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## ADDITIONAL AGENDA

### Council

**Date:** December 9, 2020  
**Time:** 9:30 AM  
**Location:** Online Video Conference

#### Members

Mayor Bonnie Crombie	
Councillor Stephen Dasko	Ward 1
Councillor Karen Ras	Ward 2
Councillor Chris Fonseca	Ward 3
Councillor John Kovac	Ward 4
Councillor Carolyn Parrish	Ward 5
Councillor Ron Starr	Ward 6
Councillor Dipika Damerla	Ward 7
Councillor Matt Mahoney	Ward 8
Councillor Pat Saito	Ward 9
Councillor Sue McFadden	Ward 10
Councillor George Carlson	Ward 11

#### Participate Virtually

Advance registration is required to participate and/or to make comments in the virtual public meeting. Any member of the public interested in speaking to an item listed on the agenda or interested in attending in person must register at [stephanie.smith@mississauga.ca](mailto:stephanie.smith@mississauga.ca) by Monday, December 7, 2020 before 4:00 PM.

Residents without access to the internet, via computer, smartphone or tablet, can participate and/or make comment in the meeting via telephone. To register, please call Stephanie Smith 905-615-3200 ext 3795 no later than Monday, December 7, 2020 before 4:00 PM. Comments submitted will be considered as public information and entered into public record.

#### Contact

Stephanie Smith, Legislative Coordinator, Legislative Services  
905-615-3200 ext. 3795  
Email [stephanie.smith@mississauga.ca](mailto:stephanie.smith@mississauga.ca)  
Find it Online  
<http://www.mississauga.ca/portal/cityhall/councilcommittees>

Meetings of Council streamed live and archived at [Mississauga.ca/videos](http://Mississauga.ca/videos)

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

- \*9.2. Investing in Canada Infrastructure Program (ICIP) - COVID-19 Resilience Infrastructure Stream

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

- \*11.3. Update on 2021 Budget Request for Corporate Asset Management Program

**12. PRESENTATION OF COMMITTEE REPORTS**

- \*12.4. Audit Committee Report - 3 - 2020 - December 7, 2020
- \*12.5. Planning and Development Committee Report 14 - 2020 - December 7, 2020

**14. PETITIONS**

- \*14.2. A petition received regarding the Official Plan Amendment and Rezoning applications to permit a 31 storey apartment building with commercial uses permitted on the ground floor located at 2444 Hurontario Street (Ward 7)
- \*14.3. A petition received regarding the objection of the proposed development application submitted by 574199 Ontario Inc., City of Mississauga located at located at 2444 Hurontario Street (Ward 7)

**15. CORRESPONDENCE**

- 15.1. Information Items
- \*15.1.2. A letter from Lawrence C. Loh, Medical Officer of Health regarding that local by-laws mandating the use of face coverings be extended by all local municipalities in Peel until June 30, 2021

**16. NOTICE OF MOTION**

- \*16.3. A motion to amend the Tow Truck Licensing By-law to authorize the City to suspend a conviction and associated demerit points and to issue a conditional licence, if the applicant or licensee provides the City with a copy of a notice of appeal
- \*16.4. A motion to amend the Elected Officials Expenses Policy to permit elected officials to use their discretion in using their ward account to support local organizations

**17. MOTIONS**

- \*17.2. Motion to Direct Staff to Prepare By-laws to amend the Fees and Charges By-law 0156-2019 and Fees and Charges By-law 0251-2020

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

- \*18.31.        A by-law to amend By-law Number 0293-2006, as amended, being the Site Plan Control By-law

                  PDC-0049-2020/ December 7, 2020
- \*18.32.        A by-law to Adopt the Official Plan Amendment Bylaw No. 117 Lands located within the Southdown Employment Area and Clarkson GO Major Transit Station Area Boundary (once delineated) CD.21-CLA

                  PDC-0047-2020/December 7, 2020
- \*18.33.        A by-law to amend By-law 0156-2019 and By-law 0251-2020 being the User Fees and Charges By-laws for 2020 and 2021

                  0372-2020/December 2, 2020 and Item 17.2
- \*18.34.        A by-law to approve funding for Corporate Asset Management Program (PN 21-607) effective January 1, 2021

                  BC-0026-2020/November 23, 24 & 30, 2020
- \*18.35.        A Bylaw to authorize the execution of an Agreement between The Corporation of the City of Mississauga and 45 Agnes GP Corp.pursuant to Section 37 of the Planning Act

                  with respect to lands at 45 Agnes Street, Mississauga,located at the NE corner of Cook St and Agnes St

                  (OZ 13/017 W7)

                  PDC-0052-2020/December 7, 2020
- \*18.36.        A by-law to authorize the execution of a Development Agreement between 45 Agnes GP Corp. and The Corporation of the City of Mississauga Northeast corner of Cook Street and Agnes Street (OZ 13/017 W7)

                  PDC-0016-2017/April 10, 2017
- \*18.37.        A by-law to adopt Mississauga Official Plan Amendment No. 70 (OZ 13/017 W7)

                  PDC-0016-2017/April 10, 2017
- \*18.38.        A by-law to amend By-law Number 0225-2007, as amended, being a City of Mississauga Zoning By-law

                  PDC-0016-2017/April 10, 2017
- \*18.39.        A by-law to authorize by delegation the Commissioner of Transportation and Works to execute amendments to Subdivision Servicing Agreements and Municipal Works Only Servicing Agreements

                  CD.21 Z-A

- \*18.40. A by-law to amend By-law 521-04, being the City's Tow Truck Licensing By-law, to authorize the City to suspend certain convictions and associated demerit points

Item 16.3

City of Mississauga  
**Corporate Report**



<p>Date: November 27, 2020</p> <p>To: Mayor and Members of Council</p>	<p>Originator's files:</p>
<p>From: Gary Kent, CPA, CGA, ICD.D, Commissioner of Corporate Services and Chief Financial Officer</p>	<p>Meeting date: December 9, 2020</p>

## Subject

Investing in Canada Infrastructure Program (ICIP) - COVID-19 Resilience Infrastructure Stream

## Recommendation

1. That the report dated November 27, 2020 entitled "Investing in Canada Infrastructure Program (ICIP) – COVID-19 Resilience Infrastructure Stream" from the Commissioner of Corporate Services and Chief Financial Officer be received.
2. That staff be directed to prepare and submit applications for projects identified in Appendix 2 entitled "ICIP – COVID-19 Resilience Infrastructure Stream Recommended Project List" under the Investing in Canada Infrastructure Program – COVID-19 Resilience Infrastructure Stream".
3. That staff be granted the authority to single-source as required on approved ICIP COVID-19 Resilience Infrastructure Stream projects to the satisfaction of legal and materiel management in order to meet program completion timelines.
4. That PN's be created where required for the projects identified in Appendix 2 upon Federal Government approval.

## Report Highlights

- The Investing in Canada Infrastructure Program (ICIP) is a 10-year cost-shared federal infrastructure program providing \$33B in federal infrastructure funding. This report addresses the newly launched COVID-19 Resilience Infrastructure stream.
- On August 5, 2020 the Federal government announced that it would be adapting the ICIP program in order to respond to the impacts of COVID-19. As a result, a new temporary COVID-19 Resilience Infrastructure stream was developed with over \$3B available in existing funding.
- The new ICIP stream provides provinces and territories the flexibility to transfer up to 10% of original ICIP stream allocations to the COVID-19 Resilience Infrastructure stream. For

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Ontario this maximum allocation is \$1.184B.

- Mississauga's allocation under the new stream is \$14,847,170. Applications are required to be submitted for provincial and federal government review and approval by January 7, 2021. A maximum of 5 project applications can be submitted by the City for consideration. Appendix 2 outlines the list of recommended projects.

## Background

The Investing in Canada Infrastructure Program (ICIP) is a ten-year federal infrastructure program designed to create long-term economic growth, build inclusive, sustainable and resilient communities and support a low-carbon economy.

Through ICIP, the Federal government is providing \$33B in federal infrastructure funding to cost-share projects under the following four streams:

- Public Transit
- Green Infrastructure
- Community, Culture and Recreation
- Rural and Northern Communities (the City is not eligible under this stream)

## Present Status

On August 5, 2020 the Federal government announced that it would be adapting ICIP in order to respond to the impacts of COVID-19. As a result a new temporary COVID-19 Resilience Infrastructure stream, with over \$3B in existing funding, was created to provide provinces and territories with added flexibility to fund quick-start, short-term projects that might not otherwise be eligible under the existing funding streams.

Delivered through bilateral agreements, this new stream provides provinces and territories the ability to transfer up to 10% of their original stream allocations to the new COVID-19 Resilience Infrastructure stream to help mobilize their remaining funds under ICIP. For Ontario, this maximum allocation is \$1,184,648,346.

On October 28, 2020, the Provincial government announced up to \$1.05B in combined federal-provincial funding through the new COVID-19 Resilience Infrastructure stream. This funding has been re-allocated from the ICIP Green stream.

The COVID-19 Resilience Infrastructure stream will deliver:

- Up to \$700M for education-related projects to be nominated and administered by the Ministry of Education;
- Up to \$100M for long-term care projects to be identified and administered by the Ministry of Long-Term Care; and

- An allocation-based program that will deliver \$250M to municipalities to address critical local infrastructure needs, including \$6.5M that will be directed toward Indigenous and on-reserve education, through the Ministry of Infrastructure in collaboration with the Ministries of Education and Indigenous Affairs.

Investments under the COVID-19 Resilience Infrastructure Stream are to support public infrastructure, defined as tangible capital assets, including temporary infrastructure related to pandemic response, primarily for public use and/or benefit.

To be eligible, projects must fit within a specific a project category and asset type:

- Category 1: Retrofits, Repairs and Upgrades for municipal, provincial, territorial and indigenous buildings, health infrastructure and educational infrastructure;
- Category 2: COVID-19 Response Infrastructure, including building or modifying infrastructure to support physical distancing, safety retrofits and expansions;
- Category 3: Active Transportation Infrastructure, including parks and, trails, foot bridges, bike lanes and multi-use paths; and
- Category 4: Disaster Mitigation and Adaptation, including natural infrastructure, flood and fire mitigation, tree planting and related infrastructure.

All projects in Category 2 and 4 must have a clear rationale of how they will support responding to the COVID-19 pandemic and/or economic recovery. Appendix 1 outlines all eligible project categories, asset types and sub-asset types.

In addition, projects must start construction no later than September 30, 2021; and must have substantially completed construction by December 31, 2021. Projects cannot start nor have contracts awarded before federal approval is received. Federal approval is anticipated spring 2021.

### **Municipal Allocation Program**

All 444 municipalities in Ontario are eligible to apply for funding under the COVID-19 Resilience Infrastructure stream. Each municipality will receive a minimum allocation of \$100,000, with some municipalities receiving additional funding determined through indicators, similar to Ontario's Community Infrastructure Fund, such as core infrastructure value, total weighted assessment, and median household income. Mississauga's total allocation is \$14,847,170.

The Federal government will be responsible for cost-sharing 80% of project costs and the remaining 20% will be cost-shared by the Province. Municipalities will not be required to participate in cost-sharing, to ensure they receive as much fiscal support as possible.

While this is an allocation based program, applications are required to be submitted for approval by January 7, 2021. As a municipality that is receiving greater than \$500k, the City is permitted to submit up to 5 project applications. The total eligible cost of all projects cannot exceed the municipal allocation and each project's eligible costs cannot exceed \$10 million.

Applicants can bundle projects, which have the same ultimate recipient, project category and asset type as noted above. Bundled projects can include multiple sub-asset types. Each bundle counts towards the municipalities' project application cap.

## Comments

City staff has completed a review of projects to determine the best approach to maximize the ICIP funding allocation while ensuring that the identified projects meet the eligibility criteria, project cost limitations and substantial completion date requirements.

No extensions will be considered. If applications are not submitted on time, or the project does not start and/or complete by the deadlines required by the Federal government, the municipality will lose any opportunity to access their funding allocation.

Appendix 2 provides a detailed list of recommended ICIP COVID-19 Resilience Infrastructure stream projects.

## Financial Impact

If all ICIP COVID-19 Resilience Infrastructure stream projects are approved as submitted, the City expects to receive its full allocation of \$14,847,170 from federal and provincial partners. Funding will be provided through a claims based process and has no cost-sharing requirement from the municipality.

## Conclusion

The ICIP COVID-19 Resilience Infrastructure Stream offers the City an opportunity to complete short-term infrastructure projects that require no municipal funding contribution and strengthen accessible public infrastructure for the future.

Based on the information and recommendations provided in this report, staff will complete funding applications for the projects endorsed by Council prior to the submission deadline. Upon notification of successful applications, staff will bring a report forward to Council in order to enter into a Transfer Payment Agreement with the Province.



Projects will provide the below relief per funding category:

<b>Fund Category Description</b>	<b>Total (\$Ms)</b>
<b>DC Funded</b>	5.93
<b>Tax Funded</b>	4.82
<b>Federal Gas Tax</b>	0.16
<b>Debt Management</b>	0.35
<b>Not Funded</b>	3.59
<b>Total</b>	<b>14.85</b>

## **Attachments**

Appendix 1: ICIP COVID-19 Resilience Infrastructure Stream Eligible Project Categories, Asset Types and Sub-Asset Type

Appendix 2: ICIP – COVID-19 Resilience Infrastructure Stream Recommended Project List



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

Prepared by: Carolyn Paton, Manager Strategic Financial Initiatives

**ICIP COVID-19 Resilience Infrastructure Stream Eligible Project Categories,  
Asset Types and Sub-Asset Types**

**Category 1: Retrofits, repairs and upgrades for municipal, provincial, territorial and indigenous buildings, health infrastructure and schools.**

<b>Eligible Asset Type</b>	<b>Asset Sub-types</b>
Municipal (local government) and provincial/territorial/Indigenous buildings	<ul style="list-style-type: none"> <li>• Administrative buildings</li> <li>• Fire halls</li> <li>• Police stations</li> <li>• Maintenance facilities</li> <li>• Physical Plants</li> <li>• Public works buildings (e.g. transformer sub-stations, water treatments facilities, hazardous waste disposal facilities)</li> <li>• Food safety infrastructure (committee freezers, green houses etc.)</li> <li>• Any other municipal (local government) and provincial/territorial/indigenous buildings that deliver or provide services or programming.</li> </ul>
Health infrastructure	<ul style="list-style-type: none"> <li>• Hospitals</li> <li>• Morgues</li> <li>• Nursing homes and senior citizen homes</li> <li>• Long-term care facilities</li> <li>• Wellness centres</li> <li>• Paramedic Services facility</li> <li>• Health centres, clinics and other health care buildings</li> <li>• Community interest facility e.g. mental health and addiction centres</li> <li>• Rehabilitation centres</li> <li>• Youth services facilities</li> <li>• Social and supportive housing</li> <li>• Paramedic and support vehicles</li> </ul>
Educational Infrastructure	<ul style="list-style-type: none"> <li>• Day care facilities</li> <li>• Schools (e.g. high school, college)</li> <li>• Adult education facilities</li> <li>• Playgrounds</li> <li>• Universities</li> </ul>

	<ul style="list-style-type: none"> <li>• Sports facilities</li> <li>• Computer labs and web infrastructure</li> <li>• School theatres</li> <li>• School libraries</li> <li>• Performing arts centres</li> <li>• Colleges</li> <li>• Research centres</li> <li>• Student housing</li> <li>• Student services buildings</li> <li>• Agricultural education infrastructure (barns, green houses, etc.)</li> </ul>
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**Category 2: COVID-19 Resilience Infrastructure, including measures to support physical distancing.**

<b>Eligible Asset Type</b>	<b>Asset Sub-types</b>
Build or modify infrastructure to respond to the Covid-19 pandemic	<ul style="list-style-type: none"> <li>• Safety retrofits for public sector buildings</li> <li>• Safety retrofits for rolling stock</li> <li>• New builds, retrofits, repairs or rebuilds of social housing, long-term care facilities, seniors' homes or temporary housing (shelters) to support new safety measures or physical distancing</li> <li>• Expand single rooms within existing hospitals</li> <li>• Separation infrastructure for infectious disease care from other care (e.g., COVID-19 wards and dedicated facilities)</li> <li>• Modular field hospitals, mobile ICU units or other equipment to facilitate rapid expansion of intensive care capacity</li> <li>• Renovate public facilities to serve as designated hospital overflow sites</li> <li>• Emergency vehicles</li> <li>• Security support vehicles</li> <li>• Barriers</li> <li>• Passenger safety improvements</li> <li>• Driver safety improvements (barriers etc.)</li> <li>• Video screens and PA systems for announcements</li> <li>• Automatic vehicle location technology</li> </ul>

	<ul style="list-style-type: none"> <li>• Security enhancements</li> <li>• Food security infrastructure</li> </ul>
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**Category 3: Active transportation infrastructure, including parks, trails, foot bridges, bike lanes and multi-use paths.**

<b>Eligible Asset Type</b>	<b>Asset Sub-types</b>
Active transportation infrastructure	<ul style="list-style-type: none"> <li>• Parks trails and multi-use paths</li> <li>• Bike and pedestrian lanes on existing or new roads or highways</li> <li>• Sidewalks</li> <li>• Footpaths and foot bridges</li> <li>• Active transportation support facility (e.g. bike parking/storage)</li> <li>• Street and park furniture (e.g. benches, shade areas, planters)</li> </ul>

**Category 4: Disaster mitigation and adaptation infrastructure, including natural infrastructure, flood and fire mitigation, and tree planting and related infrastructure.**

<b>Eligible Asset Type</b>	<b>Asset Sub-types</b>
Climate Change, natural disasters, extreme weather	<p><b>Natural:</b></p> <ul style="list-style-type: none"> <li>• Forest</li> <li>• Shoreline vegetation</li> <li>• Green Roofs</li> <li>• Bioswales/rain gardens</li> <li>• Aquifer</li> <li>• Wetland restoration</li> </ul> <p><b>Structural:</b></p> <ul style="list-style-type: none"> <li>• Barriers</li> <li>• Dams</li> <li>• Dykes</li> <li>• Drainage canals</li> <li>• Floodways</li> <li>• Man-made wetlands</li> <li>• Retaining walls and other shoreline protection such as rock revetment</li> </ul>

	<ul style="list-style-type: none"> <li>• Seawalls and breakwaters</li> <li>• Weirs</li> <li>• Pump station (to increase hydraulic capacity and reduce flooding)</li> </ul>
Floods and Fires	<ul style="list-style-type: none"> <li>• Barriers</li> <li>• Dams</li> <li>• Dykes</li> <li>• Drainage canals</li> <li>• Floodways</li> <li>• Man-made wetlands</li> <li>• Retaining walls and other shoreline protection such as rock revetment</li> <li>• Seawalls and breakwaters</li> <li>• Weirs</li> <li>• Pump station (to increase hydraulic capacity and reduce flooding)</li> </ul>
Assets associated with afforestation and reforestation	<ul style="list-style-type: none"> <li>• Tree planting projects</li> <li>• Coordination or distribution centres</li> <li>• Nurseries</li> <li>• Greenhouses</li> <li>• Access roads and bridges (that provide access to areas where tree planting will take place)</li> </ul>

ICIP - COVID-19 Resilience Infrastructure Stream Project List

Application Bundle	Project Category	Asset Type	Asset Sub-Type	Project Name	Funding Source	Project Cost (\$Ms)	Total Application Request (\$Ms)
1	Category 1: Retrofits, repairs and upgrades for municipal, provincial, territorial and indigenous buildings, health infrastructure and schools	Municipal (local government) buildings	Fire halls	Fire Hall Lifecycle Upgrades and Retrofits Program	Not Funded	2.03	3.14
			Any other municipal (local government) and provincial/territorial/indigenous buildings that deliver or provide services or programming.	Living Arts Centre - Lifecycle Replacement of 3 Entrance Doors and Vestibules with Sliding Doors to meet Accessibility and Access Requirements	Not Funded	1.12	
2	Category 3: Active transportation infrastructure, including parks, trails, foot bridges, bike lanes and multi-use paths	Active transportation infrastructure	Bike and pedestrian lanes on existing or new roads or highways	Cycle Tracks (Matheson Boulevard East and Commerce Boulevard)	DC Funded	3.35	8.15
			Park trail and multi-use paths	Multi-Use Trail (Eglinton Avenue East)	DC Funded	1.53	
			Park trail and multi-use paths	Multi-Use Trail (Kennedy Road)	DC Funded	1.05	
			Footpaths and foot bridges	Bridge Redevelopments • Middle Road bridge • Huron Park • Lake Aquitaine 02 • Lake Aquitaine 03 • Sawmill Valley Trail	Debt Management Tax Funded Federal Gas Tax	2.23	
3	Category 4: Disaster mitigation and adaptation infrastructure, including natural infrastructure, flood and fire mitigation, and tree planting and related infrastructure	Assets associated with afforestation and reforestation	Tree planting	Capital Tax-Funded New Park Tree Planting (Various Locations)	Tax Funded	0.60	1.75
			Tree planting	Capital Tax-Funded Replacement Tree Planting (Various Locations)	Tax Funded	1.15	
4	Category 4: Disaster mitigation and adaptation infrastructure, including natural infrastructure, flood and fire mitigation, and tree planting and related infrastructure	Climate Change, Natural Disasters, Extreme Weather	Natural - wetland restoration	Invasive Species Management Plan & Implementation Strategy: 2 Priority Sites: • Windrush Woods • Creditview Wetlands	Not Funded	0.45	1.80
			Structural: Retaining walls and other shoreline protection	JJ Plaus Pier Development	Tax Funded	1.00	
			Structural: Retaining walls and other shoreline protection	Jack Darling Shoreline Repair and Beach Front Access	Debt Management	0.35	
						<b>Total</b>	<b>14.85</b>

City of Mississauga  
**Corporate Report**



Date: 11/30/2020

To: Mayor and Members of Council

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

Originator's files:

Meeting date:  
 December 9, 2020

## Subject

**Update on 2021 Budget Request for Corporate Asset Management Program**

## Recommendation

1. That the report of the Commissioner of Corporate Services and Chief Financial Officer dated November 30, 2020 entitled "Update on 2021 Budget Request for Corporate Asset Management Program" be received.
2. That funding be approved for Asset Management Program capital project (PN 21-607) in the amount of \$381,500 so that the project may proceed in Q1 2021.
3. That a staff requirement for Q1 2021 of one Full Time Equivalent (FTE) be approved.
4. That all necessary by-laws be enacted.

## Report Highlights

- Provincial legislation now heavily regulates the provision of municipal Asset Management (AM) Plans, with prescriptive deadlines and content requirements. The City of Mississauga is well positioned to present the core infrastructure AM Plan for Council approval before the July 1, 2021 deadline.
- The workload associated with developing the non-core infrastructure AM Plan by July 1, 2023 is very high, and a Budget Request has been put forward requesting the approval of 21 FTEs in the 2021-2024 Business Plan and 2021 Budget. Staffing pressures would increase to 22 in 2023, but decrease to 17 in 2024.
- At Budget Committee on November 23, 2020, staff were requested to defer positions where possible, and consider whether any positions could be reduced. Council members also suggested the Province be requested to consider moving AM Plan deadlines to alleviate municipality workload and costs.
- After a careful review of all staffing requirements, and in the absence of a response from

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the Province regarding deferral of due dates, a deferral of four positions is proposed from 2021 to 2022. All positions are proposed to be funded through capital up to and including 2023, at which time only necessary positions would be maintained, and would be funded through operating.

- In the event the Province were to defer AM Plan due dates, staff would delay hiring as much as possible. Savings would be realized in the capital program, and funding would be returned through future WIPs.

## Background

Budget Committee reviewed Budget Request #8565 – Corporate Asset Management (AM) Program on November 23, 2020. Councillor Ras questioned whether any or all of the 21 positions requested for the Corporate Asset Management (AM) Program could be deferred to later years, and whether all positions are in fact required. This report provides a summary of the legislative requirements for Asset Management, an overview of the work required to fulfil these requirements, and a discussion on the staff required to perform this work.

The Province enacted the *Infrastructure for Jobs and Prosperity Act (IJPA), 2015* and its accompanying *O. Reg. 588/17 – Asset Management Planning for Municipal Infrastructure*. The Regulation provides standard requirements for municipal asset management planning and supports asset resiliency and sustainability as part of developing future AM plans. This regulation came into force on January 1, 2018.

The provincial requirements for the Policy and AM Plans is highly prescriptive. A Corporate AM (CAM) Office has been established in the Finance Division to ensure these requirements are addressed. This CAM Office is currently staffed with one permanent Project Manager, although a manager has been temporarily assigned to oversee the entire program.

Table 1 summarizes Provincial regulation requirements up to 2025. The Corporate AM Policy was developed during 2018 and early 2019, and was approved by Council on June 5, 2019.

Staff have been working diligently during 2019 and 2020 to ensure the first AM Plan milestone, for core infrastructure, will be achieved by the legislated due date. This AM Plan must be approved by Council before July 1, 2021.

**Table 1: Regulation Timelines**

Implementation Date	Requirements
July 1, 2019	Strategic Asset Management (AM) Policy – Completed June 5, 2019
July 1, 2021	AM Plan for core infrastructure (roads, bridges, culverts and stormwater) assets
July 1, 2023	AM Plan covering all municipal infrastructure assets
July 1, 2024	Proposed service level targets
July 1, 2024	Five Year Strategic Asset Management (AM) Policy Review

The AM Plan for non-core infrastructure must be completed by July 1, 2023. Updated AM Plans must include proposed service level targets by July 1, 2024. Following Council approval of the 2024 AM Plan, the AM plan needs to be updated every five years. In addition, the regulation



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requires Council to annually review its AM plan's progress, identify any factors impeding its progress and propose a strategy to address impediments, starting on or before July 1, 2025.

The CAM Office has developed staff guidelines and a template for the AM Plan. This template will be used for all AM Plans going forward. The CAM Office is also coordinating the work required in the Roads and Stormwater Service Areas to complete the 2021 AM Plan.

Several factors have contributed to staff's ability to prepare the AM Plan for core assets by June 2021:

- Finance responded quickly to legislation and established a CAM Office, with one project manager, through the 2018 budget. It soon became evident that additional oversight and management was required. One staff member has been temporarily reassigned to the Corporate AM Office to ensure we are able to complete the 2021 core AM Plan.
- An AM working group has been established, and AM specialists from across the City have helped establish standards and guidelines for completing the 2021 core infrastructure AM Plan.
- There are 15 roads, bridges and culverts asset classes included in the 2021 AM Plan, and these assets are supported through four existing systems. Even with systems in place, significant work has been required over the last eighteen months to deliver a Roads AM plan that meets provincial requirements. This work has been managed by existing Roads staff, although the additional workload has been significant.
- There are 10 stormwater asset classes. The Stormwater service area had already hired a consultant (WSP) to conduct an AM maturity assessment for stormwater assets, and therefore were well positioned to develop the 2021 Stormwater AM Plan using the same consultant. Staff resources were still required to ensure all work was completed.

The AM Working Group has been preparing for the 2023 non-core infrastructure AM Plan, and has already identified options for enhancing AM data by leveraging the use of existing information systems. However, the completion of the 2023 AM Plan for the City's remaining assets will be much more challenging, and existing staff resources cannot manage the additional workload. The following outlines the challenges faced by staff in preparing the 2023 AM Plan:

- There are 25 asset classes designated as "core" infrastructure included in the 2021 AM Plan. There are 230 asset classes designated as "non-core" infrastructure to be incorporated into the City's 2023 AM Plan. Roads and Stormwater were well positioned with existing systems to provide the required information for core assets. Many of the 230 remaining asset classes use various systems to collect asset information and have various maturity levels in the quality of data. Some assets are managed through the use of Excel only. Significant effort will be required to ensure data is presented in a standardized way.
- The CAM Office resourcing, with only one permanent staff member, is not sustainable. It has been a challenge to meet 2021 AM Plan requirements, even with well-established

data and good system support for Roads and Stormwater. Given that some of the non-core infrastructure areas have limited data available, and do not have systems supporting the assets, a large amount of support will be required from the CAM Office to identify what data is required, how it can be collected and how it needs to be reported. The CAM Office is also responsible for ensuring the entire Plan (similar in scope to the City's Business Plan and Budget document) is internally consistent and comprehensive. One staff person was able to manually combine information from two service areas, but it will not be possible for one person to do this for all service areas and all asset classes.

- Each service area contributing to the 2023 AM Plan, although supported by the CAM Office, will need to provide the details for each section in the Plan. This work is resource-intensive and particularly so with the July 1, 2023 deadline.
- In addition to the July 1, 2023 deadline for an AM Plan for non-core assets, there is a July 1, 2024 deadline to consider proposed service level targets. This is explained later in this report, but is another layer of work required from all service areas.

## Comments

The information required in the AM Plans is very comprehensive. The following provides an overview of the type of information required for the City's AM Plans, and a summary of the resources requested to be able to deliver these plans.

### AM Plan Requirements

All assets have been classified into "Asset Classes." For each asset, within each asset class:

- A **unit of measure** must be defined for each asset. This unit of measure is usually known, but sometimes requires review to ensure the most appropriate one is being used, as this will form the basis for all AM Plan reporting.
- **Inventory** counts for each asset must be confirmed. In many cases, inventory is known through our Tangible Capital Asset (TCA) database. However, for many of the smaller asset classes, the TCA database considers assets in aggregate. The AM Plan requires this information to be broken down by individual asset.
- **Asset condition rating** of each asset must be identified. The CAM Office, together with a City-wide Asset Management Working Group, has developed a common five-point rating measurement scale. Asset owners throughout the City currently use their own rating scale. There will be a significant amount of effort required to translate existing rating scales (where available) to the common five-point rating. Ratings will have to be developed for those assets where ratings are not currently developed.
- **Replacement cost** for each asset must be identified. Currently, the City estimates replacement cost based on historical acquisition costs, inflated to today's dollars. Our experience with Stormwater has shown this proxy can be significantly inaccurate. The Stormwater asset value has increased by \$3.0B to \$5.3B now that a thorough review of assets has been conducted. Current costs for all assets will have to be researched and

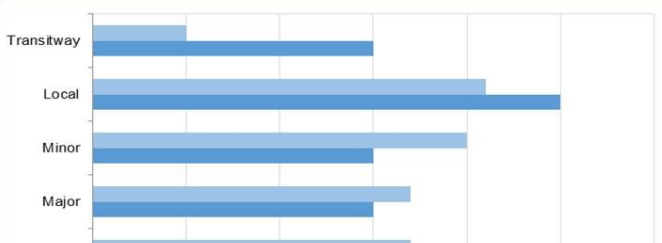
recorded. This can be straightforward for assets such as buses, where current prices are known. This will require significant effort for assets such as bridges and culverts constructed many years ago.

Table 2 provides a snapshot of how this information will be presented in the AM plans. The snapshots provided in this report are for one asset class (Road Pavement). The information will be required for 230 non-core Asset Classes, broken down to the asset level.

**Table 2 – Detailed Asset Inventory, Asset Condition and Current Replacement Value**

Service Area	Asset Class	Assets	Units	Inventory	Condition Distribution					Replacement Values
					1	2	3	4	5	
Roads	Road Pavement	Arterial Road	Lane km	793	32%	33%	28%	7%	0%	\$344,486,401
		Major Collector Road	Lane km	958	39%	20%	23%	18%	0%	\$423,345,242
		Minor Collector Road	Lane km	1,056	36%	23%	25%	16%	0%	\$485,966,655
		Local Road	Lane km	2,825	40%	24%	24%	12%	0%	\$1,315,222,326

- **The average asset age compared to expected useful life** must be identified. This information can be determined from historical data but is not readily available in all instances.
- **Customer Levels of Service (LOS)** for each asset must be included. The Province has prescribed customer LOS for core assets to be included in the AM Plan (roads and structures customer LOS are shown on the right).
- **Technical Levels of Service (LOS)** are also required. The Province has similarly prescribed technical LOS for core assets to be included in the AM Plan (roads and structures technical LOS are also shown on the right).



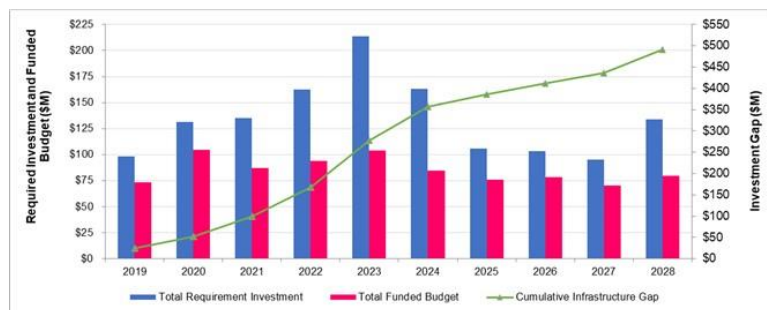
Customer LOS (Core Assets)	
Description or images that illustrate the different levels of road class pavement condition.	
Description or images of the condition of bridges and how this would affect use of the bridges.	
Description or images of the condition of culverts and how this would affect use of the culverts.	
Description, which may include maps, of the road network in the municipality and its level of connectivity.	
Description of the traffic that is supported by municipal bridges (e.g. heavy transport vehicles, motor vehicles, emergency vehicles, pedestrians, cyclists).	

- For non-core assets, each municipality must develop its own LOS measures, and ways to provide these metrics. There are, again, different levels of maturity across all asset classes in the City, and a significant amount of effort will be required to identify and measure appropriate LOS for each asset class.
- For the 2021 and 2023 AM Plans, the City is required to provide current LOS measures. The 2024 legislated deadline requires the City to identify target LOS measures.

Technical LOS (Roads / Structures)
For structural culverts in the municipality, average bridge condition index value.
For structural culverts in the municipality, average bridge condition index value.
Average surface condition (e.g. excellent, good, fair or poor etc.) for paved roads.
# of lane-kilometres of arterial roads as a proportion of square kilometres of land area of the municipality.
# of lane-kilometres of collector roads as a proportion of square kilometres of land area of the municipality.
# of lane-kilometres of local roads as a proportion of square kilometres of land area of the municipality.
% of bridges in the municipality with loading or dimensional restrictions.

- **Lifecycle activities to maintain Current LOS and the Infrastructure Gap** for the next 10 years must be included. This includes information such as:
  - Non-asset solutions (specific practices used to monitor and address asset requirements)
  - Operations / service (operational activities associated with the specific asset)
  - Maintenance (regularly scheduled or minor actions that ensure the longevity of an asset)
  - Renewal / rehabilitation (activities designed to extend service life)
  - Replacement, disposal and/or demolition (action taken when an asset has reached the end of its useful life)
  - Expansion / rebuild / new (planned activities to expand services)

- Operating costs for these activities are to be identified, as are capital costs for the next 10 years, broken down by growth and non-growth (replacement or expansion) projects. All of this information combines to provide total investment in our assets, by category, and projected infrastructure gap.



The information required in the AM Plans is data-intensive. The intent of the AM Plans is to develop a coordinated approach to asset management. As AM data grows and levels of service are defined, Council and staff will be better informed regarding where limited financial resources should be targeted. Benefits from AM Planning will not be evident initially but will eventually lead

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to a very coordinated and prioritized approach to capital and operating planning for existing assets.

### **Resource Requirements**

It would not be possible to provide 100% of the required data for 100% of the City's assets by July 1, 2023, unless resources were unlimited. The Province has recognized this, and there is opportunity in the AM Plans to identify areas for continuous improvement.

In preparing the 2021 Budget Request (BR) for the Corporate AM Program, staff balanced the need to complete AM Plans as regulated by the Province against budget pressures, resources and data availability. The proposed budget request assumes work would begin on higher-value assets, with the intent of providing inventories, replacement costs, and condition assessments, and some progress with respect to levels of service and lifecycle activities.

The higher-value asset classes include assets for street lighting, traffic signals, signs, sidewalks, fleet, multi-use and right-of-way trails, noise walls, retaining walls, buildings and the transit service area. Other service areas' non-core assets will be added to the 2023 plan where existing staff can absorb the work. Asset classes that cannot be incorporated into the 2023 AM Plan will be identified under the continuous improvement section of the AM Plan, to be addressed in future updates.

The budget request is staff-resource heavy, for a variety of reasons:

- There is no enterprise-wide system for Asset Management data. Information is currently captured in a variety of work-order or asset management systems. Roads, Facilities, Stormwater and other areas have robust systems for some assets, but information is not captured in a consistent way. In other areas, information is managed through Excel databases. Until the City adopts an enterprise-wide system, AM data will continue to be manipulated to complete AM Plans.
- Condition data and replacement costs for many non-core assets will have to be collected through manual intervention.
- There is one component of the budget request that would contract out for Laser Imaging Detection and Ranging (LiDAR), but this will also require staff resources to manage and manipulate the data collected through this system.
- Development of the AM Plans requires significant effort, similar to the Budget Planning process that is currently well established in the City, but is contributed to by many Service Area Leads and supported by numerous staff in the Finance Division.

In some cases, permanent FTEs are required, as AM planning will continue after the initial plans are written. Contract staff have been assumed where initial setup work is required. Some consultant funding has been allocated to support service areas as required.

One of the major initiatives for collecting the roads right-of-way asset information will be engaging a vendor with laser LIDAR technology to drive the City and map where these assets

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are located. Originally, this procurement was planned for 2021, and staff to support this work was requested for 2021. This is a complex procurement, and since this data collection is best performed in the spring, when the tree canopy has a “leaf off” condition, it has been determined that the procurement and associated staffing requirements can be deferred to 2022. Data processing by the vendor is expected to take approximately eight months. This means that a complete inventory for right-of-way road assets will not be included in the 2023 AM Plan but will be reflected in the 2024 AM Plan.

Table 3 identifies the resource requirements requested in the original 2021 BR, and a revised request based on updated information. Three IT staff (2-GIS Analyst, 1-Infor Analyst) and the AM Specialist assigned to Community Services could be deferred to 2022. Furthermore, it is proposed funding for the project would continue in the capital budget until 2023. A review would be conducted in 2023 to confirm which FTEs must remain permanently, and those FTEs would be funded through operating beginning in 2024. This will shift the funding of \$2.1M from the operating budget to the capital budget in 2023 and alleviate the operating budget pressure by one year.

**Table 3. RESOURCE REQUIREMENTS**

Requested Position	Position Type	ORIGINAL BR				WITH DEFERRALS			
		2021 (Capital)	2022 (Capital)	2023 (Operating)	2024 (Operating)	2021 (Capital)	2022 (Capital)	2023 (Capital)	2024 (Operating)
Business Analyst	Contract	1	1	1	0	1	1	1	0
Project Manager	Contract	1	1	1	0	1	1	1	0
IT Analyst	Contract	3	3	3	0	3	3	3	0
GIS Analyst	Permanent	3	3	3	3	1	3	3	3
Infor Analyst	Permanent	2	2	2	2	1	2	2	2
IT Analyst	Permanent	1	1	1	1	1	1	1	1
<b>Information Technology Request</b>		<b>11</b>	<b>11</b>	<b>11</b>	<b>6</b>	<b>8</b>	<b>11</b>	<b>11</b>	<b>6</b>
Transport'n Infra. Tech/Co-ordinator	Permanent	2	2	2	2	2	2	2	2
Transport'n Infra. Tech/Co-ordinator	Permanent	0	0	1	1	0	1	1	1
AM Specialist	Permanent	1	1	1	1	1	1	1	1
Infra. Mgmt System Specialist	Permanent	2	2	2	2	2	2	2	2
<b>Transportation and Works Request</b>		<b>5</b>	<b>5</b>	<b>6</b>	<b>6</b>	<b>5</b>	<b>6</b>	<b>6</b>	<b>6</b>
Manager, Corporate Asset Mgmt	Permanent	1	1	1	1	1	1	1	1
Financial Analyst	Permanent	1	1	1	1	1	1	1	1
AM Specialist -CPS	Permanent	1	1	1	1	1	1	1	1
<b>Corporate Asset Management Office Request</b>		<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>
AM Specialist -FPM	Permanent	1	1	1	1	1	1	1	1
AM Specialist -CMS	Permanent	1	1	1	1	0	1	1	1
<b>AM Specialists</b>		<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>2</b>
<b>Total AM FTE Request</b>		<b>21</b>	<b>21</b>	<b>22</b>	<b>17</b>	<b>17</b>	<b>22</b>	<b>22</b>	<b>17</b>
<b>CAPITAL IMPACT ALL COSTS</b>		<b>\$3.0M</b>	<b>\$4.8M</b>	<b>\$2.4M</b>	<b>\$0.0M</b>	<b>\$2.8M</b>	<b>\$4.9M</b>	<b>\$4.5M</b>	<b>\$0.0M</b>
<b>OPERATING IMPACT</b>				<b>\$2.1M</b>	<b>\$2.1M</b>			<b>\$0.0M</b>	<b>\$2.1M</b>

The proposed approach will allow the City to meet Provincial regulations, while identifying in the Continuous Improvement section those areas that will require more attention in the future. While staff work to prepare the 2023 AM Plan, work will be underway to ensure 2024 AM Plan requirements will be met. The 2024 AM Plan requires the establishment of proposed LOS

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targets. This will involve engaging Council and the public to gather input from councillors, residents and businesses on asset service level expectations. A financial analysis will need to be performed to provide Council with recommendations for proposed asset service level targets that are financially sustainable.

### **Provincial Legislation Due Dates**

While considering the 2021 Business Plans and Budget at Budget Committee on November 23, 2020, Councillor Ras suggested the Mayor send a letter to the Province requesting a deferral of the timelines contained in O. Reg. 588/17. Staff have prepared a letter for the Mayor's Office making such a request. It should also be noted the Municipal Finance Officers' Association of Ontario (MFOA) provided a similar request to the Province in October 2020 (Appendix 1). MFOA has not received a response from the Province at the time of writing this report.

In the event the Province were to move deadlines by one year, it is estimated that an additional three staff could be deferred from 2021 to 2022. This would result in capital budget savings estimated at \$0.2M would be returned to the Tax-Capital reserve fund through WIP.

## **Financial Impact**

The recommendations in this report would result in a deferral of four FTEs from 2021 to 2022, a reduction of \$0.2M in capital in 2021, and a deferral of operating impact from 2023 to 2024. In the event the Province defers AM Plan deadline dates by one year, additional savings of \$0.2M would be recognized in capital. These funds would be returned to the Tax-Capital Reserve Fund through future WIPs.

## **Conclusion**

The Province's regulation on asset management has prescriptive requirements on the contents of a municipal AM plan. The AM Plan for core assets must be approved by Council by July 1, 2021. Work is well underway to meet this deadline.

A significant amount of human resources is required to ensure the AM Plan for non-core assets can be completed by the July 1, 2023 deadline. The original BR for this project has been adjusted to reflect a deferral of some staff from 2021 to 2022. The 2023 AM Plan will not have 100% information for 100% of the City's non-core assets. However, the Province recognizes that municipalities may have gaps in their AM Plan because not all information will be available. The "continuous improvement" section for each plan will serve as a roadmap of actions to be taken to steadily increase the level of maturity of asset management.

A robust Asset Management system will ensure infrastructure is maintained to ensure levels of service are met and risks are managed based on principles of resiliency, transparency and safety. The Corporate AM Plan will serve as a strategic, tactical and financial document ensuring the activities, resources and timeframe required for municipal infrastructure, while

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balancing costs, opportunities and risks against the desired performance of assets. Funding support from senior levels of government is now often conditional on the presence of an AM Plan.

## Attachments

Appendix 1: Municipal Finance Officers Association letter dated October 22, 2020 to Minister of Infrastructure, Province of Ontario.



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

Prepared by: Susan Cunningham, Acting Manager, Corporate Asset Management



Hon. Laurie Scott  
Minister of Infrastructure  
5th Floor  
777 Bay St.  
Toronto, ON M7A 2J3

October 22, 2020

Dear Minister Scott,

**RE: One-year extension of deadlines in O. Reg. 588/17: Asset Management Planning for Municipal Infrastructure under the Infrastructure for Jobs and Prosperity Act, 2015**

I am writing on behalf of the Municipal Finance Officers' Association of Ontario, and the municipalities it serves, to request a one-year extension of all upcoming deadlines in O. Reg. 588/17: Asset Management Planning for Municipal Infrastructure under the Infrastructure for Jobs and Prosperity Act, 2015 (O. Reg. 588/17).

The Municipal Finance Officers' Association of Ontario (MFOA) is the professional association of municipal finance officers with more than 2,300 individual members. We represent individuals who are responsible for handling the financial affairs of municipalities and who are key advisors to councils. MFOA is a strong advocate for best practices that encourage long-term fiscal sustainability, including long term financial planning and asset management planning.

In recent years, MFOA and the Province have worked together to support municipalities on their asset management (AM) journeys. Our collaboration has resulted in a range of useful resources, including tip sheets, a strategic AM planning policy development toolkit, a guide on creating AM communities of practice, an AM framework, a self assessment tool, training, and the provision of professional one-on-one AM consulting, among other supports. MFOA, like the Province, believes in the fundamental importance of AM planning.

But we have also heard our members. As noted in your statement to the Standing Committee on Finance and Economic Affairs on July 30, 2020, municipalities were "among the hardest hit" by the economic shutdown necessitated by the COVID-19 pandemic. This hit has and continues to be both financial and operational in nature. Since March, municipalities have declared states of emergency, redeployed resources, contained costs (including hiring freezes), and rightly prioritized the immediate needs of stakeholders. Given these pressures, municipalities have not had the capacity to work on meeting the 2021 deadline in O. Reg. 588/17 and as we are in a second wave and a return to a modified stage 2 in some parts of the Province with no end in sight and the possibility of extended restrictions elsewhere, it is unlikely that current capacity challenges will be resolved in the short-term.

We are also concerned that revenue losses in some municipalities will result in re-evaluations of capital plans, including AM plans. AM planning completed during a period of high revenue uncertainty is unlikely to be very reliable. Plans done after a revenue re-evaluation post COVID provides confidence that AM plans have taken into account the COVID impacts and that they are more up to date and robust.

Similar to the Public Sector Accounting Board's one-year deferral of the effective date of upcoming standards, MFOA recommends a one-year extension of all upcoming deadlines in O. Reg. 588/17. In the short-term, an extension will help municipalities focus on pandemic management. In the long-term, extending timelines will ensure municipalities can produce meaningful work that embodies the spirit of AM that reflects new post COVID realities.

Throughout the pandemic, we have seen how much can be achieved when municipalities and the provincial government work together to achieve a common goal. Should you wish to follow up on this letter, please contact MFOA Executive Director, Donna Herridge ([donna@mfoa.on.ca](mailto:donna@mfoa.on.ca)).

Sincerely,

A handwritten signature in dark ink, appearing to read "Trevor Pinn". The signature is fluid and cursive, with a large initial "T" and "P".

Trevor Pinn, CPA, CA  
President

cc. Hon. Steve Clark, Minister of Municipal Affairs and Housing

## **REPORT 3 - 2020**

To: MAYOR AND MEMBERS OF COUNCIL

The Audit Committee presents its third report for 2020 and recommends:

AC-0009-2020

1. That the report dated November 20, 2020 from the Commissioner of Corporate Services and Chief Financial Officer titled "2020 Audit Plan", be received for information
2. That the Audit Committee Chair, Commissioner of Corporate Services and Chief Financial Officer and Director of Finance and Treasurer be authorized to execute the Audit Engagement Letter for the fiscal year 2020.

AC-0010-2020

That the report dated November 23, 2020 from the Director, Internal Audit with respect to final audit reports:

1. Transportation & Works Department, Traffic Management & Municipal Parking Division, Municipal Parking Section – Paid Parking Audit; and,
2. Transportation & Works Department, Works Operations and Maintenance Division, Works Admin, Operations and Maintenance Section – Signs and Pavement Markings Audit

be received for information.

AC-0011-2020

That the memo from Allyson D'Ovidio, Legislative Coordinator entitled "2021 Audit Committee Meeting dates" be received.

AC-0012-2020

That the memo from Allyson D'Ovidio, Legislative Coordinator entitled "2021 Audit Committee Chair Duty" be received.

## **REPORT 14 - 2020**

To: MAYOR AND MEMBERS OF COUNCIL

The Planning and Development Committee presents its fourteenth report for 2020 and recommends:

PDC-0047-2020

1. That the report titled "Southdown Local Area Plan – City Initiated Official Plan Amendment", dated December 1, 2020, from the Commissioner of Planning and Building, be adopted.
2. That an Official Plan Amendment to Mississauga Official Plan be prepared to amend the Southdown Employment Area Character Area Policies contained in the Southdown Local Area Plan in accordance with the proposed modified policy as outlined in Appendix 1 of this report.

PDC-0048-2020

That the Memorandum dated November 20, 2020 from the Commissioner of Planning and Building entitled "December 10, 2020 Regional Council Agenda Comments on Growth Management be received for information.

PDC-0049-2020

That the Report dated November 13, 2020 from the Commissioner of Planning and Building titled "Proposed Updates to Site Plan Control By-law 0293-2006" be adopted, and that Site Plan Control By-law 0293-2006, as amended, be further amended in accordance with the staff recommendations in this report.

PDC-0050-2020

1. That the report dated November 13, 2020, from the Commissioner of Planning and Building regarding the applications by Edenshaw Elizabeth Developments Limited to permit a 22 storey apartment building with 258 units and six levels of underground parking, under File OZ 20/006 W1, at 42-46 Park Street East and 23 Elizabeth Street North, be received for information.
2. That seven oral submissions be received.

## PDC-0051-2020

1. That the report dated November 13, 2020, from the Commissioner of Planning and Building regarding the applications by P&S Ramlochan Property Inc. to permit a 31 storey apartment building with commercial uses permitted along the ground floor, under File OZ 20/010 W7, 2444 Hurontario Street, be received for information.
2. That four oral submissions be received.

## PDC-0052-2020

That the report dated November 23, 2020, from the Commissioner of Planning and Building outlining the recommended Section 37 Community Benefits under File OZ 13/017 W7, 45 Agnes GP Corp., 45 Agnes Street, be adopted and that a Section 37 agreement be executed in accordance with the following:

1. That the sum of \$1,373,500 be approved as the amount for the Section 37 Community Benefits contribution.
2. That City Council enact a by-law under Section 37 of the Planning Act to authorize the Commissioner of Planning and Building and the City Clerk to execute the Section 37 agreement with 45 Agnes GP Corp., and that the agreement be registered on title to the lands in a manner satisfactory to the City Solicitor to secure the Community Benefits contribution.



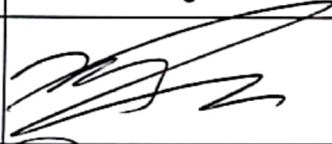
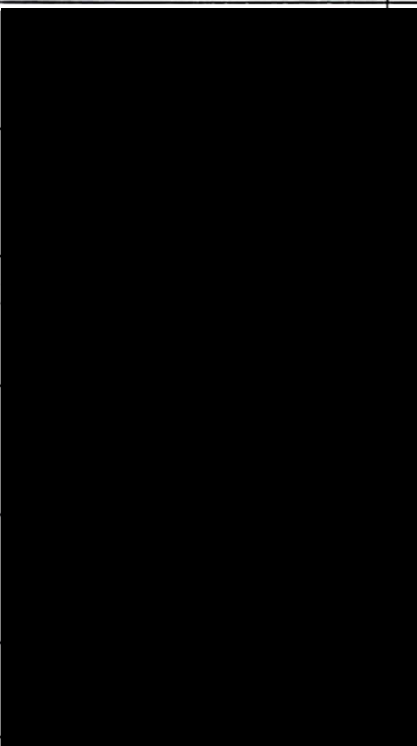
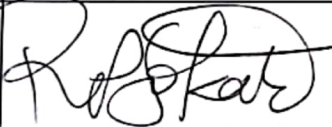
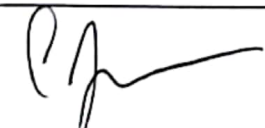
**PETITION TO REJECT THE PROPOSED PLAN FOR THE 2444 Hurontario Street Southwest Corner of Hurontario Street and Floradale Drive, File #: OZ 20/010 W7 DEVELOPMENT**

**Proposed Development: 2444 Hurontario Street Southwest Corner of Hurontario Street and Floradale Drive**  
**Application submitted by: P&S Ramlochan Property Inc.**  
**File #: OZ 20/010 W7**

Submitted To: Planning and Building Department, City Planner Adam Lucas, City Councillor and Mayor of Mississauga

From: Home Owners and Residents of Floradale Drive

**Action Petition For: We the undersigned are concerned citizens who urge our City of Mississauga Planners, Council, Mayor and City Staff to reject the proposed plan in its current proposal.**

Print Name	Name Signature	Address	Comment	Date	
MILES ROQUE				SEPT 12, 2020	
Rina Palerna				Sept 12, 2020	
Giowonda Palerna	C Palerna			Sept 12, 2020	
Haline Ilnicki	Haline Ilnicki			Sept 12/20	
Caroline Ilnicki				Sept 12/20	
to Mackenzie	E MacKenzie				11


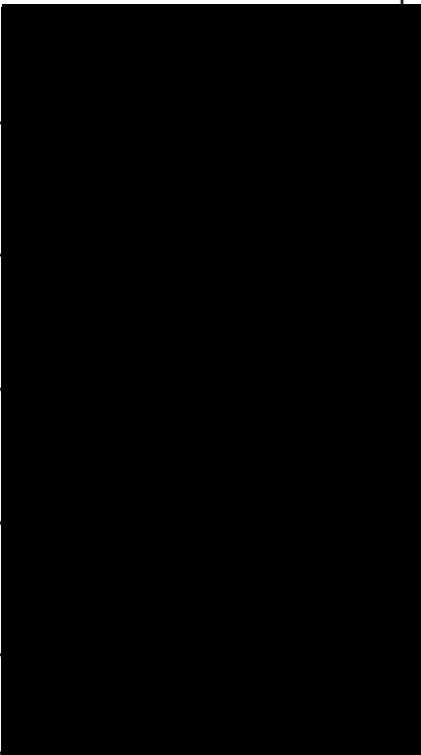


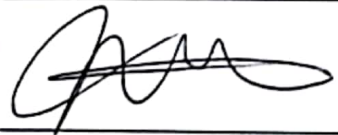

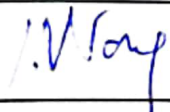
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Print Name	Name Signature	Address	Comment	Date
Hanna Dood				12 Sep. 20
Chris Rebeo			<del>12/09</del> unwanted grow with no privacy "	
FRANCES GORMLEY				12/09/20
Nicole Arrach				Sept. 12, 2020
Nadia Smith				Sept 12, 2020
J. WONG				



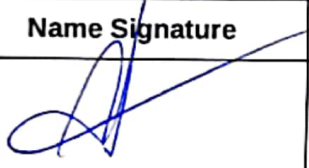
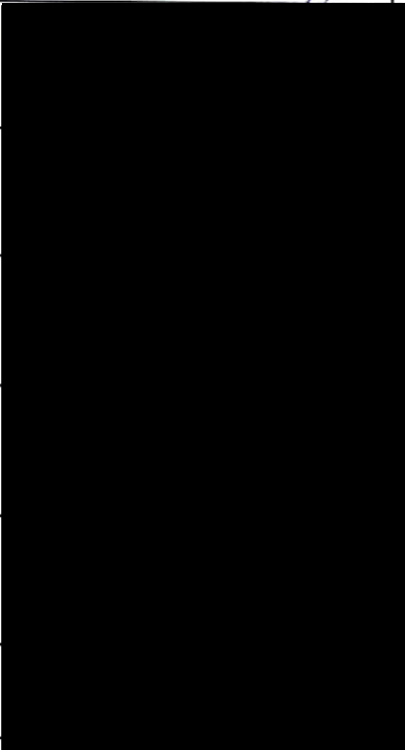

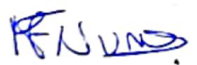
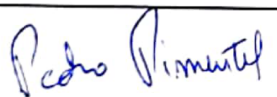


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Print Name	Name Signature	Address	Comment	Date
Danny Freeman			Traffic, Parking Road Mess, PRIVACY, NOISE	Sept 13/20
Mark Chedkiewicz			"	Sept 13/20
MENA NUNES			Too High!	Sept. 13/20
PEDRO PIMENTEL			VERY DISTURBING. TOO HIGH - NOT GOOD FOR A SMALL RES. AREA.	Sept. 13/20
ASSJUTA PELACIA			Too much parking ; too much traffic	SEPT 13/20
Shabbi Madravan				Sept 13/20

**PETITION TO REJECT THE PROPOSED PLAN FOR THE 2444 Hurontario Street Southwest Corner of Hurontario Street and Floradale Drive, File #: OZ 20/010 W7 DEVELOPMENT**

**Proposed Development: 2444 Hurontario Street Southwest Corner of Hurontario Street and Floradale Drive**  
**Application submitted by: P&S Ramlochan Property Inc.**  
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Submitted To: Planning and Building Department, City Planner Adam Lucas, City Councillor and Mayor of Mississauga

From: Home Owners and Residents of Floradale Drive

Action Petition For: We the undersigned are concerned citizens who urge our City of Mississauga Planners, Council, Mayor and City Staff to reject the proposed plan in its current proposal.

Print Name	Name Signature	Address	Comment	Date
PETER MARITAN				SEPT 15, 2020
ENIS MARITAN				15-SEPT-2020
Majed Atrach				16 Sept 2020
Emilia Blahi				16-SEP-20
Vikas Sharma				17-SEP-2020

## Petition Information

- Each petition must be submitted to the City Clerk no later than 4:30 p.m. on the Monday of the week preceding the Council meeting; otherwise the petition will be included on the next available Council agenda.
- The petition must be typed or legibly handwritten and printed on letter size paper. (No pencil)
- The petition must be appropriate and respectful in tone, and must not contain any improper or offensive language or information.
- Each petitioner must print and sign his or her own name, original signatures only.
- Each petitioner must provide his or her full address, including property's roll number for a noise wall petition.
- The petition must clearly disclose on each page that it will be considered a public document at the City of Mississauga and that the information contained in it may be subject to the scrutiny of the City and other members of the general public.

The following information outlines the purpose of the petition:

Purpose:	Petition to reject the proposed plan for the 2444 Hurontario Street Southwest corner of Hurontario Street and Floradale Drive, File #: OZ 20/010 W7 Development
Asking Council for:	The rejection of the proposed plan in its current proposal. We are concerned citizens who urge our City staff and Council to reject the current proposal and to ensure that there is a zero negative impact on traffic and road safety on Floradale Drive.

### Organizer Information:

Information that uniquely identifies the petition organizer:

Full Name:	Miles Roque
Address:	44 Floradale Drive
Phone:	416-821-1812
Email:	miles.roque@gmail.com



# PETITION

**TO: THE CITY OF MISSISSAUGA, PLANNING AND BUILDING DEPARTMENT**

**We the undersigned** object to the proposed development application submitted by 574199 Ontario Inc., City of Mississauga File Number OZ 20/017 W7. More specifically we object to the following: i) the erection of the proposed new 15 story apartment building (with an attached above ground parking garage) on the subject property, ii) the proposed amendment to the City of Mississauga Official Plan, and iii) the proposed amendments to the zoning by-law for the subject property.

**We the undersigned** object to the above identified application for numerous reasons, including the following:

- 1) The two existing apartment buildings that are located on the subject property (which have been there for over 38 years) are set back substantially from Mary Fix Creek and from adjacent neighbouring homes on Privet Court and Privet Crescent. Many of the adjacent neighbours purchased their homes decades ago with the above noted circumstances being a primary consideration and, as such, it would be inequitable (unfair) after the passage of so much time to allow for the new apartment building to be built so close to the creek and to these adjacent homes. The law of equity arguably would require that this long standing relationship should be the primary consideration in evaluating the applicant's proposal.
- 2) The proposed location for the new apartment building will intrude on neighbours' current sight lines, sunlight exposure and personal privacy. Tenants in the proposed new apartment building would literally be looking into the neighbouring backyards and bedrooms of adjacent homes on Privet Court and Privet Crescent.
- 3) The above identified intrusions would arguably have a negative impact on the value of neighbouring homes (in particular the homes adjacent to the subject property), which in turn would arguably have a negative impact on the value of homes in the surrounding area. Here the applicant would benefit while taxpaying residents would suffer.
- 4) The proposed 250 unit new apartment building (which is an addition to the existing structures already standing on the subject property and, as such, should not be considered a development involving vacant land) will significantly increase traffic

(particularly on Dundas Street) in an area that is already experiencing traffic congestion, and here consideration must also be given to the traffic flow that will result from the future development of actual vacant land in the immediate vicinity (e.g., the old trailer park land on Dundas Street and the Parkerhill Road open lots).

5) Historically tenants of the subject property have been less than ideal neighbours. Over the years, and in some cases to this very day, neighbours of the subject property have endured loud music from the parking lot and from the balconies, car alarms going off at all times of the day but particularly at night, the revving of car engines for no apparent reason, tires screeching, and drinking and partying on the east bank of Mary Fix Creek behind the existing apartment buildings. With 250 units in the proposed new apartment building and an average of four people per unit, an additional 1,000 people would reside on the subject property exponentially increasing the potential for such nuisances.

6) The design of the proposed new apartment building, specifically the rooftop amenity at the 5<sup>th</sup> floor, adds to the potential for noise nuisance for neighbours. This potential for noise nuisance is amplified for adjacent homeowners on Privet Court and Privet Crescent by the fact that the proposed new apartment building would be so close to these homes.

7) The location (10 meters from the flood line) of the proposed new apartment building allows for only a limited flood plain for Mary Fix Creek (compared to the open parking lot that currently exists on the subject property) arguably putting the Argyle Road neighbourhood at greater potential risk than what currently exists.

8) The size of the proposed new apartment building is excessive for the available land on the subject property, evidenced by the fact that the proposal involves little to no real green space, and also evidenced by the fact that the applicant is seeking zoning amendments, involving: i) amending the minimum dimensions of parking spaces, driveways and drive aisles, ii) amending the minimum number of parking spaces per apartment dwelling unit (the current zoning by-law requirement is 649 spaces while the proposal offers 503 spaces, a substantial difference), iii) amending the minimum number of visitor parking spaces per apartment dwelling unit, and iv) amending the minimum set back from a parking structure above or partially above finished grade at any lot line. The proposal is an attempt to "squeeze" a mammoth structure into an inadequate space and this would be detrimental to adjacent and other neighbours. If the applicant wishes to build such a mammoth structure the applicant might consider demolishing the existing apartments and replacing them with the proposed new apartment building.

9) The height of the proposed new apartment building is 15 stories, which is inconsistent with the height of surrounding high-rises. The two existing apartment buildings on the subject property are only 12 stories high while the high-rise condos to the South of the subject property are 13 stories. Apartments to the North of the subject property, flanking either side of Dundas Street, range from 10 to 13 stories high. As such, the proposed new apartment building would not seamlessly fit into the neighbourhood. Due to the excessive height of the proposed new apartment building the applicant is forced to seek an amendment to the City of Mississauga Official Plan which limits any building erected on the subject property to 13 stories. There is no good reason from a community perspective for the City of Mississauga to pass such an amendment.

10) The two existing apartment buildings located on the subject property are perpendicular to adjacent neighbouring homes on Privet Court and Privet Crescent and are set back a substantial distance from these homes, as such, little light intrusion from the existing apartment buildings is experienced by these homes in the evening and at night. The proposed new apartment building and the attached above ground parking garage would sit parallel to these homes, this combined structure would be located very close to these homes, the above ground garage would have numerous windows, and lights in the garage would be on all day long, all of which would arguably result in a substantial evening and nighttime light intrusion and nuisance for these adjacent neighbouring homes, with light emanating from both apartment units and from the parking garage. This light intrusion and nuisance would be experienced by other neighbours of the subject property as well.

11) The proposed new apartment building would have a 420 car above ground enclosed parking garage attached to it, which would be ventilated into the surrounding air. As the proposed garage would be very close to adjacent neighbouring homes on Privet Court and Privet Crescent (in fact the applicant is proposing a zoning by-law amendment to decrease the minimum set back from their above ground parking garage at their western lot line) these adjacent homes would be facing a new source of air pollution, as would other neighbours surrounding the subject property.

12) The two existing apartment buildings on the subject property have 253 units, while the proposed new apartment building, in a single structure, would have 250 units (plus the above ground parking garage). This clearly demonstrates that the proposed new apartment building is indeed a mammoth structure, and as previously stated due to its massive size it is excessive for the available land on the subject property.

13) When you include the proposed new apartment building, the subject property would have 503 apartment units which apparently would exceed permitted density, causing the applicant to seek an amendment to the City of Mississauga Official Plan. There is

no good reason from a community perspective for the City of Mississauga to pass such an amendment. The proposed excess with respect to permitted density demonstrates yet again that the applicant's proposal is an attempt to "squeeze" a mammoth structure into an inadequate space, and this would be detrimental to adjacent and other neighbours.

14) Due to the close proximity of the proposed new apartment building to Mary Fix Creek, construction of same would arguably be very disruptive to the wildlife occupying the Green Land Zone around Mary Fix Creek.

PRINT NAME

SIGNATURE

ADDRESS

EVA M. FEIJO *Eva M. Feijo*

*José Dias Alexist Dias*

*Jaren K. Miller, K. Miller*

*Grand. S. Michele* GRANDE DIMICHELE

ITALIO *ITALIO*  
Dimichele

Danny DiMichele *Danny DiMichele*

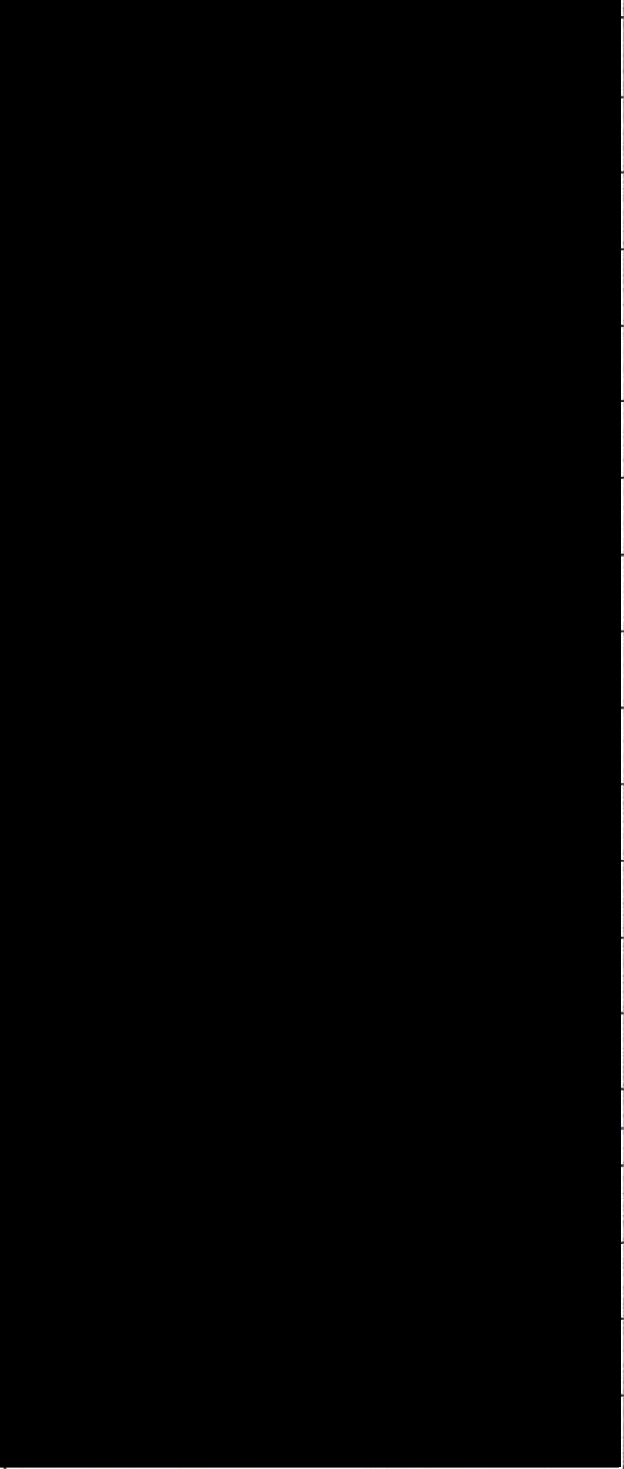
*Letizia DiMichele* LETIZIA  
DIMICHELE

FRANCISCO LINO-FRANCISCO LINO

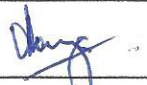
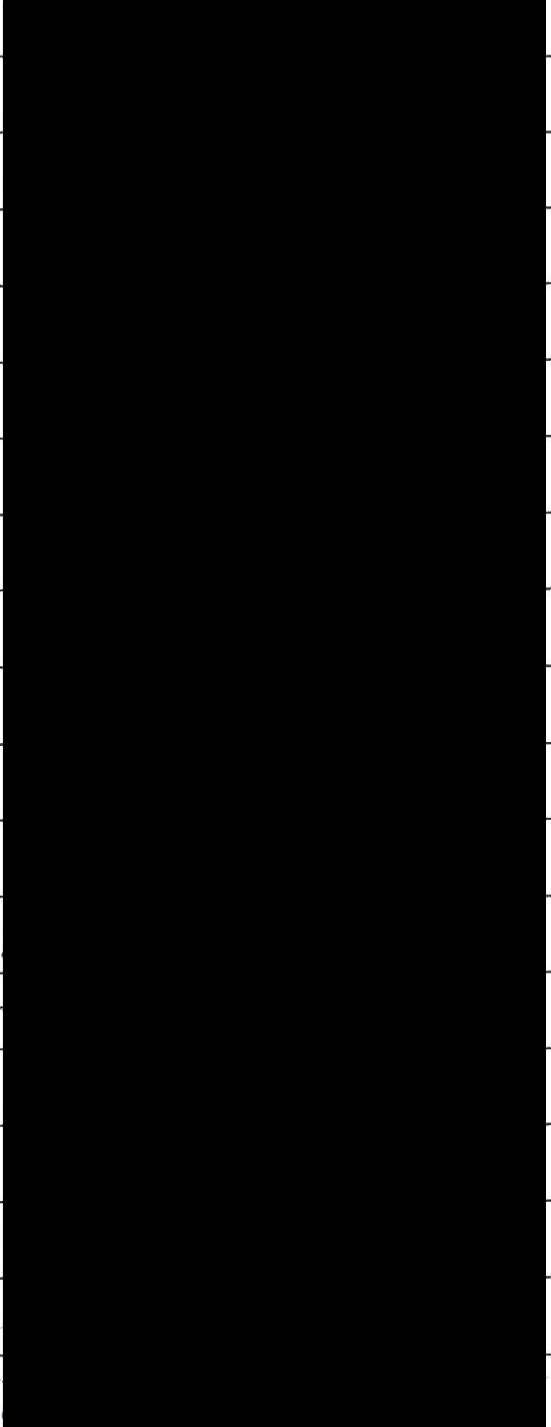
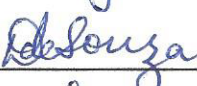
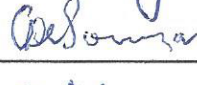
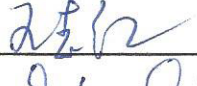
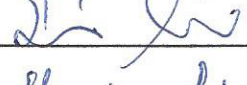
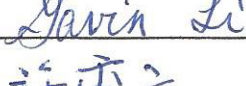
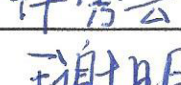

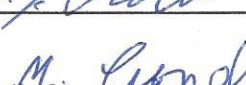
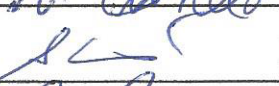






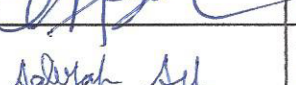
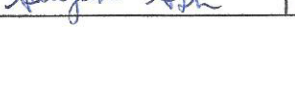

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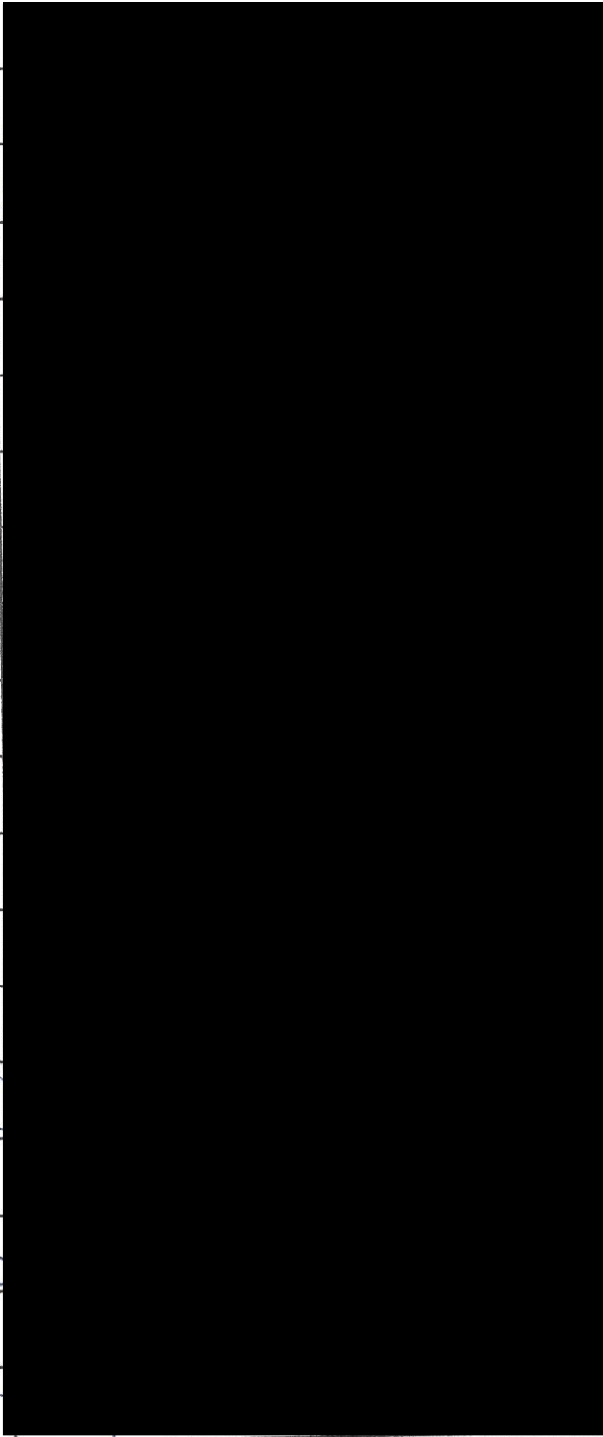
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	Printed Name	Signature	Address
1	LUISA LINO	Luisa Lino	
2	Nick Panacos	Nick Panacos	
3	CARALINA PANACOS	Caralina Panacos	
4	ISAM HADAM	Isam Hadam	
5	JOHN SILVESTRI	John Silvestri	
6	Linda Silvestri	L Silvestri	
7	VITO GISONDI	Vito Giondi	
8	ANNA GISONDI	A. Giondi	
9	Carol Giondi	Carol Giondi	
10	di MARIUCCI	M-MARIUCCI	
11	PATRICK O'NEILL	Patrick O'Neill	
12	Martha O'Neill	Martha O'Neill	
13	Maria Jan	Maria Jan	
14	Elvira Silva	Elvira Silva	
15	Helena Dias	Helena Dias	
16	Kelly Cottle	Kelly Cottle	
17	Ayten Muhammed	Ayten Muhammed	
18	Tacnise Mahmet	Tacnise Mahmet	
19	Ay Muhammed Hafzga	Ay Muhammed Hafzga	



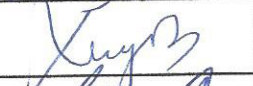
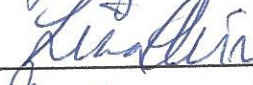

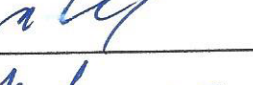
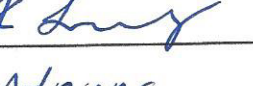
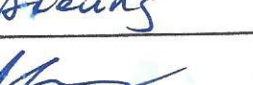

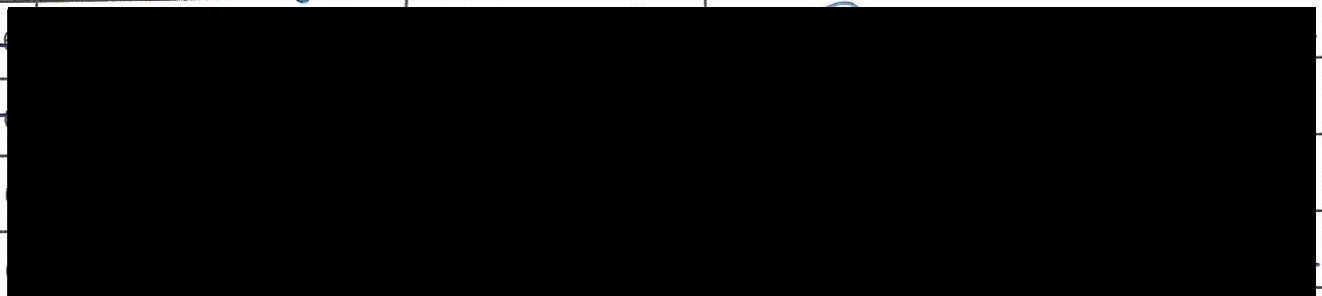
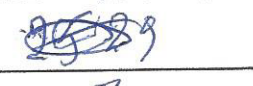





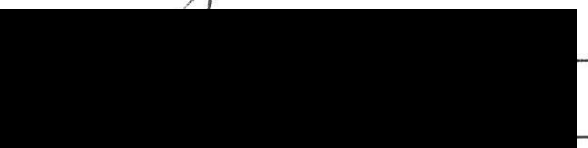
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	Printed Name	Signature	Address
20	MARIO DESOUZA		
21	DEBRA DESOUZA		
22	CONNIE DESOUZA		
23	ZHIHONG WANG		
24	WEI LI		
25	GAVIN LI		
26	XIU YUN XU		
27	XIEMING WANG		
28	DANNY CURVELO		
29	MANUELA CURVELO		
30	STARBUCK LAM WAI		
31	ANGELA EMBREE		
32	CLAUDIO GAMBINO		
33	Jenn Hollingsworth		
34	Eloy Ash		
35	Condeley Ash		
36	DAVID ASH		
37	GEMMA ASH		
38	Aaliyah Ash		


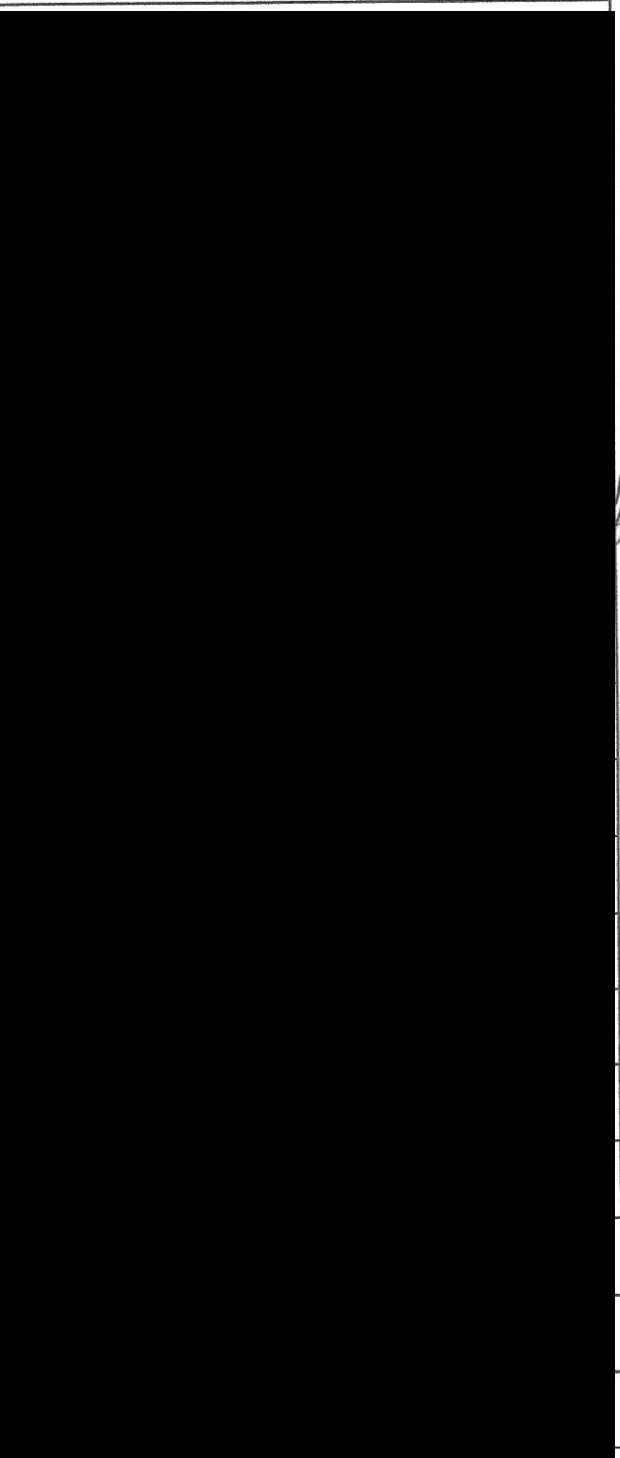

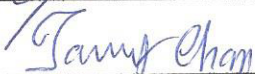
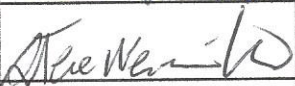
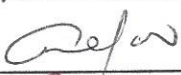

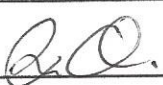
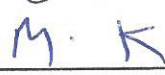

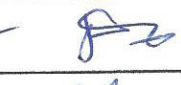


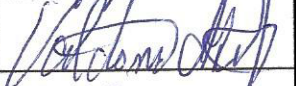



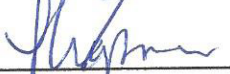
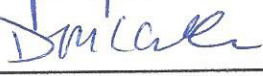

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	Printed Name	Signature	Address
39	MARTA TERCEIRA	Marta Terceira	
40	Paul Terceira	Paul Terceira	
41	Nietta Ayiotis	Nietta Ayiotis	
42	John Ayiotis	John Ayiotis	
43	Catherine Ayiotis	Catherine Ayiotis	
44	Logan Robertson	Logan Robertson	
45	Robert Kober	Robert Kober	
46	EVA KOBER	Eva Kober	
47	Nurdin Haji	Nurdin Haji	
48	Sakerkhanu Haji	Sakerkhanu Haji	
49	Amin Haji	Amin Haji	
50	Azmina Haji	Azmina Haji	
51	JUDITH LIND	Judith Lind	
52	Luis MAIA	Luis Maia	
53	Jennifer Carreiro	Jennifer Carreiro	
54	Juve Carreiro	Juve Carreiro	
55	Joe Carreiro	Joe Carreiro	
56	Eric Carreiro	Eric Carreiro	
57	Mike Jeronimo	Mike Jeronimo	

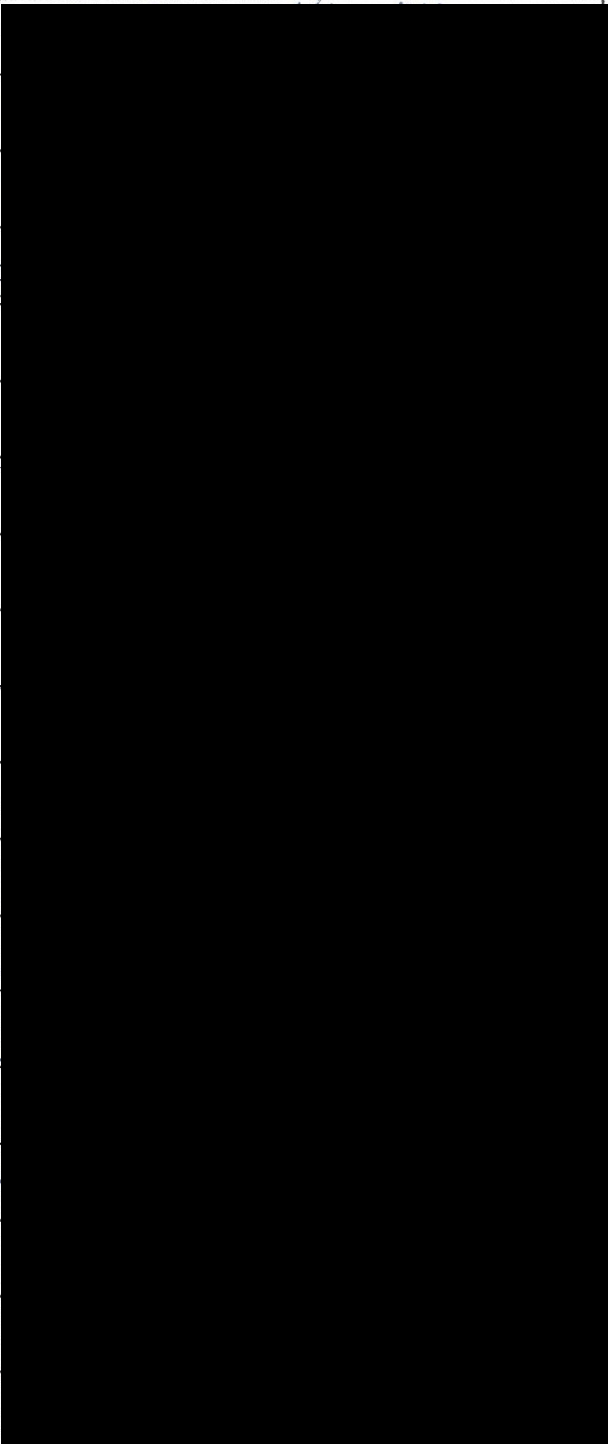
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	Printed Name	Signature	Address
58	LINDY FEIJO		
59	XUHEN DU		
60	Lina Al-Imani		
61	Emran Alshami		
62	MIKE LEUNG		
63	Karen Leung		
64	Anna Leung		
65	Thomas Leung		
			
70	Anna Antedon		
71	Edna Antedon		
72	TONY TAROSI		
73	ROSA TAROSI	RI	
			
75	CONNIE DI COSTA		
76	Jayme Dacosta	Jayme Dacosta	

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	Printed Name	Signature	Address
78	Kyol		
79	DING CHAN CHAN		
80	TAMMY CHAN		
81	STEVE KO		
82	ANNE KO		
83	A. OLIVEIRA		
84	A. Oliveira		
85	MANDII		
86	BOA KANG		
87	Hing Singh		
88	Singh		
89	MARIA MELO		
90	VALDOMIRO MELO		
91	CHARLENE MELO		
92	VALDO MELO		
93	KAPUSZKINSKI AGA		
94	Joanna Kapusinski		
95	Diane McCullagh		
96	Mary McCullagh		

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	Printed Name	Signature	Address
97	KRYSTYNA PODALAK	Krystyna Podalak	
98	Yasmine Shan	Yasmine	
99	Ethan	ET	
100	Thilageswathi	Thilageswathi	
101	Synthia	Synthia	
102	Suruthia	Suruthia	
103	Sen Zhou	Sen Zhou	
104	Liming Du	Ling Du	
105	Manu Patel	Manu Patel	
106	Nirmala	N. Patel	
107	Steven Poon	Steven Poon	
108	Pucilla Rebelto	Pucilla Rebelto	
109	Oswald Rebelto	Oswald Rebelto	
110	Laura Traves	Laura Traves	
111	EDUARDO TRAVAS	Eduardo J.	
112	JINGLING WANG	Jingling Wang	
113	ALISON CAI	Alison Cai	
114	Kevin cai	Kevin Cai	
115	MING cai	Ming Cai	

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	Printed Name	Signature	Address
116	JERRY LIM		
117	Tracy Lim		
118	Jonathan Lim		
119	Steph Lim		
120	G. DEANGELIS		
121	T. DEANGELIS		
122	YOUSSEF REHAYEL		
123	Rihim Rehayel		
124	Zain Kadri		
125	ANDREW WALSH		
126	William Markham		
127	PAULINE GREGORY		
128	TERRENCE GREGORY		
129			
130	ROB RISEK		
131	Kevin McCullagh		
132	A McCullagh		
133	A W.		
134	A J.		

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	Printed Name	Signature	Address
154	ROMAN CHU	<i>RCH</i>	
155			
156	PATRICK DOLAN	<i>PDolan</i>	
157	NIKOLE DOLAN	<i>nDolan</i>	
158	EDMAKSIMOWSKI	<i>EdMaksimowski</i>	
159	Josie Maksimowski	<i>JMaksimowski</i>	
160	Nicholas Maksimowski	<i>N Maksimowski</i>	
161			
162	Pasquale Massimo Gisondi	<i>P. Massimo</i>	
163	Rick He	<i>Rick He</i>	
164	Lim Vo	<i>Lim Vo</i>	
165	ALBERT BOREK	<i>Albert Borek</i>	
166	NICHOLAS MILLER	<i>N Miller</i>	
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December 8, 2020

Dear Mayors Brown, Crombie and Thompson,

Thank you for your support in our ongoing pandemic response to protect the health and safety of Peel residents.

Due to the continued presence of the virus in our community and the high number of cases in Peel, my public health advice is that local municipal by-laws mandating the use of face coverings continue in force until **June 30, 2021**. We continue to closely monitor the virus in our community and will provide regular updates to municipalities to help inform Council decisions regarding the continuation and/or repeal of these temporary by-laws.

Non-medical masks/face coverings that cover the mouth, nose, and chin without gapping remain an effective public health measure in controlling COVID-19 at its source by preventing the spread of respiratory droplets that may contain COVID-19 from the wearer to others. This is especially important in situations where physical distancing is difficult.

It is my recommendation that local by-laws mandating the use of face coverings be extended by all local municipalities in Peel until **June 30, 2021**.

Your continued leadership and the continued practice of the four core behaviours by Peel residents supports safer reopening of our communities.

With my best wishes,

A handwritten signature in black ink, appearing to read 'L. Loh', with a stylized flourish at the end.

Lawrence C. Loh, MD MPH FCFP FRCPC FACPM  
Medical Officer of Health

WHEREAS according to the City's Tow Truck Licensing By-law 521-04, as amended, no person shall be licensed where a driver's record contains more than six demerit points or any one conviction with a value of four or more demerit points;

AND WHEREAS according to the *Provincial Offences Act*, a person can appeal a conviction under the *Highway Traffic Act* by filing a notice of appeal with the Ontario Court of Justice;

AND WHEREAS according to subsection 5(1) of *Ontario Regulation 339/94 – Demerit Point System*, if a person files a notice of appeal for a conviction under the *Highway Traffic Act* and the notice is served on Service Ontario, the conviction and related demerit points shall not be entered onto the driver's record unless the conviction is sustained on appeal;

AND WHEREAS according to subsection 5(2) of *Ontario Regulation 339/94 – Demerit Point System*, if the demerit points are on the driver's record before the notice of appeal is served on Service Ontario, the demerit points shall be removed from the driver's record;

NOW THEREFORE BE IT RESOLVED that the Tow Truck Licensing By-law 521-04, as amended, be amended to authorize the City to suspend a conviction and associated demerit points and to issue a conditional licence, if the applicant or licensee provides the City with a copy of a notice of appeal related to said conviction with proof that it has been filed with the Ontario Court of Justice.

A handwritten signature in black ink, appearing to read "Paul Starr". The signature is written in a cursive, flowing style with a long horizontal stroke extending to the right.

Whereas the Elected Officials' Expenses Policy allows for the donation of items, services or financial contributions towards specific events, activities, programs or fundraising initiatives of local groups, including organized teams such as music/dance/art clubs and school activity/sport teams to their expense account, to an annual maximum of \$750 per group, exclusive of facility rentals. Donations and/or contributions to community sport teams are not permitted.

AND WHEREAS in 2020, recognizing that community donations would be more important due to the COVID-19 pandemic, the policy was amended to permitted elected officials to use their discretion in using their ward account to support local organizations as required during the COVID-19 pandemic, up to a maximum of \$1,500 per organization for the 2020 calendar year (i.e. until December 31, 2020).

AND WHEREAS the pandemic will unfortunately continue into 2021

THEREFORE BE IT RESOLVED THAT the Elected Officials Expenses Policy be further amended to permit elected officials to use their discretion in using their ward account to support local organizations as required during the COVID-19 pandemic, up to a maximum of \$1,500 per organization for the 2021 calendar year (i.e. until December 31, 2021).

A handwritten signature in black ink that reads "Pat Saito". The signature is written in a cursive, flowing style.

Motion to Direct Staff to Prepare By-laws to amend the Fees and Charges By-law 0156-2019 and Fees and Charges By-law 0251-2020

WHEREAS Resolution 1a, approved by Council at its special meeting held on December 2, 2020 through Council Resolution 0372-2020, directed staff to amend only the currently in-effect Fees and Charges By-law 0156-2019 to allow for a planning application fees deferral for St. Luke's proposal to infill on their existing affordable seniors' housing site at 4150 Westminster Place;

AND WHEREAS St. Luke's Dixie Seniors Residence Corporation may not submit planning applications until the 2021 calendar year, and therefore may be subject to the Fees and Charges By-law 0251-2020, which will be in effect on January 1, 2021;

NOW THEREFORE BE IT RESOLVED THAT Council of the Corporation of the City of Mississauga hereby repeals Resolution 0372-2020 and replaces it with the following:

1. That the Request for Planning Application Fee Exemption from St. Luke's Dixie Seniors Residence Corporation be addressed through a Deferral of Fees (Option 2) as recommended in the staff report dated December 1, 2020 from the Commissioner of Planning and Building in accordance with the following:
  - a. That staff prepare a by-law to amend the Fees and Charges By-law 0156-2019 and the Fees and Charges By-law 0251-2020, allowing a one-time deferral of the fees associated with the planning applications required to implement St. Luke's Dixie Seniors Residence Corporation's proposed affordable seniors housing infill development at 4150 Westminster Place.
  - b. That Council delegate authority to the Commissioner of Planning and Building and the City Clerk to enter into a deferral agreement with St. Luke's Dixie Seniors Residence Corporation for the planning application fees associated with the proposed affordable seniors housing infill development at 4150 Westminster Place.
2. That Council direct staff to investigate and report on the potential of introducing a new category to Schedule C1 of the Fees and Charges By-law to impose a different rate for planning application fees for non-profit affordable housing development projects including consideration of exempting such projects from planning application fees.