

**WHEREAS**, the Great Lakes and St. Lawrence River are the largest freshwater ecosystem in the world, providing drinking water to over 40 million people and serving as the economic base for much of Canada and the United States; and

**WHEREAS**, the Great Lakes and St. Lawrence basin is a complex and fragile ecosystem, encompassing a wide range of human and natural habitat and activities; and

**WHEREAS**, shale gas activities, whether it be exploration, extraction or treatment, have increased significantly over the past few years across the Great Lakes and St. Lawrence River basin, representing potential local investments, jobs creation and additional revenues from royalties and taxes; and

**WHEREAS**, there are current uncertainties about the environmental risks to water, air and soil associated with shale gas exploration, extraction and treatment, as well as the financial impacts on municipalities; and

**WHEREAS**, proper casing and cementing of oil and gas wells is very important to protect water supplies and improve public safety, as well as the fact that there is currently little or no consistency between jurisdictions (Federal, Provincial, State) in regard to casing and cementing standards; and

**WHEREAS**, concerns persist over the impacts of hydrofracking fluids on aquifers and shale gas' contribution to greenhouse gas emissions, and the use of undisclosed chemical constituents in several jurisdictions; and

**WHEREAS**, the capability of municipal treatment plants to efficiently and safely process wastewater from the fracking process is questioned in some cases; and

**WHEREAS**, municipalities have both the duty and obligation to protect the health, safety, and welfare of their residents, especially in providing safe drinking water;

**NOW, THEREFORE, BE IT RESOLVED**, that the Cities Initiative calls on state, provincial and federal governments to provide integrated, effective and responsible management



Great Lakes and St. Lawrence Cities Initiative  
Alliance des villes des Grands Lacs et du Saint-Laurent

of the shale gas industry, which will ensure the protection of both the environment and residents, as well as respect the role and authority of municipalities; and

**BE IT FURTHER RESOLVED**, that the Cities Initiative calls for utmost transparency and disclosure from both state, provincial and federal governments and the shale gas industry, as well as continued information exchange with municipalities throughout all development stages; and

**BE IT FURTHER RESOLVED**, that the Cities Initiative calls for the conduct of independent studies on the environmental, social and economic impact of shale gas exploration, extraction and treatment activities; and

**BE IT FURTHER RESOLVED**, that the Cities Initiative calls for consistency between any new legislation concerning shale gas exploration, extraction and treatment activities, and existing laws and regulations related to the environment, sustainable development and urban planning; and

**BE IT FURTHER RESOLVED**, that the Cities Initiative calls on state, provincial and federal governments to allow municipalities to require public hearings on the local impacts of shale gas industry, including public safety issues and risks, preventative measures and response plans; and

**BE IT FURTHER RESOLVED**, that the Cities Initiative requests state, provincial and federal governments to require companies engaged in shale gas extraction to provide the list of chemicals used, as well as details of their storage, handling, and disposal; and

**BE IT FINALLY RESOLVED**, that the Cities Initiative asks for the creation of mitigation and compensation funds for municipalities, financed by fees paid by the shale gas industry, in the event of negative impacts within their territory as a result of exploration, extraction or treatment activities.

Signed this 27<sup>th</sup> day of June, 2012

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Brian McMullan, Chair  
Great Lakes and St. Lawrence Cities Initiative  
Mayor of St. Catharines

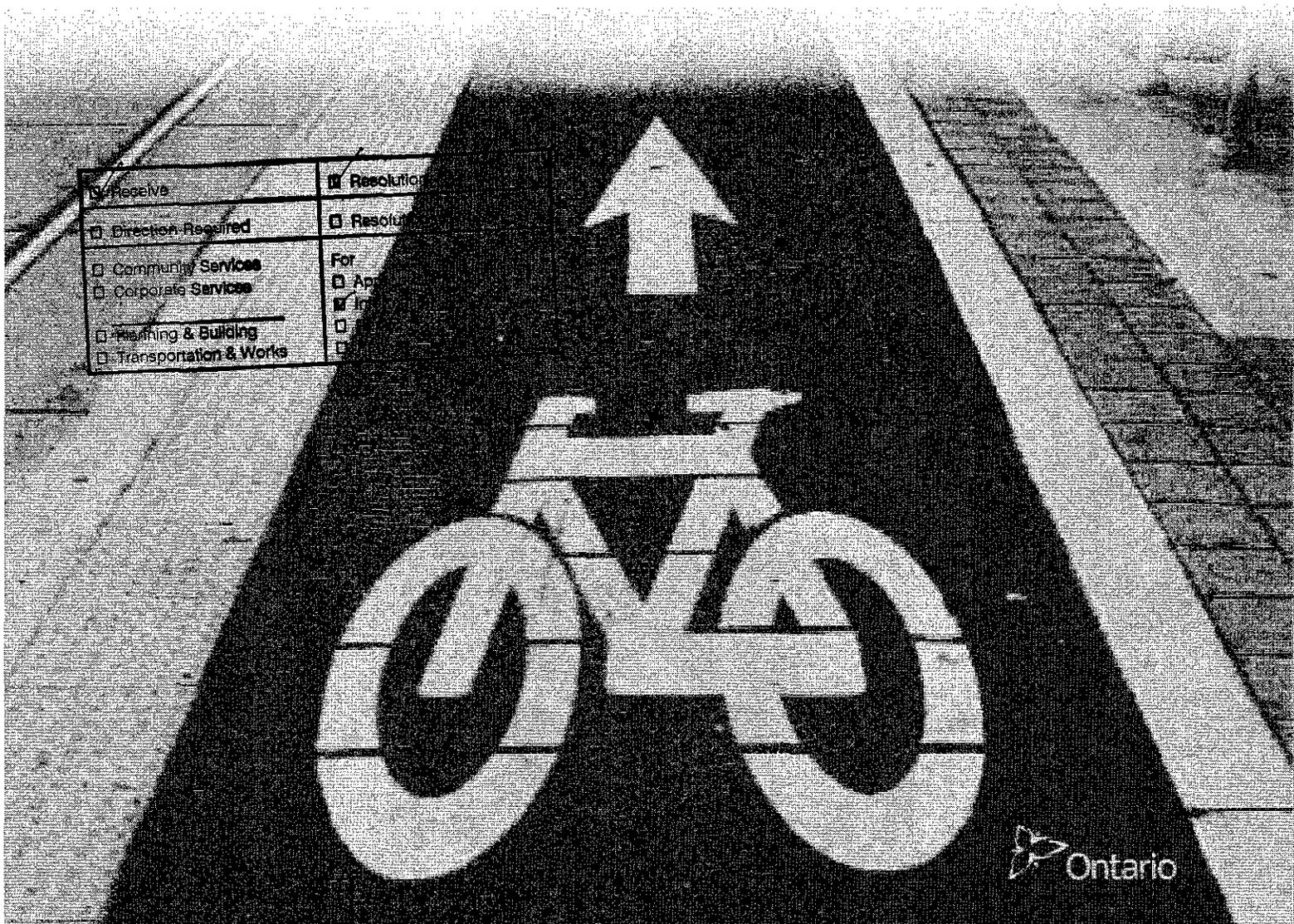


COUNCIL AGENDA  
SEP 26 2012

# Cycling Death Review

A Review of All Accidental Cycling Deaths in Ontario  
from January 1st, 2006 to December 31st, 2010

*Road Safety is Everyone's Responsibility*



<input type="checkbox"/> Receive	<input checked="" type="checkbox"/> Resolution
<input type="checkbox"/> Direction Required	<input type="checkbox"/> Resolution
<input type="checkbox"/> Community Services	For
<input type="checkbox"/> Corporate Services	<input type="checkbox"/> App
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<input type="checkbox"/> Transportation & Works	<input type="checkbox"/> D

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This report is dedicated to Ontarians who lost their lives while cycling, and in particular, to the 129 people whose deaths were reviewed.

June 2012

Dear Ontarians,

We are pleased to submit this report on the review of all accidental cycling deaths which occurred in the Province of Ontario between January 1st, 2006 and December 31st, 2010. This review arises from the tragic deaths of 129 people who died while cycling in Ontario during the review period.

The motto of the Office of the Chief Coroner for Ontario is,

*"We Speak for the Dead to Protect the Living."*

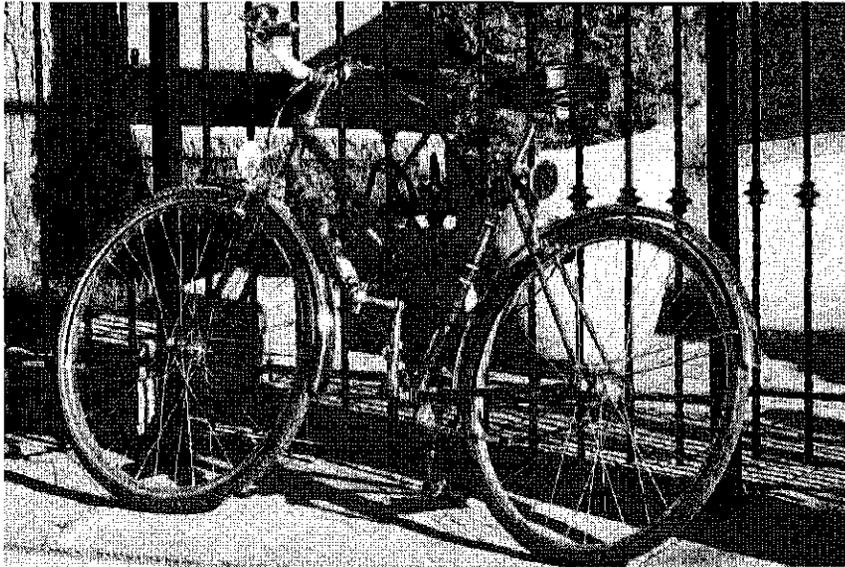
It is our hope that this report and its recommendations will give voice to those cyclists who have lost their lives, and that from an examination of the tragedy of their deaths may come hope for a safer Ontario in which all road users can share our roads more safely. The Review Team makes 14 recommendations in the areas of public safety and death prevention.

We encourage all Ontarians to take personal responsibility for their own safety and for the safety of all road users.

Sincerely,

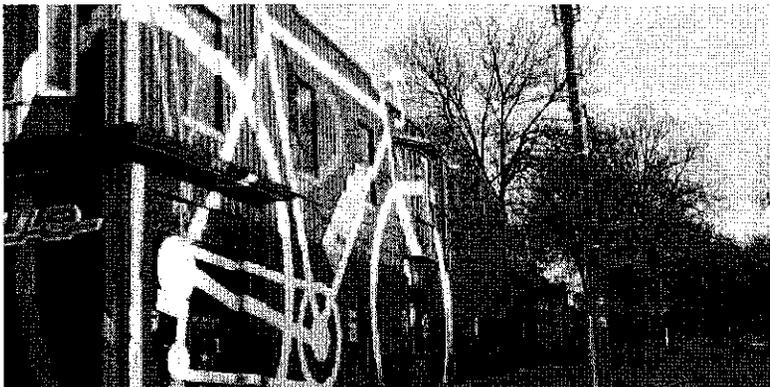


Dan Cass BSc, MD, FRCPC  
Deputy Chief Coroner - Investigations  
Office of the Chief Coroner for Ontario  
Chair, Cycling Death Review



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## ACKNOWLEDGMENTS

The Review Team consisted of Dr. Dan Cass as Chair, Dr. Bert Lauwers, Dr. Nav Persaud, Ms. Dorothy Zwolakowski and Ms. Emily Coleman. The Team would like to acknowledge the following for their invaluable contributions to the Cycling Death Review:

**Families of the deceased** for providing information to inform our report and their own insights into the circumstances of their loved ones' deaths.

**Members of the Public** for sharing their personal experiences, as well as their suggested recommendations.

**Mr. Albert Koehl and Mr. Patrick Brown** who, as representatives of a coalition of cycling groups, approached the Office of the Chief Coroner to propose this review and who ably represented the perspectives of these groups throughout the review process.

The following groups represented by Patrick Brown and Albert Koehl provided significant input throughout the review process:

### **Advocacy for Respect for Cyclists**

**Hoof and Cycle**

**Cycle Toronto** (formerly the Toronto Cyclists Union)

**8-80 Cities**

**United Senior Citizens of Ontario**

**Members of the Expert Panel of the Cycling Death Review** for their dedication, commitment and candour in the discussion of the findings from the Review and the generation of recommendations. The members brought a wide variety of diverse perspectives to the table and through them, this review has benefited from their opinions and expertise.

**Dr. David Evans** of the Office of the Chief Coroner for his timely and dedicated efforts in case analysis and data input.

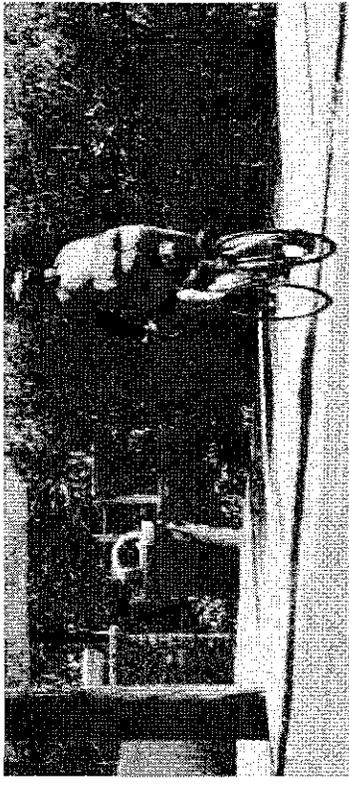
**Police Services in Ontario** for their essential role in providing thorough and prompt collision investigation and reconstruction information to the Review Team.

**Service Ontario** for graciously providing all driver's handbooks to the Review Team so that the team could better understand the materials available to all road users in Ontario.

**Dr. William Lucas**, Chair of the 1998 Office of the Chief Coroner study, "A Report on Cycling Fatalities in Toronto 1986 – 1996", for his assistance in reviewing the responses to the previous Review's recommendations, and for his insights into the design of the current Review.

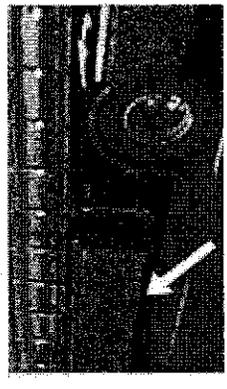
**Dr. Andrew McCallum**, Chief Coroner for Ontario, for his support in establishing the Cycling Death Review and his insight and belief that a physician-coroner led death investigation can and should properly focus on issues of public safety to improve the health, safety, and well-being of the citizens of Ontario.

INTRODUCTION



One way to promote cycling is to take steps to enhance safety for cyclists. Not only is such an approach logical, it has been proven to be effective in a number of jurisdictions around the world. A few examples:

Studies in Denmark have shown that providing segregated bicycle tracks or lanes alongside urban roads reduced deaths among cyclists by 35%. In the state of Victoria, Australia, a new law requiring helmets in 1990 increased the use of helmets from 31% to 75% within one year and was associated with a 51% reduction in head injuries to cyclists. In the United Kingdom, fatalities and injuries among cyclists colliding with heavy trucks decreased by 5.7% and 13.2%, respectively, after the introduction of truck side-guards. Fatalities among cyclists who collided with the sides of these trucks were reduced by 61%.



Cycling Deaths and their Connection to Ontarians

We as Ontarians are blessed with access to tens of thousands of kilometres of routes that are suitable for cycling, ranging from provincial highways to urban streets to pathways. Whether for recreation, sport, or as a means of commuting, for many Ontarians cycling is a part of their everyday lives.

When the Cycling Death Review was announced, we invited the public to provide input. The response

was overwhelming. The Office of the Chief Coroner received over 200 submissions from individuals. Many wrote to propose recommendations; others to offer their perspectives about the root causes of cycling collisions and deaths. A number of people shared personal stories – their own experiences with injuries or near misses, or incidents where they had lost a loved one in a cycling collision.

All of the responses were read by the Review Team, summarized, and presented to the Expert Panel. Many of the recommendations contained in this Review mirror the opinions and suggestions of those people who wrote to us. The number and nature of these public submissions underscores the importance of the issue of cycling safety to the people of Ontario. The Review Team is indebted to everyone who took the time to provide their input.

Use Of The Term "Accidental"

In Ontario, all deaths are classified as having taken place in one of five manners: Natural, Accident, Suicide, Homicide or Undetermined. For the purposes of the Cycling Death Review, we included only cycling deaths that were deemed by the investigating coroner to have a manner of death of "Accident". Thus, we excluded deaths purely due to natural causes (such as a heart attack or stroke) which happened to occur while the person was riding a bicycle, but did not result in significant injuries. The cycling collision itself, therefore, had to play a role in causing the death. By definition, these deaths are classified as being Accidental.

Notwithstanding the above, it is important to note that deaths resulting from cycling collisions, just like motor vehicle collision deaths and pedestrian deaths, are not "accidents" in the sense that all of these deaths were *predictable*, and therefore *preventable*.

Definition of Cycling

For the purposes of this Review, cycling was defined as the operation by a person (or persons) of a non-motorized bicycle. Only deaths that were deemed to be accidental were included in the Review. The use of the term "accidental" in this context is discussed below.

Basic Concepts of Cycling Deaths

Road safety is a global public health issue. In the 2004 *World Report on Road Traffic Injury Prevention* co-authored by the World Health Organization and the World Bank, it is estimated that by the year 2020, road traffic injuries will become the third greatest contributor to the global burden of disease and injury. In terms of mortality, cyclists are among the most vulnerable road users worldwide. One European study found that cyclists are eight times more likely to suffer a fatal injury per kilometre of road travelled as compared to occupants of a motor vehicle.

One of the hypotheses of the Cycling Death Review was that all cycling fatalities are preventable. This hypothesis held true in each and every death we reviewed. As a Chief Coroner's Review, we by definition confined our analysis to fatalities. However, we recognize that cycling deaths are just the tip of the iceberg. In 2009, over 26,000 people in Ontario visited an Emergency Department for treatment of an injury sustained while cycling. Undoubtedly, countless more were injured but did not require medical treatment. Each of these injuries represents a potential fatality – an incident where, had the situation unfolded slightly differently, a death might have occurred.

As identified in the Ontario Medical Association's policy paper, *Enhancing Cycling Safety in Ontario*, "When people perceive a safety issue, they are less likely to cycle themselves, and will discourage their children from doing so." Yet cycling is an excellent way to achieve the physical activity goals of a healthy society. Two-thirds of Canadians are inactive, and 24% are obese. As a society, it is critical that physical activity and active transportation – including cycling – be promoted and supported.

### The Basis for Recommendations

The issue of cycling safety is one which generates strong opinions and positions. For virtually any strategy or action that one can suggest, there are arguments that can be made pro and con. Many issues have become politicized and polarized to a degree that it is challenging to achieve broad agreement.

For this Review, we established at the outset that the recommendations must arise from the data pertaining to the deaths that we review. In other words, there must be a connection between the circumstances of the deaths and the recommendations made to prevent similar deaths. We have avoided making any recommendations,

however positive and well-intentioned, if they are not supported by our data. Similarly, while we recognize that strategies such as mandatory helmet legislation, the introduction of a one-meter passing rule and side guards for heavy trucks are highly controversial areas, we have made recommendations that reflect the realities of the data from the deaths that we reviewed.

The origin of every one of the 14 recommendations in the Cycling Death Review can be traced back to the death of one or more cyclists in Ontario between 2006 and 2010. We feel that these recommendations speak for the 129 cyclists who lost their lives during the Review period, and, if implemented together, they will help to protect cyclists in Ontario for generations to come.



### EXECUTIVE SUMMARY

The Office of the Chief Coroner conducted a detailed review of accidental cycling deaths in Ontario for the period beginning January 1<sup>st</sup>, 2006 and ending December 31<sup>st</sup>, 2010.

- There were 129 deaths examined in this Cycling Death Review.
- 86% (111 of 129) of those killed while cycling were male.
- The peak age for cycling deaths was 45-54 years; over half of cycling fatalities (66 of 129; 51%) occurred in persons aged 45 and older.
- Children represented a smaller, but significant, portion of cycling deaths. A total of 19 deaths (15%) occurred in those aged 19 and under; 8 of those (6%) were in children aged 14 or under.
- Numbers of cycling fatalities in Ontario declined each year from 2006 (41) to 2009 (14), but rose again (to 25) in 2010.
- The peak months for cycling fatalities were July, August and September (46%).
- A total of 96 of the 129 deaths (74%) occurred in the Spring and Summer months.
- The vast majority of cycling deaths occurred during clear weather, on dry roads, with good visibility.
- More than half (69 of 129; 53%), of the fatal cycling collisions occurred in daylight conditions.
- The peak time for fatal collisions (25 of 129; 19%) occurred between 8:00 pm and 10:00 pm.
- Only 27% (35 of 129) of those who died as the result of a cycling collision were wearing a helmet. Despite mandatory legislation, only 6.25% (1 of 16) of cyclists under the age of 18 who died were wearing a helmet. Those cyclists whose cause of death included a head injury were three times less likely to be wearing a helmet than those who died of other types of injuries.
- In cases where the type of cycling activity was known, 63% of fatal collisions occurred during recreational activities, and 31% during commuting. The balance represented sport cycling activities, either solo or in a group setting.
- In 44 cases, contributing factors on the part of the cyclist alone were identified. In 33 cases, contributing factors on the part of the driver of a vehicle alone were identified. In 48 cases, contributing factors were identified on the part of both the cyclist and the driver. In three cases, the circumstances of the collision were unclear.

Our recommendations include:

- Adoption of a "complete streets" approach – focused on the safety of all road users – to guide the redevelopment of existing communities and the design of new communities throughout Ontario.
- Development of an Ontario Cycling Plan to guide the development of policy, legislation and regulations and the commitment of infrastructure funding to support cycling in Ontario.
- A comprehensive cycling safety public awareness and education strategy, starting in public schools, and continuing through the purchase of every new and used bicycle and through driver's license testing.
- Legislative change (*Highway Traffic Act (HTA)*; *Municipal Act*; relevant *Municipal By-Laws*) aimed at ensuring clarity and consistency regarding interactions between cyclists and other road users.
- Strategies to promote and support helmet use for cyclists of all ages.
- Implementation of mandatory helmet legislation for cyclists of all ages, within the context of an evaluation of the impact of this legislation on cycling activity.
- Establishment of a "one-meter" rule for vehicles when passing cyclists.
- Prioritizing the development of paved shoulders on provincial highways.
- Mandatory side-guards for heavy trucks.
- Enforcement, education and public safety activities targeted to the specific issues of cycling safety identified in a given community.

**OVERVIEW**

**I. Background Leading Up to the Review**

Following the release of the Drowning Review in June, 2011, the Office of the Chief Coroner for Ontario (OCCO) began to identify areas of focus for subsequent special reviews. The purpose of such reviews, like much of the work of the OCCO, is to learn from tragic deaths in order to generate recommendations aimed at preventing deaths in the future. Section 18 of the *Coroners Act* sets out the statutory basis on which such reviews are conducted:

***Inquest unnecessary***

18. (1) *Where the coroner determines that an inquest is unnecessary, the coroner shall forthwith transmit to the Chief Coroner a signed statement setting forth briefly the results of the investigation, and shall also forthwith transmit to the division registrar a notice of the death in the form prescribed by the Vital Statistics Act, 2009, c. 15, s. 10.*

***Recommendations***

(2) *The coroner may make recommendations to the Chief Coroner with respect to the prevention of deaths in circumstances similar to those of the death that was the subject of the coroner's investigation. 2009, c. 15, s. 10.*

***Disclosure to the public***

(3) *The Chief Coroner shall bring the findings and recommendations of a coroner's investigation, which may include personal information as defined in the Freedom of Information and Protection of Privacy Act, to the attention of the public, or any segment of the public, if the Chief Coroner reasonably believes that it is necessary in the interests of public safety to do so. 2009, c. 15, s. 10.*

In the summer of 2011, the Office was approached by Mr. Albert Koehl and Mr. Patrick Brown, two lawyers who represent a coalition of cycling and pedestrian

groups. The possibility of addressing public safety issues affecting cyclists and pedestrians via a special review was discussed. The timing of these discussions was opportune, and the leadership of the OCCO was compelled by the importance of this issue. The result is this Cycling Death Review, as well as the OCCO Pedestrian Death Review (to be released at a later date).

**II. The Review Team**

The Review Team consisted of two senior coroners, an investigating coroner and physician/researcher from St. Michael's Hospital, the Executive Officer of Investigations and the Project and Research Analyst for the Office of the Chief Coroner.

Dr. Dan Cass is the Deputy Chief Coroner - Investigations, was the Project Manager and chaired the Review Team and the Expert Panel. Dr. Bert Lauwers is the Deputy Chief Coroner - Inquests. He previously chaired the Drowning Review and the Review of the Youth Suicides at the Pikangikum First Nation, and is currently the Chair of the Pedestrian Death Review. Ms. Dorothy Zwolakowski is the Executive Officer of the Paediatric Death Review Committee and Deaths Under Five Committee, and was the Project Leader for the Cycling Death Review. Ms. Emily Coleman has undergraduate training in forensic sciences, has been a pathologist's assistant with the Ontario Forensic Pathology Service, and is currently the Project and Research Analyst with the Office of the Chief Coroner. She was the Project Assistant for this Review. Dr. Nav Persaud is an investigating coroner, as well as a staff family physician and associate scientist at St. Michael's Hospital in Toronto. Dr. Persaud holds a Banting Postdoctoral Fellowship from the Canadian Institutes of Health Research (CIHR) and was the Scientific Advisor on this Review.

All members of the project team contributed to the development of the project charter, the review of case files and data extraction, and the

subsequent analysis of data and generation of recommendations. Dr. David Evans, a senior investigating coroner and former Regional Supervising Coroner, reviewed a large number of the case files and lent his considerable knowledge and experience to the project team.

**III. Project Charter**

A project charter was developed which included a mission, scope and hypotheses. The Review period was selected in order to generate sufficient data to test these hypotheses and to develop a more complete understanding of cycling deaths in Ontario.

<b>Mission</b>	To review the cycling deaths that occurred in the period from January 1, 2006 to December 31, 2010.
<b>Scope</b>	<ol style="list-style-type: none"> <li>1. All cycling fatalities that occurred in the period under review will be considered.</li> <li>2. The review will only include <b>accidental</b> deaths.</li> <li>3. Cyclist refers to a person traveling on a non-motorized bicycle.</li> </ol>
<b>Hypotheses</b>	<ol style="list-style-type: none"> <li>1. Cycling deaths are more likely to occur during the spring and summer months.</li> <li>2. Cycling deaths are more likely to occur in those not wearing helmets.</li> <li>3. Cycling deaths are more likely to occur when the cyclist and/or driver involved in a collision with a cyclist is using a mobile entertainment/communication device (e.g. cell phone, iPod, etc.).</li> <li>4. Cycling deaths are more likely to occur when one or more persons involved in the collision are under the influence of alcohol and/or drugs.</li> <li>5. The vast majority of cycling deaths are preventable.</li> </ol>

## THE REVIEW – METHODOLOGY



The project consisted of a number of phases, many of which took place in parallel:

**Creation of Review Team:** The Office of the Chief Coroner Cycling Death Review Team was established. The Team generated the project charter and developed the methodology for the review.

**Case Identification:** The Review Team identified all cycling fatalities that occurred in Ontario during the study period. Cycling deaths were identified through a search of the Coroners Information System (CIS) database, supplemented by a manual review of files to determine if they met inclusion criteria.

**Announcement of Review:** On October 24, 2011, the review was publicly announced. Submissions from the public were invited, and were subsequently compiled and reviewed. Perspectives and recommendations from the public were later

presented to the Expert Panel for consideration.

**Background Research:** Literature, including published research studies and reviews from other jurisdictions related to cycling deaths, were reviewed. Additionally, the Review Team examined the previous OCCO Cycling Death Review ("A Report on Cycling Fatalities in Toronto 1986 – 1996"), released in 1998, and assessed the response to recommendations from that review.

**Data Extraction Tool:** A data extraction tool was developed to facilitate the capture of data during the review of each case file. This tool was created based on literature from previous reviews both locally and abroad, as well as Collision Reconstruction Reports from the Toronto Police Service. The data extraction tool was piloted on five randomly selected case files and final revisions to the tool were made. The resulting tool captured 77 separate data elements from each case file.

**Data Collection and Analysis:** Each of the 129 case files was reviewed manually. Materials reviewed included the Coroner's Investigation Statement, police reports (Police Occurrence Report +/- Collision Reconstruction Report), hospital records (where appropriate) and the Report of Post Mortem Examination, including Toxicology analysis (in cases in which a post mortem was performed). The data were reviewed and validated by the Review Team. Themes and trends were identified, and the findings were analyzed and prepared for review by the Expert Panel.

**Expert Panel:** Stakeholders who shared a unique interest and expertise in cycling and road safety were identified in order to assemble an Expert Panel to review the findings and assist in the generation of recommendations. The process used to identify potential Expert Panel members included targeted recruitment of key individuals and agencies, and self-identification by potential participants based on e-mails, letters and oral communication. The Review Team met to review the potential stakeholders and identified invitees to participate in the Expert Panel using pre-defined criteria.

In addition to the Project Team members, the Expert Review Panel members included representation from:

- Canadian Automobile Association
- City of Toronto
- Giffin Koerth Smart Forensics
- McLeish Orlando LLP (representing a coalition of cycling groups)
- Ministry of Municipal Affairs and Housing
- Ministry of Transportation
- Ontario Medical Association
- Ontario Provincial Police
- Share the Road
- SMARTRISK
- St. Michaels Hospital and the University of Toronto
- Toronto Police Service (Traffic Services)
- Toronto Transit Commission

On January 26<sup>th</sup>, 2012, the Office of the Chief Coroner hosted a meeting of the Cycling Death Review Expert Panel. The 23 Panel members examined individual cases, governing legislation and recommendations and submissions made by the public. The compiled data were reviewed, common themes were identified, and recommendations discussed, debated and developed.

Draft recommendations were developed by the Review Team and distributed to the Panel members for their review and consideration. Feedback from the Expert Panel was considered, and the recommendations were finalized and endorsed by the Chief Coroner.

**Cycling Death Review Report:** The Office of the Chief Coroner Cycling Death Review Report was developed, translated into French and into a format compliant with the *Accessibility for Ontarians with Disabilities Act* (AODA), and publicly released. All recommendations contained in the report were sent directly to the recipient agencies and Ministries by the Chief Coroner for Ontario. The recipients will be canvassed in one year in order to determine what action has been taken on the recommendations made, and the responses received from the recipients will be made public.

FINDINGS - CASE STUDIES

All deaths that were part of the Review were equally important, and all contributed to an understanding of the root causes of cycling fatalities and their potential prevention. The following five cases were chosen as examples of some of the more common themes and issues identified through this Review.

**Case Study #1: Cyclist Running Through a Stop Sign**

**Background**  
This 11 year old female was riding her bicycle eastbound on a rural road. The conditions were clear and dry and it was daylight. She failed to stop at the posted stop sign and rode directly into the path of an oncoming van travelling southbound at highway speed. The young cyclist was struck and projected a great distance, sustaining significant head injuries. She was stabilized at the local hospital and transferred to a pediatric hospital, but died the next day.

**Cause of death**  
Cranio-cerebral Trauma

**Issues**

1. The child was not wearing a helmet.
2. The cyclist failed to yield the right of way to a driver when she did not stop at the stop sign.
3. Young driver (17 years old). There may have been some potential contribution of inexperience of the driver in making sudden evasive action.
4. A fence enclosing a cornfield on the corner of the intersection impaired the ability of the cyclist and the driver to see each other until they both entered the intersection.

**Case Study #2: Cyclist Struck by Right Turning Vehicle**

**Background**  
This 45 year old male was riding his bicycle eastbound on a rural road. The conditions were clear and dry and it was daylight. He was travelling eastbound on a rural road. A southbound vehicle entered the path of the cyclist. As the cyclist swerved to avoid the vehicle, he lost control and slid into a limestone boulder.

**Cause of death**  
Blunt head and chest trauma

**Issues**

1. Driver inattention and failure to yield.
2. The cyclist was not wearing a helmet.
3. The driver admitted to looking away from the road area seeing the cyclist and then not making room for him.

**Case Study #3: Cyclist - Loss of Control**

**Background**  
This 45 year old experienced cyclist was riding his bicycle downhill at a high rate of speed (estimated to be 60 km/hr). The cyclist was travelling eastbound. The conditions were clear and dry, it was daylight and there was good visibility. As he was travelling down the hill, a southbound vehicle entered the path of the cyclist. As the cyclist swerved to avoid the vehicle, he lost control and slid into a limestone boulder.

**Cause of death**  
Massive brain injury

**Issues**

1. The cyclist was travelling at a high rate of speed (greater than the posted limit).
2. The driver of the vehicle did not see the cyclist due to distance and traffic congestion.

**Case Study #4: Cyclist Inattention**

**Background**  
This 45 year old male was riding his bicycle eastbound on a rural road. The conditions were clear and dry, it was daylight and there was good visibility. He was travelling eastbound on a rural road. A southbound vehicle entered the path of the cyclist. As the cyclist swerved to avoid the vehicle, he lost control and slid into a limestone boulder.

**Cause of death**  
Blunt head and chest trauma

**Issues**

1. Driver inattention and failure to yield.
2. The cyclist was not wearing a helmet.
3. The driver admitted to looking away from the road area seeing the cyclist and then not making room for him.

**Case Study #5: Driver Inattention**

**Background**  
This 76 year old male was cycling westbound in clear, dry conditions with good visibility in daylight. At the same time a vehicle was also travelling westbound on the city street. The vehicle came up behind the bicycle and struck its rear wheel. The cyclist fell off the bicycle onto the hood of the vehicle then on its windshield and then was projected into a pillar before coming to rest 26.7m past the point of impact.

**Cause of death**  
Blunt head and chest trauma

**Issues**

1. Driver inattention and failure to yield.
2. The cyclist was not wearing a helmet.
3. The driver admitted to looking away from the road area seeing the cyclist and then not making room for him.

FINDINGS – DATA AND INTERPRETATION



Cyclist Demographics

a. Sex

Males represented the vast majority of cycling fatalities. A total of 111 of 129 cycling fatalities (86%) during the Review period occurred in males.

b. Age

The peak age for cycling deaths was 45-54 years; over half of cycling fatalities (66 of 129) occurred in persons aged 45 and older. Children represented a smaller, but significant, portion of cycling deaths. A total of 19 deaths (15%) occurred in those aged 19 and under; 8 of those (6% of the 129 total deaths) were children aged 14 or under.

Conclusions:

- The vast majority of cycling deaths occurred in males.
- More than half of cycling fatalities occurred in persons aged 45 and older.

Timing of Collision

c. Yearly Numbers

The number of cycling fatalities in Ontario declined each year from 2006 (41) to 2009 (14), but rose again to 25 in 2010.

Table 1

Year	# of cases	%
2006	41	32%
2007	29	22%
2008	20	16%
2009	14	11%
2010	25	19%
TOTAL	129	100%

d. Time of Year

The peak months for cycling fatalities were July, August and September, which represented a combined total of 46% of the fatalities in this Review. A total of 96 of the 129 deaths (74%) occurred in the spring and summer months (April to September, inclusive).

Table 2

Month	# of cases	%
January	4	3%
February	2	2%
March	5	4%
April	10	8%
May	13	10%
June	14	11%
July	17	13%
August	17	13%
September	25	19%
October	12	9%
November	8	6%
December	2	2%
TOTAL	129	100%

Conclusions:

- Cycling fatalities declined steadily between 2006 and 2009, but rose again in 2010.
- Approximately three-quarters of cycling deaths occurred in the spring and summer months, with just under half occurring in July, August and September.
- Fatal cycling collisions most commonly occurred on afternoons and evenings.
- Fewer fatal collisions took place on Sundays than on any other day.

Environmental Conditions

g. Light Conditions

The light conditions at the time of the collision were known in 124 of the 129 cases. Of those, 69 (53%) occurred in daylight. The remainder of fatal collisions occurred during twilight (5 cases; 4%); dark (50 cases; 39%); or unknown (5 cases; 4%) conditions.

h. Weather and Visibility

In 83% of fatal collisions (107 of 129), weather conditions were clear. Only 7 cases (5%) occurred in conditions of rain, snow or fog. Only 5 (4%) fatal collisions occurred in conditions of poor visibility. In 112 (87%) cases, the visibility was good, and in 12 (9%) the visibility conditions were unknown.

i. Road Conditions

In over 88% of the cases (113 of 129), the road conditions were dry at the time of the collision. In 9 (7%) of the cases the road was described as being wet; in 3 (2%) there was snow or slush; and in 4 (3%) the road conditions were not known.

j. Urban vs Rural

65% (84 of 129) of fatal collisions took place in urban centres; the remainder, 45 cases (35%), occurred outside of a city or town, in a rural environment.

e. Day of Week

The smallest proportion of deaths occurred on Sundays (8%). While it was not possible to determine the reason for this finding, it was surmised that the lower numbers of fatalities occurring on Sundays may reflect a lighter volume of motor vehicle traffic on those days. The greatest proportion of deaths occurred on Wednesdays (21.6%), although this was not statistically significant.

f. Time of Day

Most fatal cycling collisions took place in the afternoon and evening hours. Three-quarters (94 of 126) of cases in which the time of the collision is known took place between noon and midnight. The peak time was between 8:00 pm and 10:00 pm, when 19% (25 of 129) of all collisions took place.

Table 3

Time of Incident	# of deaths	%
0000 - 0200 hrs	2	2%
0201 - 0400 hrs	5	4%
0401 - 0600 hrs	1	1%
0601 - 0800 hrs	8	6%
0801 - 1000 hrs	9	7%
1001 - 1200 hrs	7	5%
1201 - 1400 hrs	13	10%
1401 - 1600 hrs	16	12%
1601 - 1800 hrs	13	10%
1801 - 2000 hrs	14	11%
2001 - 2200 hrs	25	19%
2201 - 2359 hrs	13	10%
Unknown	3	2%
Total	129	100%

**Conclusions:**

- More than half of fatal collisions took place in full daylight.
- Most fatal cycling collisions took place in clear, dry conditions with good visibility. Weather and road conditions were not a factor in the vast majority of cases reviewed.
- Two-thirds of fatal cycling collisions occurred in urban centres.

**Collision Circumstances**

In this Review, the term “motor vehicle” includes passenger automobiles (cars, vans, SUVs, etc.), trucks and buses. It does not include streetcars or trains. There were 100 cases in which a cyclist collided with a motor vehicle, two with a streetcar, and two with a train. Thus, there were 100 cases of bicycle-motor vehicle collisions; but 104 cases in which there was an Involved driver (including operators of streetcars and trains). The total numbers in the sections that follow therefore vary slightly to reflect these differences.

**k. Collision Details**

In 100 of 129 cases (78%), the cyclist collided with a motor vehicle. In two cases the cyclist collided with another cyclist, and in one with a pedestrian. In 25 cases, the injury occurred either through the cyclist colliding with another object or vehicle, or with the cyclist falling from the bicycle without colliding with an object.

**Table 4**

Cyclist Collided With	# of cases	%**
Motor Vehicle	100	78%
No Collision	15	12%
Other Object	6	5%
Bike	2	2%
Train	2	2%
Streetcar	2	2%
Pedestrian	1	1%
Unknown	3	2%
<b>Total</b>	<b>131*</b>	

\*In two cases, cyclist collided with two different objects

\*\*Percentage calculated out of 129 cases

**l. Point of Impact**

In most of the cases where the cyclist collided with a vehicle, it was possible to determine the point or points of impact. The most common points of impact were the bumper 53% (55 of 104), hood 41% (43 of 104) or windshield 34% (35 of 104); often more than one point of impact was noted. This pattern suggested that the majority of collisions took place when the driver was attempting to pass the cyclist.

**Table 5**

Point of Impact	# of cases	%**
Bumper	55	53%
Hood	43	41%
Windshield	35	34%
Car Door	1	1%
Other part of vehicle	40	38%
Unknown	12	12%
<b>Total</b>	<b>196*</b>	

\*Cases often had more than 1 point of impact

\*\*Percentage calculated out of 104 cases

**m. Mechanism of Injury**

In 67 of 104 (64%) cases, the mechanism of injury was known. In 40 of 104 (38%) cases, the cyclist was struck by a vehicle and projected a distance. In 15 of 104 (14%), the cyclist was run over by the vehicle. The complete breakdown by mechanism of injury is shown below.

**Table 6**

Mechanism of Injury	# of cases	%**
Struck and projected	40	38%
Run over	15	14%
Pinned	6	6%
Dragged	5	5%
Multiple vehicles	1	1%
Unknown	45	43%
<b>Total</b>	<b>112*</b>	

\*Some cases had more than one mechanism of injury; hence, total is greater than 104

\*\*Percentage calculated out of 104 cases

**n. Heavy Trucks**

Eighteen of 100 fatal collisions with a motor vehicle involved a heavy truck. In half of these, the cyclist impacted the side of the truck, resulting in the cyclist being dragged, pinned or run over by the

rear wheels.

**Conclusions:**

- More than three-quarters of cycling fatalities involved a collision with a motor vehicle.
- The most common point of impact with the vehicle was some combination of the bumper, hood and windshield; thus, occurring when the driver attempted to pass the cyclist.
- The most common mechanism of injury observed was being struck and projected by the vehicle.
- In half of collisions involving heavy trucks, the cyclist impacted the side of the truck, before contacting the rear wheels.

**Cyclist Features**

**o. Type of Activity**

In 82% (106 of 129) of the deaths included in this review, the type of cycling activity was known. Recreational cycling comprised 63% (67 of 106). A further 31% (33 of 106) occurred during commuting, which speaks to the growing choice of active transportation methods for this activity. The remaining six deaths occurred during sport activities, either solo or in a cycling group.

**p. Helmet Use**

In Ontario, helmet use is optional for cyclists age 18 and older. Helmets are mandated under the Highway Traffic Act below the age of 18, and parents are responsible for ensuring that helmets are used by their children below the age of 16.

In this Review, only 34 of 129 cyclists (26%) sustaining a fatal injury were wearing a helmet. Of particular concern was that observation that, despite existing legislation, only 1 of 16 cyclists (6.25%) under the age of 18 who died were wearing a helmet.

In 71 of the 129 cases (55%), the cyclist sustained a head injury which caused or contributed to their death. In 43 of those 71 (60%), a head injury alone (with no other significant injuries) caused the death. Those whose cause of death included a head injury were three times less likely to be wearing a helmet as those who died of other types of injuries.

**q. Contributory Actions – Cyclist**

In 71% of deaths (91 of 129), some modifiable action on the part of the cyclist was identified which contributed to the fatal collision. The three most common contributory cyclist actions identified were inattention (30 cases; 23%), failure to yield right of way (24 cases; 19%) and disregarding traffic signals (10 cases; 8%). The category “Other” included actions such as loss of control of the bicycle at a high rate of speed, and entering the curb lane abruptly after riding on the sidewalk. In 38 cases (29%), no contributory actions on the part of the cyclist were identified. Some cases involved more than one contributory action on the part of the cyclist; hence the total number is greater than 129. The full breakdown is shown in the table below.

**Table 7**

Contributory Cyclist Action	# of cases*	%**
Cyclist inattention	30	23%
Failure to yield	24	19%
Disregarding traffic signals	10	8%
Passing/improper lane usage	6	5%
Travelling against traffic	4	3%
Unsafe lane changes	3	2%
Emerging from behind parked vehicles	1	1%
Other	58	45%
<b>Total Actions Identified</b>	<b>136</b>	

\* No contributory actions were identified in 38 (29%) cases

\*\* Percentage calculated out of 129 cases

**Other Includes:** loss of control at a high rate of speed (downhill), swerving to avoid fallen cyclist, jumping from sidewalk to curb lane.

r. Distractions – Cyclist

In many cases, it was not possible to determine from the available data whether a cyclist may have been engaged in behaviour which was distracting, or prevented him or her from hearing approaching traffic at the time of the collision. However, in 19 cases (15%), such potential distractions were identified. Half of these were due to the use of a personal music player with headphones while cycling.

Table 8

Distractions: Cyclist	# of cases	%
MP3/iPod	10	8%
Other*	8	6%
Cell Phone	1	1%
Unknown	110	85%
<b>Total</b>	<b>129</b>	<b>100%</b>

\* Other: Examples include eating while cycling, holding dog on leash, etc.

s. Encumbrances

In 21 of 129 cases (16%), the cyclist was identified as carrying or transporting objects which may have encumbered his or her safe operation of the bicycle. The most common of these were bags (such as shopping bags) hanging from handle bars, and large backpacks which may have affected the cyclist's balance or ability to visualize approaching traffic.

t. Influence of Alcohol and/or Drugs– Cyclist

In thirty of the cycling fatalities (23%) there was evidence of the cyclist being under the influence of alcohol and/or drugs at the time of the collision. This was documented through toxicology testing done either on arrival at hospital or at autopsy (25 cases), or through information gathered in the course of the police or coroner's investigation (5 cases). Toxicology testing was negative in 60 cases. Toxicology testing was not performed in 39 cases.

Table 9

Cyclist - Alcohol/Drugs	# of cases	%
Alcohol Only	14	11%
Drugs* Only	6	5%
Alcohol and Drugs*	5	4%
Other Evidence of Intoxication	5	4%
Toxicology Negative	60	47%
Toxicology Testing Not Done	39	30%
<b>Total</b>	<b>129</b>	

\* Drugs found included cannabis (THC), methadone, cocaine and its metabolite benzoylecgonine, and morphine

Conclusions:

- While the majority of deaths occurred in recreational cyclists, almost one-third of cyclists killed were engaged in commuting activities.
- The rate of helmet use was very low; only 6.25% of children under the age of 18 and 26% of cyclists overall who were killed in a cycling collision were wearing a helmet.
- In more than two thirds of cases, a contributory factor on the part of the cyclist was identified.
- Nineteen cases involved use of a music player, cell phone or other potential distraction.
- Twenty-one cases involved cyclists who were carrying objects or loads which may have affected their balance or ability to avoid a collision.
- Twenty-three percent of cyclists involved in fatal collisions had some evidence of being under the influence of alcohol and/or drugs.

Driver Features

u. Age of Driver

In 92 of the cases involving a collision with a motor vehicle, the age of the driver was known. While it was not possible to determine the degree of experience of each driver, in 18 percent of cases, the driver was between the ages of 16 and 20, and therefore by definition a relatively inexperienced driver.

Table 10

Age of Driver (years)	# of cases	%*
< 20	18	18%
21-40	29	29%
41-60	31	31%
61+	14	14%
Unknown	8	8%
<b>Total</b>	<b>100</b>	

\* Percentage calculated out of 100 cases involving motor vehicle collisions

v. Contributory Actions – Driver

In 62% of cases (64 of 104) in which the cyclist collided with a vehicle (defined as a motor vehicle, streetcar or train), one or more modifiable actions on the part of the driver were identified which were felt to have contributed to the death. In the four cases involving a streetcar or train, no contributing factors on the part of the vehicle's operator were identified.

The three most common contributory driver actions were speeding (31, 30%), driver inattention (29; 28%) and failure to yield (20; 19%). In 40 cases (38%), no contributory actions on the part of the driver were identified. Some cases involved more than one contributory action on the part of the driver; hence the total number is greater than 104. The full breakdown is shown in the table below.

It was noted by the Expert Panel that the identification of contributory driver actions in cases involving a collision with a vehicle is subject to bias.

In most cases, the cyclist was unable to provide his or her own observations. While in some cases collision reconstruction data and/or eyewitness interviews afforded a more objective view of the circumstances, this was not always possible. In those cases where the circumstances of the collision were reported solely by the driver, it is recognized that an inherent bias existed which may have led to the under-representation of driver factors.

Table 11

Contributory Driver Action	# of cases*	%**
Speeding	31	30%
Driver Inattention	29	28%
Failure to yield	20	19%
Unspecified human error	6	6%
Medical condition	2	2%
Car door opening	1	1%
Other	32	31%
<b>Total Actions Identified</b>	<b>121</b>	

\* No contributory actions were identified in 40 (38%) cases

\*\* Percentages calculated out of 104 cases in which there was a driver

w. Distractions – Driver

Similar to the comments related to identifying contributing factors, above, it was often not possible to determine from the available data whether a driver was engaged in distracting behaviour at the time of the collision. There is a significant bias against self-reporting of distracted driving in such cases. However, two cases were identified in which distracted driving due to cell phone use on the part of the vehicle driver contributed to the collision.

x. Influence of Alcohol and/or Drugs – Driver

The investigative powers granted under the Coroners Act are limited to the deceased person and do not extend to other, living persons who may have been involved in a death. As such, it was not possible for the OCCO to seek out information about the results of testing of drivers for impairment by alcohol or drugs.

However, in ten cases (10%), specific mention was made in the reports provided by police services of evidence of alcohol and/or drug use of the driver of the motor vehicle involved in the collision. This number likely under-represents the number of cases in this Review in which alcohol and/or drug use by the driver was a factor in the collision.

**y. Criminal Code/Highway Traffic Act Charges**

Based on Information available to the reviewers, charges were filed against drivers in 30 of the fatal collisions. There were 13 charges under the *Criminal Code*, and 21 under the *Highway Traffic Act*. (In some cases, there were charges filed under both the *Criminal Code* and the *HTA*; hence, the number of charges is greater than 30.)

Since the case files reviewed focussed on the decedent, in some cases information was not available with respect to charges filed against the involved driver. Thus, these numbers may under-represent the number of charges filed.

**z. Interaction of Cyclist and Driver Factors**

Contributing factors to a collision were defined as one or more of: contributory actions on the part of the driver or cyclist; impairment or distraction of the driver or cyclist; and encumbrances (cyclist). In 48 cases (37%), contributing factors on the part of both the cyclist and the driver were identified. The results are shown in Table 12, below:

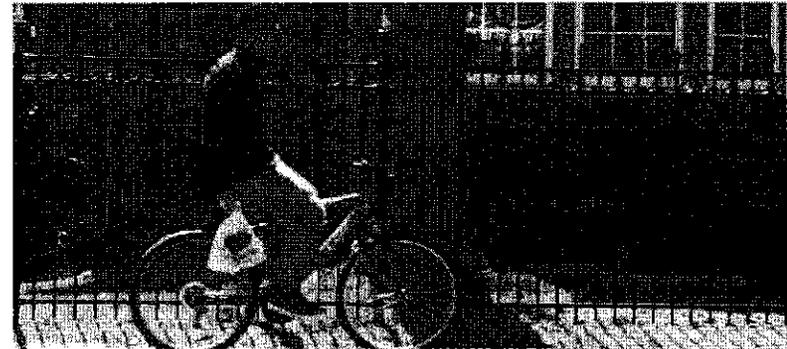
**Table 12**

Contributing factor identified for:	# of cases	% of total cases	% of cases involving a motor vehicle (N=100)
Cyclist Only	44	34 %	-
Driver Only	33	26 %	33%
Both Cyclist and Driver	48	37 %	48%
Circumstances Not Known	3	2 %	-
<b>Total</b>	<b>128</b>	<b>100%</b>	

**Conclusions:**

- In almost one fifth of cycling deaths involving a motor vehicle, the driver was age 20 or under and by definition relatively inexperienced.
- In 62% of cases involving a vehicle, a contributory action on the part of the driver was identified; this may be an under-representation.
- The data available to the reviewers with respect to drivers was limited, by virtue of the scope of the *Coroners Act*. The following observations were made (although it should be noted that actual numbers are likely higher):
  - In two cases the driver was engaged in distracted driving due to cell phone use.
  - In ten cases, the driver was identified as being under the influence of alcohol and or drugs.
  - A total of 34 charges were filed against 30 drivers; 13 were charges under the *Criminal Code* and 21 were under the *Highway Traffic Act*.
- In 48% of cases involving a motor vehicle, contributing factors on the part of both the cyclist and the driver were identified.

**DISCUSSION AND IDENTIFICATION OF THEMES**



A wealth of information was gathered from the case files of the 129 cyclists who died between January 1, 2006, and December 31, 2010.

Over 200 members of the public provided input to the Cycling Death Review. The vast majority of public recommendations fell into one of three broad categories: Infrastructure, Education and Enforcement.

During the Expert Panel discussions, a fourth category of recommendations was identified: Legislation. While not all topics and subsequent recommendations fit perfectly within these four categories, this was felt to be a suitable framework within which to organize the main themes arising from the Review.

**Infrastructure**

In a number of cases, the physical characteristics of the roadway on which the collision took place contributed to the death. This ranged from busy urban areas where no formal bicycle lanes or paths existed, to provincial highways without paved shoulders.

At the Expert Panel meeting, the concept of ensuring that cyclists could share the road safely with motor vehicles and other road users was a prevalent theme.

Literature was reviewed that emphasized urban design principles that were inclusive of all road users, not just motorists. In the United States, the term "complete streets" has been coined to describe such principles. In such a model, a variety of strategies are used to ensure the safety of all road users. Such strategies include cycling networks (segregated or non-segregated bike lanes; bike paths), and other means to permit safe access for all road users, including vulnerable road users such as cyclists and pedestrians. Other strategies include low-speed "community safety zones" in residential areas with increased fines for speeding.

It was felt that the first step in this direction should be the development of a cohesive vision for cycling infrastructure in Ontario: an Ontario Cycling Plan. Such a Plan would be used to guide policy, legislation and regulation regarding cycling, and would also form the basis on which cohesive decisions about cycling infrastructure – including funding – could be made going forward. It was felt to be important that the Plan be accessible to all Ontarians, through such resources as the Ministry of Transportation website.

by building upon the existing content in the Ministry of Transportation driver's handbooks (including those for trucks, buses and motorcycles), and by ensuring that this information is incorporated into Beginning Drivers' Education (BDE) curricula, on-road driving instruction, and driver's license testing scenarios.

The need for education and reminders about sharing the road safely does not end with graduation from public school or the acquisition of a driver's license. People continue to be road users throughout their lives, whether as drivers, cyclists or pedestrians.

In order to sustain this knowledge and awareness, public education campaigns are required on a periodic basis. The Ministry of Transportation has successfully partnered with a number of organizations to develop and deliver such information, and these efforts should be continued and expanded upon. Based on our data, targeting such interventions in the spring and summer months, and in urban centres would likely have the greatest impact.

In addition to the general public, targeted education should be considered for key groups such as truck drivers, driving instructors and operators of BDE courses. Based on our data, cyclists need to be educated about the dangers of alcohol and/or drugs and of carrying loads and packages unsafely.

their lives while cycling in Ontario during the period of our Review; one such loss is too many. A number of these 19 fatal collisions occurred because the child either did not know, or did not obey, the rules of the road designed to protect them. Only 6.25% of children who were killed as a result of cycling collisions were wearing helmets, despite legislation that mandates helmet use by every cyclist below the age of 18. Clearly, there is a need for cycling safety education in our schools.

A number of initiatives have resulted in the development of education materials and programs aimed at school-age children. Incorporation of such programs into the school curriculum in Ontario was felt to be a critical success factor in educating our children on how to share the road and cycle safely. Almost one in five drivers who were involved in a fatal collision with a cyclist in this Review was age 20 or under. By definition, these drivers had less than three years of experience as independent drivers. In some of the cases reviewed, the inexperience of the driver was identified as a potential contributing factor in the collision. Indeed, there may have been a larger number of relatively inexperienced drivers; however, we did not have access to data regarding number of years of experience of all drivers involved in fatal cycling collisions.

This finding emphasizes the need to ensure that strategies for sharing the road safely with all road users, especially cyclists, are a major part of the education of new drivers. This may be accomplished

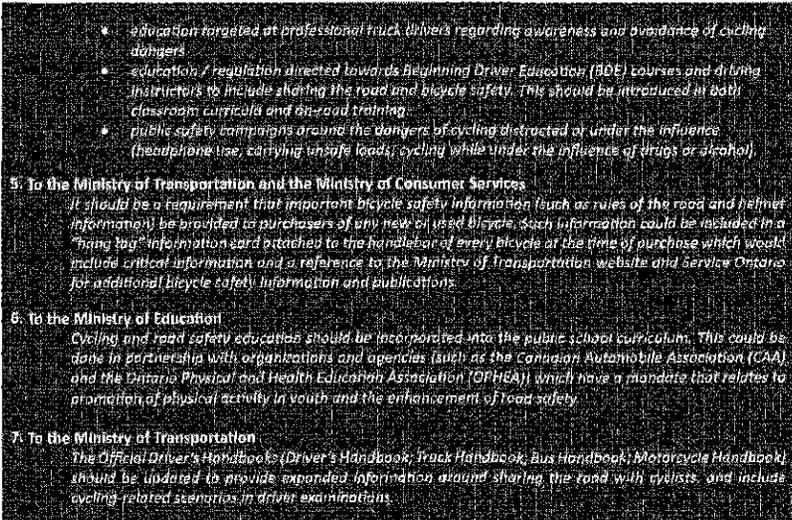
Recommendations - Education  
4. To the Ministry of Transportation  
A comprehensive public education program should be developed to promote safer sharing of the road by all users. This initiative should be facilitated by the Ministry of Transportation, in collaboration with key stakeholder groups, including but not limited to, the Canadian Automobile Association, Share the Road Cycling Coalition, local cycling organizations and the Ontario Association of Chiefs of Police. Such a program should include:  
• a targeted public awareness campaign, in the spring/summer months, with key messages around cycling safety. This could include changes arising from other recommendations from this Review, such as changes to the Highway Traffic Act

Coupled with this Plan would be a requirement throughout the province. In addition to this, it was felt that the plan to create a network of provincial highways with paved shoulders to support cycling and the development of existing communities should be expedited.

Recommendations - Infrastructure  
1. To the Ministry of Transportation and the Ministry of Municipal Affairs and Housing  
A "complete streets" approach should be adopted to guide the development of existing communities and the creation of new communities throughout Ontario. Such an approach would require that any new development give consideration to enhancing safety for all road users, and should include:  
• Creation of cycling networks (strengthening strategies such as connected cycling lanes, separated bike lanes, bike paths and other models appropriate to the community)  
• Designation of community safety zones in residential areas with reduced posted maximum speeds and increased fines for speeding  
2. To the Ministry of Transportation and the Ministry of Municipal Affairs and Housing  
An Ontario Cycling Plan should be developed, building upon the 2012 provincial Bicycle Policy. This Plan would establish a vision for cycling in Ontario, and would guide the development of policy, legislation and regulations and commitment of necessary infrastructure funding pertaining to cycling in Ontario. This Plan should be publicly available  
3. To the Ministry of Transportation  
The Ministry of Transportation should identify the development of paved shoulders on provincial highways as a high priority initiative

Education  
One such opportunity exists at the time of purchase of a bicycle. It was felt that it should be mandatory that critical information for cyclists (such as the rules of the road, and information on helmet use) be provided whenever a new or used bicycle is purchased through a retail establishment. One suggested method was the requirement of a "hang tag", an information card or pamphlet that would be attached to the handlebar of every bicycle at the time of sale. The "hang tag" would include key facts, and links to other resources (such as the Ministry of Transportation website, and Service Ontario) through which the new cyclist could obtain additional information and publications.

Public school students are a key target group for cycling safety education. A total of 19 children lost



Legislation

Two Acts deal with the majority of matters pertaining to Ontario's roads and their use: the *Highway Traffic Act* (administered by the Minister of Transportation) and the *Municipal Act* (administered by the Minister of Municipal Affairs and Housing). In addition, each Municipality may issue By-Laws regarding the use of the roadways within their jurisdiction. While these Acts and By-Laws contain a number of sections which address the use of the roads by cyclists, the Expert Panel felt that these pieces of legislation should be reviewed to ensure that they are as consistent and clear as possible.

By way of example, the *Highway Traffic Act* stipulates that no person may drive on paved shoulders except in areas where this is permitted by Regulation. In strictest terms, this means that a cyclist is not legally permitted to use the paved shoulder of a highway, even where such a paved shoulder exists, unless the

highway is specifically designated for such use. This could be rectified by amending this section of the *Highway Traffic Act* to limit the prohibition of driving on paved shoulders to drivers of motor vehicles.

Our data indicate that the use of helmets among cyclists involved in fatal collisions was low. Only 26 percent of cyclists killed in our study were wearing a helmet. Even among those under the age of 18, for whom helmet use is legally required under the *Highway Traffic Act*, only 6.25 percent wore a helmet.

Because our Review did not look at all cycling injuries (both fatal and non-fatal), we cannot state with certainty the degree to which wearing a helmet decreases the likelihood of a head injury. However, based on our review of cycling fatalities, we do know that those cyclists whose cause of death included a head injury were more than three times as likely to not be wearing a helmet as those who died of other

types of injuries. Most people, including most members of our Expert Panel, agree that these data support the use of helmets by cyclists of all ages. There was broad agreement that measures are required which promote and support helmet use. These strategies could include financial incentives (such as a tax exemption for helmets and helmet rebate programs) and public awareness campaigns, especially aimed at parents around existing helmet legislation for children.

The issue of mandatory helmet legislation for all ages is much more controversial, and was the subject of much debate among the members of the Expert Panel. While Expert Panel members were in agreement about promoting helmet use by all cyclists in Ontario, there was disagreement as to whether mandatory legislation was the best way to achieve this goal. There were three general arguments advanced against mandatory helmet legislation.

The first related to the potential for mandatory helmet legislation to decrease the overall number of cyclists. Proponents of this view cited the experience in Australia, where the introduction of mandatory helmet legislation was associated with a drop in cycling activity. Some research exists which suggest that the health benefits of helmets may be outweighed by the detrimental effects on overall health in the population through the decrease in cycling activity in jurisdictions where helmets have been made mandatory.

The second argument against mandatory helmet legislation relates to the view that government may see mandatory helmet legislation as "the answer" to cycling safety, with the result that other measures recommended in this Review (improved infrastructure, legislative review, education and enforcement activities) are de-emphasized or not acted upon.

The third point raised by members of the Expert Panel is that helmets are, indeed, the last line

of defence and of value only after a collision has occurred. Instead of mandating the use of helmets, it was argued that efforts should be focussed on preventing the collision (through strategies such as improved infrastructure and expanded public awareness and education programs) – in other words, if one prevents the collision, helmets become unnecessary. In addition, some stakeholders felt that mandatory helmet legislation sent the message that the responsibility for safety rests with the cyclist alone, rather than being a shared responsibility of all road users.

While there may be differences of opinion with respect to the value of mandatory helmet legislation, the key message to all Ontarians is simple:

**Helmet use by all cyclists in Ontario should be encouraged and supported.**

Notwithstanding the varied perspectives on helmet legislation, the Office of the Chief Coroner for Ontario takes the position that helmet use by all cyclists can and will decrease fatal head injuries. We feel that this is supported by the findings from this Review, and as such are recommending to the Ministry of Transportation that the *Highway Traffic Act* be amended to make helmets mandatory for all cyclists in Ontario. In recognition of the controversy that surrounds the issue of mandatory helmet legislation, both within the Review's Expert Panel, and in the cycling community as a whole, this recommendation indicates that the implementation of such legislation should occur within the context of an evaluation of the impact of mandatory helmet legislation on cycling activity in Ontario. Such an evaluation strategy should be developed and carried out in collaboration with the Ministry of Health and Long-Term Care and Public Health Ontario.

The OCCO envisions that such an evaluation would begin with a critical appraisal of the existing literature from jurisdictions in which mandatory helmet legislation has been implemented, and the collection of high-quality baseline data on cycling activity in Ontario. Following this, if the Ministry of

Transportation proceeds with the implementation of mandatory helmet legislation, the impact of this legislation would be evaluated relative to the baseline data.

Another area of discussion concerned the implementation of a one-meter/three-foot rule when drivers are passing a cyclist. Such legislation has been implemented in a number of jurisdictions, including 20 U.S. states and the District of Columbia. Concerns were expressed by some members of the Expert Panel that enforcement of such a provision would be difficult, as it would require proof that the driver had contravened the one-meter distance.

Notwithstanding the potential challenges of such legislation, the fact remains that a significant number – the majority, in fact – of cycling deaths in our Review that involved a motor vehicle occurred when the driver was attempting to pass the cyclist from behind. Often, the driver attempted to pass the cyclist without waiting for a gap in traffic in the adjacent or oncoming lane such that it would allow the driver to move to the left in order to afford the cyclist a safe distance when passing. In order to support and emphasize the need for drivers to allow of a safe distance when passing a cyclist, the OCCO recommends the introduction of a one-meter/three-foot passing rule.

Eighteen of 100 (18%) of fatal collisions with a motor vehicle in this Review involved a heavy truck. In half of these, the cyclist impacted the side of the truck, resulting in the cyclist being dragged, pinned or run over by the rear wheels.

The issue of mandatory side guards for heavy trucks is highly controversial, with strong positions for and against their use. These devices attach to the sides of heavy trucks, and act as a physical barrier designed to decrease the likelihood that a cyclist or pedestrian will come into contact with the rear wheels of the truck. They are currently required on certain vehicles in the European Union (EU), Japan and in a number of jurisdictions in the United States, such as the District of Columbia. Other countries,

including Australia, have studied this issue but have decided not to implement side-guard requirements. The most conclusive data pertaining to the potential safety benefits of side guards come from the United Kingdom. Fatalities and injuries among cyclists who collided with heavy trucks decreased by 5.7% and 13.2%, respectively, after the introduction of truck side-guards. Fatalities among those cyclists who collided with the sides of these trucks were reduced by 61%<sup>1</sup>.

In 1998, the Office of the Chief Coroner for Ontario released its only other review of cycling deaths: "A Report on Cycling Fatalities in Toronto 1986-1996". Among its recommendations was the following:

*"That Transport Canada investigate the feasibility of requiring "side guards" for large trucks, trailers and buses operated in urban areas to prevent pedestrians and cyclists being run over by the rear wheels in collisions with these large vehicles."*

Transport Canada commissioned a study of the issue by the National Research Council (NRC), which was released in March, 2010. This study explored the relevant issues, including the evidence for improved safety, and the impact on costs, operations and the environment. While the NRC report does not make a specific recommendation as to whether mandatory side guards should be implemented in Canada, it does set out the key factors to be considered by government in making such a decision.

In discussion by the Expert Panel, it was strongly felt that the matter has been studied extensively, and that enough is now known to make informed decisions as to how side guard legislation could best be implemented. The findings from our study indicated that half of those cyclists killed in collisions with heavy trucks impacted the side of the truck, where side guards could have potentially prevented or decreased the severity of their injuries. Because of this, the Panel supported the recommendation

for the introduction of mandatory side guards on appropriate heavy trucks.

As with all cycling collisions, the most effective strategies are aimed at the prevention of the collision, rather than just the reduction in severity of injuries once a collision has occurred. As such, in

addition to the recommendation for side guards on heavy trucks, it is recommended that consideration be given to requiring additional safety equipment (such as blind spot mirrors and blind spot warning signs) to make cyclists more visible to trucks and decrease the chance of a collision, especially during right-hand turns.

**Recommendations - Legislation**

**8. To the Ministry of Transportation**  
*A comprehensive review and revision of the Highway Traffic Act should be conducted to ensure that it is consistent and understandable with respect to cycling and cyclists and therefore easier to promote and enforce.*

**9. To the Ministry of Municipal Affairs and Housing, the Association of Municipalities of Ontario and the City of Toronto**  
*A comprehensive review and revision of the Municipal Act, the City of Toronto Act and relevant Municipal By-Laws should be conducted to ensure that they are consistent and understandable with respect to cycling and cyclists and therefore easier to promote and enforce.*

**10. To the Ministry of Health and Long-Term Care, Ministry of Finance, Ministry of Consumer Services, the Ontario Association of Chiefs of Police and the Ontario Provincial Police**  
*The use of helmets by cyclists of all ages should be promoted and supported. Such a strategy should include:*

- financial incentives, such as removal of tax on bicycle helmets and helmet rebate programs;*
- promotion of helmet use through public awareness campaigns (including campaigns aimed at parents to support current legislation for cyclists under the age of 18);*
- enforcement of existing legislation regarding helmet use in cyclists under the age of 18.*

**11. To the Ministry of Transportation**  
*The Highway Traffic Act should be amended to make helmets mandatory for cyclists of all ages in Ontario. This should occur in conjunction with an evaluation of the impact of mandatory helmet legislation on cycling activity in Ontario. Such an evaluation strategy should be developed and carried out in collaboration with the Ministry of Health and Long-Term Care and Public Health Ontario.*

**12. To the Ministry of Transportation**  
*The Highway Traffic Act should be amended to include a one (1) meter / three (3) foot passing rule for vehicles when passing cyclists. This change in legislation should be reflected in the Ontario Driver's Handbook, Beginning Driver Education curricula and the driver's licence examination process.*

**13. To Transport Canada**  
*Side guards should be made mandatory for heavy trucks in Canada. In addition, consideration should also be given to requiring additional safety equipment (such as blind spot mirrors and blind spot warning signs) to make cyclists more visible to trucks and decrease the chance of a collision, especially during right-hand turns.*

**Enforcement**

While it was recognized that proactive enhancements to cycling safety, through a combination of improved infrastructure, targeted public education and legislative change, was the cornerstone of the recommendations arising from this review, it was agreed that enforcement of relevant laws (both existing and proposed) was a critical part of this strategy.

One approach that was discussed by the Expert Panel was that of diversion programs as an alternative to fines for drivers convicted of relevant offences under the Highway Traffic Act. However, upon further study, it was identified that such programs have been tried previously in Ontario, but did not prove successful and have subsequently been withdrawn. Such programs are therefore not recommended by this Review.

A key concept identified through the Expert Panel discussion was that of linking education,

enhancement of public safety and enforcement efforts to the circumstances of each community. That is, these activities should not be seen as a "one size fits all" approach, but instead should be focussed on the situations and locations that present the greatest opportunities for improvement in safety in a given area. The issues and high-risk activities pertaining to cycling are not the same in a large urban area as they are in a smaller community or a rural setting.

Developing a community-specific approach to targeted education, public safety interventions and enforcement would require collaboration between the local police service or Ontario Provincial Police detachment and the relevant Municipality, including a review of local data around cycling injuries and fatalities. In that way, enforcement activities and "blitzes" would be better focussed on the highest yield issues and locations for that community.

**Recommendation - Enforcement**

14. To the Ontario Association of Chiefs of Police, the Ontario Provincial Police, and the Ministry of Municipal Affairs and Housing:  
Municipal police and police services (including the Regional/Provincial) should review local data related to cycling injuries and fatalities in order to identify and address opportunities for targeted enforcement, public safety interventions and enforcement activities.

Our Project charter began with five hypotheses; let us conclude this section by reflecting on whether our Review has supported or refuted each of these.

**Cycling deaths are more likely to occur during the spring and summer months.**

This hypothesis was confirmed; three-quarters of fatal cycling collisions occurred from April to September.

**Cycling deaths are more likely to occur in those not wearing helmets.**

Our data showed the rate of helmet use to be very low – only 26 percent of those cyclists killed during the Review period were wearing a helmet. Those cyclists whose cause of death included a head injury were three times more likely to not be wearing a helmet compared to those who died of other injuries.

**Cycling deaths are more likely to occur when the cyclist and/or driver involved in a collision with a cyclist is using a mobile entertainment/communication device.**

Our data were not conclusive enough to confirm this hypothesis, as this information was not captured reliably in all cases. However, we did identify 21 cases in which either the cyclist or the driver were engaged in distracting activities that were felt to have contributed to the collision. In ten of these, the cyclist was wearing headphones attached to a mobile entertainment device.

**Cycling deaths are more likely to occur when one or more persons involved in the collision are under the influence of alcohol and/or drugs.**

Again, the nature of our data was such that we were not able to make a definitive statement about the rate of alcohol and/or drug use among drivers involved in fatal cycling collisions. Despite this limitation, we identified 30 cyclists and 10 drivers who were under the influence of alcohol and/or drugs at the time of the collision; the number of the number of individuals under the influence of alcohol and/or drugs is likely significantly under-represented in our data. The prevalence of alcohol and/or drug use while cycling in our Review is significant, and supports the need for targeted public education as noted above.

**The vast majority of cycling deaths are preventable.** This hypothesis was strongly supported by our data. In virtually every case, some modifiable action(s) on the part of the cyclist, driver, or both, contributed to the death. Uncontrollable factors, such as weather and road conditions, rarely contributed to the death. In three cases the exact circumstances were not known, so it was not possible to determine with certainty whether the factors which contributed to the collision were related to the cyclist, the driver or both. However, our data support the conclusion that all of the 129 deaths in this Review could have been prevented.

## CONSOLIDATED LIST OF RECOMMENDATIONS



### Recommendations - Infrastructure

- 1. To the Ministry of Transportation and the Ministry of Municipal Affairs and Housing**  
*A "complete streets" approach should be adopted to guide the redevelopment of existing communities and the creation of new communities throughout Ontario. Such an approach would require that any (re-)development give consideration to enhancing safety for all road users, and should include:*
  - *Creation of cycling networks (incorporating strategies such as connected cycling lanes, separated bike lanes, bike paths and other models appropriate to the community.)*
  - *Designation of community safety zones in residential areas, with reduced posted maximum speeds and increased fines for speeding.*
- 2. To the Ministry of Transportation and the Ministry of Municipal Affairs and Housing**  
*An Ontario Cycling Plan should be developed, building upon the 1992 Provincial Bicycle Policy. This Plan would establish a vision for cycling in Ontario, and would guide the development of policy, legislation and regulations and commitment of necessary infrastructure funding pertaining to cycling in Ontario. This plan should be publicly available.*
- 3. To the Ministry of Transportation**  
*The Ministry of Transportation should identify the development of paved shoulders on provincial highways as a high priority initiative.*

### Recommendations - Education

- 4. To the Ministry of Transportation**  
*A comprehensive public education program should be developed to promote safer sharing of the road by all users. This initiative should be facilitated by the Ministry of Transportation, in collaboration with key stakeholder groups, including but not limited to, the Canadian Automobile Association, Share the Road Cycling Coalition, local cycling organizations and the Ontario Association of Chiefs of Police. Such a program should include:*
  - *a targeted public awareness campaign, in the spring/summer months, with key messages around cycling safety. This could include changes arising from other recommendations from this Review (such as changes to the Highway Traffic Act).*
  - *education targeted at professional truck drivers regarding awareness and avoidance of cycling dangers.*
  - *education / regulation directed towards Beginning Driver Education (BDE) courses and driving instructors to include sharing the road and bicycle safety. This should be introduced in both classroom curricula and on-road training.*
  - *public safety campaigns around the dangers of distracted and impaired cycling (headphone use; carrying unsafe loads; cycling while under the influence of drugs or alcohol).*
- 5. To the Ministry of Transportation and the Ministry of Consumer Services**  
*It should be a requirement that important bicycle safety information (such as rules of the road and helmet information) be provided to purchasers of any new or used bicycle. Such information could be included in a "hang tag" information card attached to the handlebar of every bicycle at the time of purchase which would include critical information and a reference to the Ministry of Transportation website and Service Ontario for additional bicycle safety information and publications.*
- 6. To the Ministry of Education**  
*Cycling and road safety education should be incorporated into the public school curriculum. This could be done in partnership with organizations and agencies (such as the Canadian Automobile Association (CAA) and the Ontario Physical and Health Education Association (OPHEA)) which have a mandate that relates to promotion of physical activity in youth and the enhancement of road safety.*
- 7. To the Ministry of Transportation**  
*The Official Driver's Handbooks (Driver's Handbook; Truck Handbook; Bus Handbook; Motorcycle Handbook) should be updated to provide expanded information around sharing the road with cyclists, and include cycling-related scenarios in driver examinations.*

#### Recommendations - Legislation

- 8. To the Ministry of Transportation**  
*A comprehensive review and revision of the Highway Traffic Act should be conducted to ensure that it is consistent and understandable with respect to cycling and cyclists and therefore easier to promote and enforce.*
- 9. To the Ministry of Municipal Affairs and Housing, the Association of Municipalities of Ontario and the City of Toronto**  
*A comprehensive review and revision of the Municipal Act, the City of Toronto Act and relevant Municipal By-Laws should be conducted to ensure that they are consistent and understandable with respect to cycling and cyclists and therefore easier to promote and enforce.*
- 10. To the Ministry of Health and Long-Term Care, Ministry of Finance, Ministry of Consumer Services, the Ontario Association of Chiefs of Police and the Ontario Provincial Police**  
*The use of helmets by cyclists of all ages should be promoted and supported. Such a strategy should include:*
- *financial incentives, such as removal of tax on bicycle helmets and helmet rebate programs.*
  - *promotion of helmet use through public awareness campaigns (including campaigns aimed at parents to support current legislation for cyclists under the age of 18).*
  - *enforcement of existing legislation regarding helmet use in cyclists under the age of 18.*
- 11. To the Ministry of Transportation**  
*The Highway Traffic Act should be amended to make helmets mandatory for cyclists of all ages in Ontario. This should occur in conjunction with an evaluation of the impact of mandatory helmet legislation on cycling activity in Ontario. Such an evaluation strategy should be developed and carried out in collaboration with the Ministry of Health and Long-Term Care and Public Health Ontario.*
- 12. To the Ministry of Transportation**  
*The Highway Traffic Act should be amended to include a one (1) meter / three (3) foot passing rule for vehicles when passing cyclists. This change in legislation should be reflected in the Ontario Driver's Handbook. Beginning Driver Education curricula and the driver's licence examination process.*
- 13. To Transport Canada**  
*Side-guards should be made mandatory for heavy trucks in Canada. In addition, consideration should also be given to requiring additional safety equipment (such as blind spot mirrors and blind spot warning signs) to make cyclists more visible to trucks and decrease the chance of a collision, especially during right-hand turns.*

#### Recommendation - Enforcement

- 14. To the Ontario Association of Chiefs of Police, the Ontario Provincial Police, and the Ministry of Municipal Affairs and Housing**  
*Municipalities and police services (municipal/regional/provincial) should review local data related to cycling injuries and fatalities in order to identify and address opportunities for targeted education, public safety interventions and enforcement activities.*

#### REVIEW PARTICIPANTS

##### Biographies from Team & Panel Members

**Dan Cass, BSc, MD, FRCPC**  
 Deputy Chief Coroner - Investigations  
 Office of the Chief Coroner

Dr. Cass is the Deputy Chief Coroner - Investigations for Ontario. He is a graduate of the University of Toronto Medical School, and has a Fellowship in Emergency Medicine from the Royal College of Physicians and Surgeons of Canada. Prior to joining the Office of the Chief Coroner, Dr. Cass was an emergency physician at a major trauma centre for 16 years, and has treated countless patients who sustained injuries while cycling. He is an Associate Professor in the Department of Medicine, Division of Emergency Medicine at the University of Toronto, and is a core member of the Centre for Patient Safety at the University of Toronto.

**Bert Lauwers, MD, CCFP, FCFP**  
 Deputy Chief Coroner - Inquests  
 Office of the Chief Coroner

Dr. Lauwers is currently the Deputy Chief Coroner-Inquests. He is a graduate of the University of Toronto Medical School and has a Fellowship in the College of Family Physicians. He is appointed as an Assistant Clinical Professor in the Faculty of Family Medicine at McMaster University. He is a former president of the Ontario Coroners Association.

**Nav Persaud, BA, BSc, MSc, MD, CCFP**  
 Family Physician – St. Michael's Hospital  
 Investigating Coroner – Office of the Chief Coroner

Dr. Persaud is an Investigating Coroner in Toronto and an Associate Scientist at the Keenan Research Centre in the Li Ka Shing Knowledge Institute of St. Michael's Hospital. He holds degrees from the University of Toronto and the University of Oxford. As a family physician at St. Michael's Hospital, he encourages his patients to regularly and safely engage in physical activities such as cycling. He is a Lecturer in the Department of Family and Community Medicine at the University of Toronto.

**David Evans, MD, FRCPC**

Investigating Coroner and Former Regional Supervising Coroner

Dr. Evans qualified from Guys Hospital Medical School at the University of London in 1965. After practicing for two years in the National Health Service he immigrated to Canada in 1967 taking up a teaching position at the University of Toronto Anatomy Department for a year. Dr. Evans was a family doctor in the west end of Toronto and a member of the Staff of St. Joseph's Hospital from 1967-1970. In 1970, he commenced his specialty training in the Gallie Post Graduate Surgical Training Program completing his Certification and Fellowship in Urology in 1976. Dr. Evans then practiced in Brampton from 1977-2002. In 1991, Dr. Evans was appointed as a Coroner for the Province of Ontario. Upon his retirement from his surgical practice in 2002, he was appointed a Regional Supervising Coroner for the Office of the Chief Coroner, a position from which he retired in 2010. Dr. Evans continues to be an Investigating Coroner and an Inquest Coroner for the Province.

**Dorothy Zwolakowski**

Executive Officer - Investigations  
Office of the Chief Coroner

Dorothy Zwolakowski is the Executive Officer - Investigations at the Office of the Chief Coroner for Ontario (OCCO), and has been with the OCCO since 2002. She is a graduate of the University of Toronto with a degree in Sociology and also holds a Certificate in Quality Management from the University of Manitoba. She is the coordinator of two expert review committees at the OCCO, the Deaths Under Five Committee and the Paediatric Death Review Committee. These are multidisciplinary committees which review all deaths of children under the age of five and medically complex deaths in the province. Dorothy also provides executive support to the Deputy Chief Coroner - Investigations, who oversees 17,000 death investigations annually in the province.

**Emily Coleman**

Project and Research Analyst  
Office of the Chief Coroner

Emily Coleman joined the Office of the Chief Coroner in 2004 and has held several different roles within the office since then. Emily has also held a technical role as a Forensic Pathologist's Assistant at the Provincial Forensic Pathology Unit. Additionally, Emily has worked intimately for a number of years coordinating Project RESOLVE. This important project works on helping to identify unidentified remains for the province. This team was awarded an *Accolade Award for Partnership* by the Ontario Provincial Police. In her current role, Emily is responsible for providing direct support for ongoing projects and reviews in the investigations Unit for the Deputy Chief Coroner - Investigations.

**Patrick Brown**

Partner, McLeish Orlando LLP

Patrick Brown is a cyclist and partner at the law firm McLeish Orlando LLP. Over the years he has represented the families of cyclists killed on Ontario roads. He currently serves as a Director of Cycle Toronto (formerly

the Toronto Cyclists Union) and is the Past President of the Ontario Trial Lawyers Association. Patrick and fellow lawyer Albert Koehl represent a Coalition of interested groups seeking enhanced safety for cyclists, including Cycle Toronto (Toronto Cyclists Union), Advocacy for Respect for Cyclists, Hoof and Cycle, 8-80 Cities, and the United Senior Citizens of Ontario.

**Jamie J. Catania, BESC, MEng, PEng**

Principal and Head, Accident Reconstruction Group  
Giffin Koerth Forensics

Mr. Catania is a Senior Forensic Engineer who has specialized in reconstructing accidents for nearly 20 years, has been the lead engineer in well over 1,000 investigations, and is qualified to perform all aspects of reconstruction. Mr. Catania regularly speaks at insurance and legal conferences, and takes an active role in guiding the practise of forensic engineering in his professional community. He has been qualified as an expert in his field on numerous occasions at various levels of the court system in Ontario and British Columbia.

**Chris Cavacuitti, BA, MD, CCFP, MHSc, ASAM**

Staff Physician  
St. Michael's Hospital

Chris Cavacuitti is a staff physician in the Department of Family and Community Medicine at St. Michael's Hospital and an assistant professor in the Faculty of Medicine at the University of Toronto. He is a graduate of University of Toronto medical school and the University of British Columbia family medicine residency program. Dr. Cavacuitti's clinical and research interests include inner city primary care, and cycling health and safety.

**Lise Grenier**

Sergeant  
Ontario Provincial Police

Sergeant Lise Grenier joined the Ontario Provincial Police (OPP) in 1988. She is currently assigned to the Highway Safety Division, Provincial Traffic Operations. Sgt. Grenier is a Program Coordinator and OPP expert on issues related to off-road vehicles, motorized snow vehicles, motorcycles and bicycles.

**Chris Whaley**

Staff Sergeant  
Ontario Provincial Police

Chris Whaley is a Staff Sergeant with the Ontario Provincial Police and has been a police officer since 1993. His current assignment is the Manager of Specialized Patrol in the Highway Safety Division.

**Anna Halkidis**

Manager, Community Relations & Auto Travel  
Government & Community Relations & Automotive  
Canadian Automobile Association (CAA), South Central Ontario

In her role Anna Halkidis develops annual community relations strategies and traffic safety initiatives; builds operational plans that enhance corporate brand & image; creates value in communities through outreach efforts and builds stakeholder relationships with community partners, police agencies and government; and chairs corporate charity committees.

**Pamela Kennedy**

Formerly: Manager of Research and Evaluation  
SMARTRISK

Pamela Kennedy received her MSc in Kinesiology and Health Science (Epidemiology) from York University after completing a BPHE and BAH degree from Queen's University. Her research interests include prevention of child and youth injuries, as well as seniors falls prevention. During her tenure as the Manager of Research and Evaluation at the SMARTRISK Foundation, she was a member of the Association of Public Health Epidemiologists of Ontario, the Ontario Neurotrauma Foundation Surveillance Stream Committee, and a member of the CIHR Strategic Teams in Applied Research.

**Gary McBratney**

Traffic Services Reconstruction Squad  
Toronto Police Service

Staff Sergeant Gary McBratney joined the Toronto Police Service in September 1980. He is currently in charge of the Collision Reconstruction Program for the Toronto Police Service, Traffic Services Unit.

**Hugh G. Smith**

Traffic Services, Safety Programs/Communications  
Toronto Police Service

Constable Hugh Smith, Toronto Police Service officer since May 1987. 10 years as a front-line officer and one of the founding officers of the Bicycle Patrol Unit in 1990. Became a Can-Bike II Certified Instructor in 1994, and a National Can-Bike Examiner in 1999. Constable Smith continued in training as a Police Vehicle Operations instructor from 1997 to 2009, Toronto Police College, and is presently assigned to the Traffic Services Unit, Traffic Safety Programs, specializing in communications and media relations.

**John O'Grady**

Chief Safety Officer  
Toronto Transit Commission

John has been the Chief Safety Officer of the Toronto Transit Commission (TTC) since 1998. He has over 35

years of professional experience in the field of health, safety and environment in the transportation and power generation sectors. Before joining the TTC, John led the health and safety function for Ontario Hydro, Canada's largest electric utility. He graduated from the University of Waterloo with a Bachelor of Environmental Studies degree and later earned his MA from the University of Toronto. He is a Canadian Registered Safety Professional and serves as Past Chair of the American Public Transportation Association's Rail Safety Committee.

**Eleanor McMahon**

Founder and CEO  
Share the Road Cycling Coalition

Eleanor McMahon has spent most of her career as a communications, government relations and marketing professional. Her work includes senior roles in the private, public and non-for profit sectors. Following the death of her husband, Ontario Provincial Police Sergeant Greg Stobbert - killed in a cycling collision in June 2006 - Ms. McMahon launched the Coalition, a provincial cycling advocacy and policy organization in 2008. In 2009 Ms. McMahon advocated for "Greg's Law" which created enhanced penalties for suspended drivers. The Bill was passed in the Ontario legislature in 2009, in Sgt. Stobbert's memory.

**John Wellner**

Director, Health Promotion  
Ontario Medical Association

John Wellner is the Director, Health Promotion at the Ontario Medical Association (OMA), where he has been since 2001. John's work is focused on public health policy and education programs, which involve promoting illness prevention and injury avoidance, on behalf of Ontario's doctors. In 2011, the OMA released a position paper on *Enhancing Cycling Safety in Ontario*, which contained a number of recommendations to improve this beneficial form of exercise. John is a fair-weather cycling commuter with a long history of involvement in transportation issues.

**Kathryn MacKay**

Analyst, Health Promotion  
Ontario Medical Association

A health promotion professional who adopted a bicycle as her regular means of transportation while living in Montreal. Since moving to Toronto, she has continued to cycle for work, play, and errands, and is interested in making the city and the entire province more bike-friendly, to help the environment and public health.

**Ontario Ministry of Transportation** – representatives participated on Expert Panel.  
**Ministry of Municipal Affairs and Housing** – representative participated on Expert Panel.

**Daniel Egan**

Manager, Cycling Infrastructure and Programs  
Transportation Services Division, City of Toronto

## REFERENCES

- <sup>1</sup> World Health Organization. World report on road traffic injury prevention: summary. Geneva, 2004:p33.
- <sup>2</sup> World Health Organization. World report on road traffic injury prevention: summary. Geneva, 2004:p21.
- <sup>3</sup> Ontario Medical Association. Policy paper: Enhancing cycling safety In Ontario.
- <sup>4</sup> Ontario Medical Association. Policy paper: Enhancing cycling safety in Ontario. p. 1
- <sup>5</sup> Canada. Public Health Agency of Canada; Canadian Institute for Health Information. Obesity in Canada: a joint report from the Public Health Agency of Canada and the Canadian Institute for Health Information. Ottawa, ON: Public Health Agency of Canada; 2011. Available from: <http://www.phac-aspc.gc.ca/hp-ps/hl-mvs/olc-oac/assets/pdf/oic-oac-eng.pdf>. Accessed: 2011 Jul 25.
- <sup>6</sup> World Health Organization. World report on road traffic injury prevention: summary. Geneva, 2004:p21.
- <sup>7</sup> World Health Organization. World report on road traffic injury prevention: summary. Geneva, 2004:p23.
- <sup>8</sup> World Health Organization. World report on road traffic injury prevention: summary. Geneva, 2004:p34.
- <sup>9</sup> National Research Council Canada. Centre for Surface Transportation Technology. Side Guards for Trucks and Trailers Phase 1: Background Investigation. March 2010: p28-9.
- <sup>10</sup> National Research Council Canada. Centre for Surface Transportation Technology. Side Guards for Trucks and Trailers Phase 1: Background Investigation. March 2010: p28-9.

I-5(u)



**Office of the Chief Coroner**  
**Province of Ontario**  
26 Grenville Street  
Toronto, Ontario M7A 2G9  
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**Contacts:**

**Dr. Dan Cass**  
Deputy Chief Coroner - Investigations  
Phone: 416-314-6808

**Ms. Emily Coleman**  
Project and Research Analyst  
Phone: 416-314-2149

**Ms. Dorothy Zwolakowski**  
Executive Officer - Investigations  
Phone: 416-314-4017

**Any person seeking to reproduce data or information from this report is asked to contact the Office of the Chief Coroner to ensure accuracy.**

WHEREAS the City of Mississauga adopted the Cycling Master Plan on September 15, 2010 and is actively working to implement the vision that "Cycling will become a way of life in the City of Mississauga that supports vibrant, safe and connected communities. Mississauga will be a place where people choose to cycle for recreation, fitness and daily transportation needs, enhancing our overall health and quality of life";

AND WHEREAS the Office of the Chief Coroner of Ontario recently released a report entitled "Cycling Death Review: A Review of All Accidental Deaths in Ontario from January 1st, 2006 to December 31st, 2010" which contained 14 recommendations in the area of public safety and death prevention;

AND WHEREAS the Mississauga Cycling Advisory Committee and Cycling Office staff provided input into the recommendations as part of the Ontario Coroner's Office's review of cycling deaths prior to the report being released;

AND WHEREAS the City of Kitchener has recently endorsed the Chief Coroner's Report, requesting that the Province of Ontario take action to implement the recommendations and encouraging other municipalities to do the same;

NOW THEREFORE BE IT RESOLVED, that Mississauga City Council endorse the recommendations contained in the Cycling Death Review report from the Office of the Chief Coroner for Ontario; and,

That correspondence be sent to the Province of Ontario requesting action on the report's recommendations, particularly the development of an Ontario Cycling Plan to guide the development of policy, legislation and regulations and the commitment of infrastructure funding to support cycling in Ontario; and,

That the City of Mississauga continue to take a leadership role by moving forward with implementation of recommendations within the report that relate directly to municipalities including:

- Adoption of a "complete streets" approach focused on the safety of all road users to guide redevelopment of existing communities and the design of new communities throughout Ontario; as well as
- Enforcement, education and public safety activities targeted to the specific issues of cycling safety identified in a given community; and further,

That correspondence be sent to the Region of Peel, City of Brampton and Town of Caledon encouraging the municipalities to undertake similar actions to endorse the report's recommendations.

WRITTEN SUBMISSION

I-6  
CD 03 POR

TO: Mississauga City Council  
c/o Laura Wilson  
Office of the City Clerk  
2<sup>nd</sup> Floor  
300 City Centre Drive  
Mississauga ON L5B 3C1

COUNCIL AGENDA  
SEP 26 2012

FILE NUMBER: R.S.O 1990 C.P. 13 as amended, w/ BILL 51. PORT CREDIT LOCAL AREA PLAN

OWNER/ APPLICANT: \_\_\_\_\_

FROM: DR GEOFF K.D. EDWARDS (LAKE SIDE VETERINARY CLINIC)  
(First and Last Name)

46 PORT STREET EAST  
(Street #, Street Name, Unit Number)

MISSISSAUGA ON L5G1C1  
(City, Province, Postal Code)

SIGNATURE: Dr Geoff K.D. Edwards

(Please ensure you have completed all sections. Information can be found on the Agenda Outline)

COMMENTS:

We encourage a complete local area plan which maintains the village character and caters to responsible development.

In my opinion, some of my clients and our increasing members of seniors can no longer afford to live in Port Credit.

We have had clients move to Etobicoke to buy there instead.

We are concerned with the apparent imbalances in ~~some~~ <sup>many</sup> neighbourhood developments

Finally, we are particularly interested in proposed developments not orphaning our property at 46 Port Street East. We trust that residents are ~~all~~ treated in an equitable manner.  
2 of 2

I-6(a)



## WRITTEN SUBMISSION

Under the *Planning Act*, R.S.O. 1990, c.P.13, as amended and with respect to Bill 51 applications:

- i) If a person or public body does not make oral submissions at a public meeting, or make written submissions to the City of Mississauga before the by-law is passed, the person or public body is not entitled to appeal the decision of the City of Mississauga to the Ontario Municipal Board (OMB).
- ii) If a person or public body does not make oral submissions at a public meeting, or make written submissions to the City of Mississauga before the by-law is passed, the person or public body may not be added as a party to the hearing of an appeal before the OMB unless, in the opinion of the Board, there are reasonable grounds to do so.

A copy of your written submission will be forwarded to Mississauga City Council to become part of the public record with respect to the above noted matter.

The personal information requested on this form is collected under authority of the *Planning Act*, R.S.O. 1990, c.P.13, as amended, and the applicable implementing Ontario Regulation. This information will be used to inform you of future meetings including OMB Hearings regarding the above application. Questions about the collection of personal information should be directed to the Access and Privacy Officer, City of Mississauga, 300 City Centre Drive, Mississauga, ON L5B 3C1 or by telephone at 905-615-3200, Ext. 5181.

**NOTE:** PLEASE COMPLETE THE BACK OF THIS FORM AND PLACE IN THE DROP BOX PROVIDED OR MAIL IT TO MISSISSAUGA CITY COUNCIL AT THE ADDRESS NOTED ON PAGE 2.

ALTERNATIVELY YOU MAY CHOOSE TO WRITE A LETTER ADDRESSED TO MISSISSAUGA CITY COUNCIL.

<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 checked="" type="checkbox"/> <input type="checkbox"/> Appropriate Action <input type="checkbox"/> Information <input type="checkbox"/> Reply <input type="checkbox"/> Report

I-7

WRITTEN SUBMISSION

TO: Mississauga City Council  
c/o Laura Wilson  
Office of the City Clerk  
2<sup>nd</sup> Floor  
300 City Centre Drive  
Mississauga ON L5B 3C1

COUNCIL AGENDA  
SEP 26 2012

FILE NUMBER: CD.03.POL

OWNER/ APPLICANT: Port Credit Local Area Plan

FROM: Andrew Beattie  
(First and Last Name)

96 Cumberland Drive  
(Street #, Street Name, Unit Number)

Mississauga, ON, L5G 3M8  
(City, Province, Postal Code)

SIGNATURE: 

(Please ensure you have completed all sections. Information can be found on the Agenda Outline)

COMMENTS:

Overall I Am supportive of the Local Area Plan and I  
have participated in previous sessions and raised the  
same point I raise below.

Sections 10.3.5.4 & 10.3.5.1. I respect that there have  
been brought forward from the Mississauga Plan (with minor  
revisions). ~~I do not~~

on 10.3.5.4 the development between the lake & the  
continuous waterfront trail should provide ample side  
yards to ensure visual access to the lake.

My issue as a resident & property owner on Cumberland  
is privacy. In the vision sessions the waterfront access  
was discussed as public property. This ~~area~~ should  
be a zoning matter & not referenced in the Plan.  
Personally I do not want people taking ~~to~~ my back yards  
at my family. swash side

I-7(a)



## WRITTEN SUBMISSION

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<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 checked="" type="checkbox"/> Appropriate Action <input type="checkbox"/> Information <input type="checkbox"/> Reply <input type="checkbox"/> Report

WRITTEN SUBMISSION

I-8

TO: Mississauga City Council  
c/o Laura Wilson  
Office of the City Clerk  
2<sup>nd</sup> Floor  
300 City Centre Drive  
Mississauga ON L5B 3C1

COUNCIL AGENDA  
SEP 26 2012

FILE NUMBER: C.D.03.POR

OWNER/ APPLICANT: Peter Nolet - & Leanne Nolet

FROM: \_\_\_\_\_  
(First and Last Name)

42 Front street south  
(Street #, Street Name, Unit Number)

MISSISSAUGA, ON. L5H 2C8  
(City, Province, Postal Code)

SIGNATURE: Peter Nolet 416 617-5002

(Please ensure you have completed all sections. Information can be found on the Agenda Outline)

COMMENTS: would like to see a mix used land use for  
the property 42 front street south, mississauga, ont  
L5H 2C8

AND  
45 John street south, mississauga, ON  
L5H 2C8.

ALSO MIX USED FROM LAKE SHORE - GOING  
SOUTH ON WEST SIDE OF FRONT ST SOUTH  
A. MUST.

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

I-8(a)



## WRITTEN SUBMISSION

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ALTERNATIVELY YOU MAY CHOOSE TO WRITE A LETTER ADDRESSED TO MISSISSAUGA CITY COUNCIL.

M-1



Whereas the city of Mississauga is located wholly within the Great Lakes Basin, and

Whereas Mississauga maintains a stewardship over 22.5 Kilometers of shore line on Lake Ontario, and

Whereas it is of the utmost importance to future generations that the Municipalities in the Great Lakes St. Lawrence Basin guard this essential resource against misuse and environmental degradation, and

Whereas the city of Mississauga is an active participant in the Great Lakes St. Lawrence Cities Initiative, and

Whereas at the Great lakes St. Lawrence Cities Initiative conference 2012, seven resolutions were adopted on issues critical to the health and protection of the Great Lakes, and

Therefore be it Resolve that the Council of the City of Mississauga endorse Resolutions 1 through 7, the Great Lakes St. Lawrence Cities Initiative Conference 2012, and

Be it further resolved that the Council endorsement be forwarded to the Great Lakes St. Lawrence Cities Initiative for distribution and endorsement by all Municipal Councils within the Great Lakes Basin.

A handwritten signature in black ink that reads "Jim Tovey".

SEP 19 2012

**RESOLUTION – Mississauga Road Scenic Route Study Review (Updated September 19, 2012)**

WHEREAS on April 26, 1996, City Council passed Resolution 131-96 which stated in part: “That no approvals be given to new rezoning, committee of adjustment and/or land division applications received after April 24, 1996, for lands fronting on both sides of Mississauga Road from the CPR tracks to the Queen Elizabeth Way until a study which establishes the criteria for a “Scenic Route” and determines the impact of the existing and proposed development on Mississauga Road has been carried out.”

AND WHEREAS on October 15, 1997, City Council passed Resolution 286-97, which adopted the Mississauga Road Scenic Route Study Report dated September 4, 1997 from the Commissioner of Planning and Building that required amendment to Official Plan policies to identify lands abutting Mississauga Road as a Special Site Area with related urban design guidelines in recognition of Mississauga Road from Lakeshore Road to the St. Lawrence and Hudson Railway as a Scenic Route;

AND WHEREAS the primary function of the term “Scenic Route” as defined by the Mississauga Road Scenic Route Study is to preserve or enhance the aesthetic quality of Mississauga Road and the existing man-made and natural features that border the street;

AND WHEREAS the four key features of the Special Site Area of Mississauga Road that contribute to its scenic value as defined in the Mississauga Road Scenic Route Study are: the existing street trees and greenbelt vegetation; the winding road alignment and narrow width; the larger lot and house sizes with generous front and side yard setbacks; and the heritage components of the route;

AND WHEREAS in recent years there has been increasing redevelopment pressure on lands adjacent to the Mississauga Road Scenic Route in the form of development proposals, applications and approvals for residential intensification, particularly between Eglinton Avenue West and lands south of Dundas Street West;

AND WHEREAS the qualitative and quantitative cumulative impacts of residential intensification pressure along the Mississauga Road Scenic Route corridor may undermine the identified four key features that contribute to its scenic value and the associated Official Plan policies;

NOW THEREFORE LET IT BE RESOLVED THAT:

1. The Planning and Building Department, in consultation with the Transportation and Works and Community Services Departments be directed to undertake a review of policies within the Mississauga Road Scenic Route Study and associated Official Plan policies with the intent of strengthening the policies in the context of increasing residential intensification pressures along the Mississauga Road corridor.
2. As part of this review, the Planning and Building Department identify the location and nature of potential residential development sites and their potential impact on the character of the Scenic Route. As part of the impact analysis, the Transportation and Works Department is to examine future cumulative traffic impacts, including approved and potential residential development scenarios adjacent to Mississauga Road between Eglinton Avenue West and the Queen Elizabeth Way, in the context of current policies that preclude major road upgrades such as new general purpose lanes.
3. No planning approvals for residential development applications received by the City after the passing of this Resolution, on lands with any frontage or potential vehicular access to Mississauga Road from Eglinton Avenue West to the Queen Elizabeth Way, be granted until City Council has made a decision on the outcomes of a review, report and recommendations of the Mississauga Road Scenic Route Study policies. Site Plan applications for detached dwellings (new homes, replacement housing and additions), as well as related minor variance applications shall be exempt from these provisions.
4. Appropriate staff resources be allocated for this review in the 2013 Work Programs for the Planning and Building Department and the Transportation and Works Department.

*Katie Phony* Sept. 19, 2012