

## Dundas South Quarry Expansion

# MONEY PIT

By Edward LaRusic

An aggregate resource expansion looks to bring in millions of dollars in revenue and billions in economic activity to the **City of Hamilton**, but it's drawing environmental concerns from one group.

**Lafarge Canada Inc.** has submitted an application to the city to expand its Dundas Quarry, in the Hamilton community of Flamorough. Lafarge wants to expand south into an adjacent set of lots, totalling 127.2 hectares. The proposed quarry extension would operate under the water table. It has submitted applications for zoning by-law and official plan amendments that would change the site's current designation to allow aggregate extraction.

Lafarge communications and public affairs director **Regan Watts** told *NRU* in an email that that quarry expansion is an important source of construction aggregate for both Hamilton and the GTA, and a logical extension of the existing quarry that has been in operation since the early 1900s.

"This extension provides significant economic benefits including 1,500 person years of direct employment at the quarry, \$13.3-million for the City of Hamilton in taxes and levies, and a total of \$1.2-billion in total economic activity."

However, the application is drawing some criticism. **Environment Hamilton** executive director **Lynda Lukasik** told *NRU* that Lafarge's application is asking for unlimited annual aggregate tonnage to be extracted, which concerns her. CONTINUED PAGE 6 ►

## Defining good density

# DEBUNKING ASSUMPTIONS

Sarah Ratchford

We speak about "density" and "the suburbs" as though everyone has a uniform definition of what those words mean. But that's not the case, and, according to **Roger Keil**, those assumptions lead to fruitless debate and inhibit meaningful conversations on what constitutes good density.

The **York University** professor says there are a number of components missing from the GTA which are causing the regions to miss the mark on good density. For example, he says, we need more mid-rise, multi-family homes rather than traditional low-rise, single-family homes, in our suburbs to maximize the limited space available. Communal parking garages, possibly designed with more than one level (but still low to the ground) could provide some relief, as well.

Keil spoke as part of a panel discussion hosted by the **Canadian Urban Institute** at the **University of Toronto's** Innis College Tuesday. He warned the audience at the beginning that he intended to deal with the subject in a "provocative manner."

Many planners and urbanists, he says, tend to condemn the suburbs and propose they need to become denser urban spaces. To move beyond that and define good density, he advocates the need to debunk the assumption CONTINUED PAGE 5 ►

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## UPCOMING DATES

### FEBRUARY 12

Durham Region Council, 10:00 a.m.

Whitchurch-Stouffville Council, 7:00 p.m.

Brampton Council, 1:00 p.m.

Vaughan Metropolitan Centre sub-committee, 1:30 p.m.

Georgina Council, 7:00 p.m.

Mississauga Council, 9:00 a.m.

Hamilton Council, 5:00 p.m.

### FEBRUARY 13

York Region Committee of the Whole 2, 9:30 a.m.

Pickering Executive Committee (budget), 9:00 a.m.

Peel Region Council, 9:30 a.m.

### FEBRUARY 14

Pickering Executive Committee (budget), 9:00 a.m.

Oshawa Council special meeting (budget), 9:30 a.m.

Metrolinx board of directors meeting (regional solutions to congestion), 10:45 a.m.

### FEBRUARY 17

Pickering Council, 7:00 p.m.

### FEBRUARY 18

Durham Region Planning and Economic Development Committee, 9:30 a.m.

Brampton Heritage Board, 7:00 p.m.

Whitchurch-Stouffville Council, 3:00 p.m.

Vaughan Council, 1:00 p.m.

Oshawa Council, 6:30 p.m.

Whitby Planning and Development Committee, 7:00 p.m.

NOVÆ res urbis

GREATER TORONTO  
AREA EDITION

Campus master plan nearing completion

# PLAN FOR SUCCESS

By Edward LaRusic

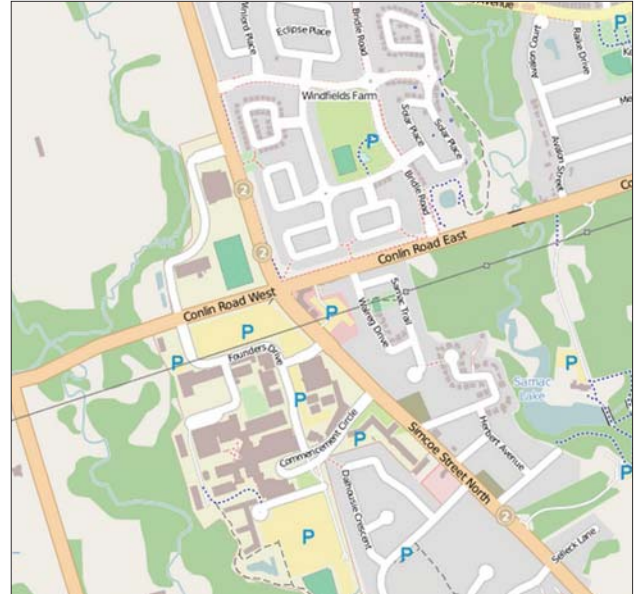
The joint campus master plan for the **University of Ontario Institute of Technology** and **Durham College** in North Oshawa is close to completion and hopes are high that it will succeed where past plans failed.

**MMM Group Limited** was retained by the two institutions in August 2013 to lead the project, with help from **Educational Consulting Services** and **Ken Greenberg Consultants Inc.** **NRU** spoke about the project with **MMM Group** senior planning director and project manager for the campus master plan **Andrea Bourrie**.

"[The master plan sets] the stage for future development, both from a land use perspective and an infrastructure development perspective, [for the benefit of] the projected future enrollment of students, but also faculty, and [to ensure] community integration is well planned out as the institutions grow."

This is not the first master plan exercise for the campuses, but Bourrie said that they're focused on a plan that is realistic and solution-orientated. She said past studies were, perhaps, pre-mature.

"We're at a very different point in time in terms of the institutions. [University



Master plan to improve campuses near Simcoe Street North and Conlin Road

UNIVERSITY OF ONTARIO INSTITUTE OF TECHNOLOGY  
AND DURHAM COLLEGE MASTER PLAN WEBSITE

of Ontario Institute of Technology] is 10 years old, and the past exercises were for when it was very new."

The first of two open houses was held at the end of January. Bourrie said that the reaction was primarily positive, appreciating the plan's connections to the natural environment and the attempt to integrate mixed-use both for students and local residents. The biggest concern voiced was about traffic and parking issues.

"The reality is a lot of the students are going to need to drive [to get to campus], so how do we balance

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Capturing foreign investments

# GTMA LOOKS TO EXPAND

By Sarah Ratchford

The Greater Toronto Area is in need of more foreign direct investment in order to meet its economic potential, and the **Greater Toronto Marketing Alliance** thinks it can make that happen.

A [report](#) released yesterday says the GTMA needs to grow in order to be competitive with similar multi-region areas, and to bring the desired economic gains to the GTA. Prepared by **PricewaterhouseCoopers**, the report says the GTMA needs a budget of \$6.6- to \$7.6-million. That's an increase of about \$4.9- to \$5.8-million over current funding levels.

To achieve this substantial increase, the GTMA is requesting the provincial and federal governments to each contribute one-third of the increase, and municipalities and the private sector together to fund one-third.

GTMA co-chair and **CivicAction** chair **John Tory** tells *NRU* that, to him, it's a "no-brainer" that the funding will come through. GTMA co-chair and **Pickering** mayor **Dave Ryan** is optimistic too.

"I'm quite hopeful that we'll see commitments from both [upper] levels of government in early spring," he tells *NRU*.

Ryan says he's not expecting an announcement in the budget, but he thinks support for the project will come through in broader strokes as governments support growth of foreign direct investment trade and development.

From 1999 to and 2011, the GTMA estimates that it attracted 88 new investments, which together contributed about \$400-million to the GTA's GDP. With more staff and a bigger budget, the opportunity to expand is significant, according to Ryan.

Right now, the GTHA is not competitive on a global scale. The report compares the region to Miami, Montreal, London, U.K. and Charlotte, N.C. It notes that Miami, which had the next-lowest number of staff allocated to bringing in foreign direct investment, has 16 staff allocated to the job, while the GTMA has five.

Ryan wouldn't say how many more people he thinks it will take to do the job, as he doesn't yet have the additional funding. But he did say more cooperation is needed among the regional governments in the GTA to reduce redundancy, and make southern Ontario come across as a more cohesive

unit, and thus a better place to invest.

"It's a question of being able to do more, together. Pardon the cliché, but the whole is greater than the sum of the parts. We're not doing as much today as we are capable of doing."

He says the goal is to ensure a prospective business isn't contacted by six different municipalities. Instead the initial contact should come from the GTMA working closely with all of the regions, and having representation from all of the regions.

Tory explains this further. He says the GTA is stronger working as a team and this will make for more productive missions, and provide a major boost to the economy for all regions.

"The nature and quantity of trade missions and exploratory missions would change," Tory explains. "Instead of having more than one region approach the same business, a team approach will be formulated. ... It's kind of a co-operative venture."

Ryan says, going forward, the GTMA plans to go after new and different sectors. Right now, it focuses on food and food services, and advanced manufacturing. He wants to approach more pharmaceutical companies, as well as energy, engineering, environmental services and IT. Because we have a well-educated work force in our regions and a good supporting cast of universities and colleges he says there's a strong case to be made to those industries. [nru](#)

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Mississauga Pavan the Way

# CLEAR PRIORITIES

By Edward LaRusic

The new director of development and design at the City of Mississauga said she has three priorities: the LRT, downtown, and making planning more accessible to residents.

**Lesley Pavan** has worked for two decades at the city in various positions, including as development planner and environmental planner, and most recently, project leader on the city's downtown transit strategy. Last week, she was appointed development and design director in the planning and building department.

Pavan talked to *NRU* about her three priorities in her new position.

One, is working on the plans for the LRT from Brampton to Port Credit. Known as the Hurontario-Main LRT project, the 23-km line is a joint project between Mississauga and the City of Brampton, and is expected to cost between \$15- and 20-million. The current pre-development planning phase is expected to finish in June.

"We want to ensure we have the resources, people and policies in place to support those projects. That we have a strong public realm, the right mix and density of uses to support ridership and encourage investment, and that we have good connections to utilize those facilities."

Two, is continuing to implement the city's Downtown 21 master plan.

"This really sets the course for transforming our downtown into a strong downtown. We've got Sheridan College Phase 2 that's looking to commence its second phase to open in 2015, Square One mall is building Holt Renfrew and raising the profile of that mall, and then we want to continue to try and attract office development. We've got a lot to offer. We've got the new [Mississauga] Celebration Square, we've got the residential component, a great strong workforce here, investment in transit coming, so we hope that's going to unlock additional office development in our downtown."

Three, is helping residents understand the official plan and zoning regulatory framework through the creation of built form guidelines, such as the Port Credit Local Area Plan and Built Form Guidelines and Standards, and the Historic Streetsville design guidelines

"It's a 1,000-year-old cliché that a picture is worth a 1,000

words. A zoning by-law really stops short; it doesn't show you how to do things, it tells you the prescriptive [aspects]. Now we really want to use a common language. People are visual, they look at a sketch or a diagram, and it's much more descriptive."

Pavan reflected on how much the city has changed since she started there in 1993 as a development planner.

"Back in 1993, it was your standard greenfield development; very orderly, built on nodes and stable communities. We didn't use the word 'higher order transit' in our daily lexicon. We had

the [environmental assessment] in place for our BRT, but it just wasn't something that was top of mind every day, planning for such a transformative infrastructure project. Now, we're pretty much reaching the end of the greenfield."

Pavan said the new focus is in intensifying.

"Mainly, we're looking at a lot of infilling and redevelopment, so we're really looking at context sensitive design. It's not just about great architecture, but how does that

building fit into the community? It's got to be attractive, but it also has to be context sensitive."

Pavan said it's not just the infill, but the increasing density of the downtown that has changed as well.

"In 1993, the civic centre was one of the tallest buildings. And since that time we've had projects such as the [56-floor] Marilyn Monroe building. We now have a lot of families in our downtown, so that's something else that's changed."

Pavan said she's looking forward to reconnecting with communities across the city in her new role.

"No two days are the same. Mississauga is a big city, we have a diverse community, diverse issues, with little pockets of opportunities everywhere. One day you're dealing with heritage issues, another day you're dealing with somebody trying to locate an office building on employment [lands], and sometimes you have small infill projects in stable residential communities."

"I really do enjoy getting out and seeing the diversity of the city."

Pavan replaces **Marilyn Ball**, who joined the **City of Brampton** as the chief of planning and infrastructure services in August 2013. [nru](#)



Lesley Pavan steps into new role in Mississauga



# PLAN FOR SUCCESS

CONTINUED FROM PAGE 2

the desire for sustainable transit with the reality that there are still going to need to be parking lots?” said Bourrie.

With the open house completed, a final vision report is being written. The concept will be refined in phase two and the master plan drafted by June.

Oshawa development services committee chair and regional councillor **John Akar** told *NRU* he is looking forward to

receiving the finished plan.

“This side of Toronto has always had fewer post-secondary institutions,” said Akar. “The college and university have provided this area with an intellectual economy.”

The master plan contemplates a growth in full-time equivalent students from about 20,000 in 2013 to about 37,000 by 2030. *nr*

# DEBUNKING ASSUMPTIONS

CONTINUED FROM PAGE 1

that the suburbs are not complex, that they don’t change, and that they—and their residents—are passive.

He said putting more multi-family row houses on a lot, as opposed to lower-density single-family homes, would provide a soft intensification. This would be easier for most suburbanites to accept than a high rise, or even mid-rise development. This he said will “raise the density, but not the built density.”

Founding **DIALOG** partner **Antonio Gomez-Palacio** agreed with Keil about the need to change our definitions to have a more productive conversation.

“We somehow need to disconnect the idea of density as a war against the suburbs. Everybody wants a coffee shop, but nobody wants the density [needed] to sustain that coffee shop.”

He said critics need to move their attention away from lambasting the idea of the suburbs, and focus more on the negative impacts of sprawl.

“It’s not how dense you make it; it’s how you make it dense.”

Planning consultant **Sean Hertel** warned against vilifying the suburban form too much, lest we further disenfranchise those who live in the suburbs.

**Fora Strategic Planning** founding director and former *Canadian Architect* editor **Ian Chodikoff** said to reformulate the discussion on density, we need to look at metadata collected by Keil and other academics. Millennials are not buying cars, and are living at home longer. Multi-generational family living is now much more common in the GTA as people from diverse cultures tend to make the area home. And these are all factors that should be taken into account when deciding on

what constitutes good density.


If we look at demographic characteristics and social clues, we’ll be led down the right path to figure out the best way to build transit nodes and housing, he said.

**Everybody wants a coffee shop, but nobody wants the density [needed] to sustain that coffee shop.**

• Antonio Gomez-Palacio

Keil said the solution to finding good density will lie in a series of small changes. Regardless of what those changes look like, though, the suburbs will begin to look very different, just as families have begun to look different.

“The future isn’t what it once was,” he says. *nr*



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# MONEY PIT

CONTINUED FROM PAGE 1

“Normally what you see with a quarry permit, they’ll impose an annual maximum tonnage for a site. That makes sense, because that means that as a resident, that’s how many trucks are coming and going.”

Lukasik said that she finds the unlimited condition “kind of crazy” from a resource and management point of view.

“I couldn’t find another location with an unlimited extraction rate. Talking to [Lafarge], they have no intention of increasing the extraction rates right now, so if that’s the case, why not commit to an extraction limit?”

Lukasik added that the effect of quarries last well beyond mining operations on the site.

“Once you dig that hole in the ground, the landscape is forever changed.”

She did add however, that Lafarge has been very accommodating in speaking with them, and has been trying to set up a tour of the Dundas South Quarry facilities.

Watts said that the request for unlimited extraction is consistent with LaFarge’s existing license and “represents no change to the status quo.” It will utilize existing infrastructure, haul routes, exits and entrances. He said there is no change in anticipated production volumes.

“It is important to understand that ‘unlimited’ does not mean that controls aren’t put in place. Lafarge cannot extract beyond approved extraction limits and all activities must continue to meet applicable standards for air quality, noise, blasting and water—even in periods of peak production.”

“Lafarge understands that [Hamilton] is reviewing the application and requires additional time to complete its review. Any comments raised through the city’s process will be addressed as it relates both to the city’s approvals and the proposed [Aggregate Resource Act] licence. Lafarge is not requesting issuance of the licence in advance of the city’s approvals, and understands that the appropriate zoning must be in place before a licence can be issued by the Ministry of Natural Resources.”

Local ward 14 councillor **Robert Pasuta** said the reality is that the quarry is already there. As long as due process is followed, and any issues such as the impact of dewatering activities on nearby communities are addressed, he does not have any objections to the expansion.

“I’m just hoping that the residents get involved in this

process as much as they can.”

He added that he had not personally talked to Environment Hamilton, but doesn’t believe that the proposed ‘unlimited’ annual extraction is a concern. He said the company likely doesn’t have anywhere else to expand on the site.

“They have to be very careful, once they dig out, that’s the last.”

Ministry of Natural Resources senior media relations officer **Jolanta Kowalski** said that the Standing Committee on General Government noted the need to simplify and standardize the consultation processes, timelines and data requirements for aggregate applications under the *Aggregate Resources Act*, the *Planning Act*, and the *Environmental Bill of Rights* and other legislation. This was one of its recommendations during its review of the *Aggregate Resource Act* that was tabled in the legislature on October 30, 2013.

“The Ministry of Natural Resources, in collaboration with other ministries, is currently reviewing the committee’s recommendations and exploring options to move forward.”

Lafarge seeks to amend the Rural Hamilton Official Plan to change the lands from a rural and agricultural designation to a “mineral aggregate resource extraction area.” Lafarge also seeks to amend the Town of Flamborough zoning by-law for the site to change it from an agriculture zone to an extractive industrial zone.

A similar application for a 31-ha site north of the Dundas Quarry in Hamilton was made in 2011. Site preparation has started, and Lafarge is hoping to begin aggregate extraction this year. [nru](#)

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# GTA IN BRIEF

## DURHAM

### [Oshawa wins ec dev award](#)

The **City of Oshawa** has won an award from the **Economic Developers Council of Ontario**. The city was recognized for its work on the CORE21 development project which revitalized vacant commercial space in downtown Oshawa. Downtown development officer **David Tuley** and CORE21 vice-president **Denis O'Connell** accepted the award.

## HALTON

### [Rezoning for commercial block](#)

A **Halton Hills** staff [report](#) recommends council approve a zoning by-law amendment application by **Robert Russell Planning Consultants Inc.** on behalf of **Fernbrook Homes** at its meeting February 10. The application is to amend the secondary node commercial zone designation by adding an exception provision to permit the Fernbrook mixed-use subdivision commercial block. The property is located at the northwest corner of Mountainview Road South and Danby Road.

## PEEL

### [Rezoning for residential development](#)

A [report](#) by **Brampton** planning staff recommends council approve a zoning by-law amendment application by **KLM Planning Partners Inc.**, 2258659 **Ontario Inc.** and **Fieldgate Developments Inc.** at its February 12 meeting. The application is to rezone lands from agricultural and residential single-detached to residential single- and semi-detached with floodplain and open space to permit single- and semi-detached dwellings. The property is located at 8602 Chinguacousy Road.

### [Peel ROPA under consideration](#)

A [report](#) by **Peel Region** planning staff regarding a regional official plan amendment application by the **Town of Caledon** will be considered by council at its meeting February 13. The application concerns the South Albion-Bolton employment land and expansion of the North Hill supermarket settlement boundary. Council is anticipated to consider the final report of staff at its meeting March 27.

### [Mississauga residential development proposed](#)

A [report](#) by **Mississauga** planning staff recommending approval of a zoning by-law amendment



and a draft plan of subdivision application by **KLM Planning Partners Inc.** will be considered by council at its meeting February 12. The application is to rezone the site from detached dwellings-typical lots to semi-detached dwellings and from semi-detached dwellings to semi-detached dwellings with an exception. KLM seeks permission to develop 24 semi-detached dwellings. The property is located at 5337 and 5353 Ninth Line, south of Tacc Drive.

CONTINUED PAGE 8 ➤



### **Metrus Development Inc. is hiring a Project Manager (Planning)**

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# GTA IN BRIEF

CONTINUED FROM PAGE 7

## Port Credit cultural node update

The Port Credit Cultural Node project update from community services commissioner **Paul Mitcham** will be considered by **Mississauga** council at its meeting February 12. The recommendations in the [report](#) include patio encroachment agreements, and permission for acoustic music on outdoor patios and street furniture near commercial businesses.

## Proposed rezoning for Caledon stone business

**Caledon** planning staff [report](#) recommends council enacting a zoning by-law amendment proposed by **Aldo Villanovich** on behalf of **Banas Properties Inc.** at its meeting February 11. The application is to rezone lands from unserviced industrial and agricultural to unserviced industrial exception and environmental policy area 1 exception. Banas seeks permission to operate a natural stone wholesaling business. The property is located at 8144 King Street in Bolton.

## YORK

## York ranks high for waste diversion

**Waste Diversion Ontario confirmed** that **York Region** has ranked first out of large urban municipalities for waste diversion in 2012, followed by **Halton Region**, **Toronto**, **Peel Region**, **Hamilton** and **London** and is number eight out of the top 20 municipalities. York attributes its success to the development of the SM4RT Living Integrated Waste Management Master Plan which outlines its plan for the next 25-40 years.

## Vaughan OPA enacted

The **City of Vaughan** enacted an official plan [amendment](#) for the Vaughan Planning Area January 28. The amendment was to provide site-specific height, gross floor area provisions, development standards and urban design guidelines for lands adjacent to the Maple GO Station, which is designated for mid-rise, mixed-use. The request was made by landowner **York Major Holdings Inc.** to permit a mid-rise, mixed-use commercial/residential development because the original designation of commercial mixed-use did

not permit residential uses.

## Industrial blocks proposed in Georgina

**Georgina** planning staff [report](#) recommends council further assess a zoning by-law amendment and draft plan of subdivision application by **Glenwoods Development Inc.**, **Woodglen Developments Inc.** and **Glenwoods Gateway Investments Inc.** at its meeting February 12. The proponents seek permission for 10 industrial blocks and require rezoning from rural to open space and business park. The property is located at 23675 and

23965 Woodbine Avenue and 2596 Glenwoods Avenue in Keswick.

## HAMILTON

## Condominiums proposed in Binbrook

**Hamilton** planning committee [recommends](#) council approve a draft plan of condominium by **162215 Ontario Inc. (Branthaven 2000 Inc.)** at its meeting February 12. The proposal includes 43 townhouses with a condominium road, visitor parking area and open space. The proposed development is located at 45 Royal Winter Drive in Binbrook. [nru](#)

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# GTA OMB NEWS

## Richmond Hill condo hearing continues

In a decision issued January 27, board vice-chair **James R. McKenzie** ordered a continuation of a hearing to begin April 30 for appeals by **Margaret Tushingham** of the **Town of Richmond Hill**'s failure to approve a zoning by-law amendment and proposed plan of condominium. Tushingham seeks to rezone lands at 27 Church Street North from residential second density to residential multiple second density in order to develop four building lots for condominiums.

A hearing on the matter took place November 12-15, 2013 but was not completed in the allotted time. Planner **Michael Manett** (**Michael S. Manett Planning Services Ltd.**) provided evidence on behalf of Tushingham. Local resident **Danik Daniels** opposes the appeals with concerns about impacts to the historic neighbourhood.

The board ordered a transcript of Manett's evidence for the April hearing.

Solicitors involved in the case are **Jeffrey Streisfield** (**LAND LAW**) representing Margaret Tushingham, town solicitors **Antonio Dimilta** and **Alexis Alyea** representing the Town of Richmond Hill and **Steven Zakem** (**Aird and Berlis LLP**) representing Danik Daniels. (See OMB Case No. PL130694.)

## Next prehearing set for Vaughan apartments

In a decision issued January 30, board vice-chair **Jan de Pencier Seaborn** set a pre-hearing conference September 15 for appeals by **Ozner Corporation (South)** of the **City of Vaughan**'s failure to enact official plan and zoning by-law amendments.

Ozner seeks the amendments to develop two 12-storey


apartment buildings with a total of 379 units. The property is located at the south-east corner of Weston Road and Retreat Boulevard.

Solicitors involved in the case are **Bruce Ketcheson** (**Ritchie Ketcheson Hart and Biggart LLP**) representing Ozner Corporation (South), **Dawne Jubb** (**Dawne Jubb Barrister, Solicitor, Notary, Mediator**) representing the City of Vaughan and regional solicitor **Barbara Montgomery** representing York Region. (See OMB Case No. PL130753.)

## Prehearing set for Vaughan apartments and townhouses

In a decision issued January 30, board vice-chair **Jan de Pencier Seaborn** set a pre-hearing conference for September 22 to consider appeals by **West Rutherford Properties Ltd.** At issue is the **City of Vaughan**'s failure to enact official plan and zoning by-law amendments.

West Rutherford Properties seeks to develop two 12-storey apartment buildings with 272 units and 21 townhouses. The appeals concern the redesignation of land from medium-density residential-commercial to high-density residential-commercial and rezoning it from agricultural to multiple residential and apartment residential. The property is located at 3660 Rutherford Road.

Solicitors involved in the case are **Bruce Ketcheson** (**Ritchie Ketcheson Hart and Biggart LLP**) representing West Rutherford Properties Ltd., **Dawne Jubb** (**Dawne Jubb Barrister, Solicitor, Notary, Mediator**) representing the City of Vaughan and regional solicitor **Barbara Montgomery** representing York Region. (See OMB Case No. PL130754.) 

# GTA PEOPLE

Barrie mayor <b>Jeff Lehman</b> was elected chair of the Large Urban Mayors' Caucus of Ontario (LUMCO) February 7. He	replaces Mississauga mayor <b>Hazel McCallion</b> . LUMCO's 2014 priorities focus on gridlock, transit, cost of emergency	services and job creation.	of development and design. Formerly, she was project leader, downtown transit strategy with the city.	Share the Road founder <b>Eleanor McMahon</b> is running as a provincial candidate with the Ontario Liberal Party in the riding of Burlington.
		<b>Lesley Pavan</b> has been appointed Mississauga director		