



AGENDA

GENERAL COMMITTEE

THE CORPORATION OF THE CITY OF MISSISSAUGA

www.mississauga.ca

WEDNESDAY, MARCH 25, 2015 – 9:00 AM

COUNCIL CHAMBER – 2nd FLOOR – CIVIC CENTRE

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

Members

Mayor Bonnie Crombie	
Councillor Jim Tovey	Ward 1
Councillor Karen Ras	Ward 2
Councillor Chris Fonseca	Ward 3
Councillor Carolyn Parrish	Ward 5
Councillor Ron Starr	Ward 6
Councillor Nando Iannicca	Ward 7 (Chair)
Councillor Matt Mahoney	Ward 8
Councillor Pat Saito	Ward 9
Councillor Sue McFadden	Ward 10
Councillor George Carlson	Ward 11

Contact:

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INDEX – GENERAL COMMITTEE – MARCH 25, 2015

CALL TO ORDER

APPROVAL OF THE AGENDA

DECLARATIONS OF CONFLICT OF INTEREST

PRESENTATIONS - Nil

DEPUTATIONS

- A. Item 1 Diana Simpson, Accessibility Coordinator

MATTERS TO BE CONSIDERED

1. City of Mississauga 2014 Annual Report of the Multi-Year Accessibility Plan (2012-2017 Initiatives)
2. Request for an Exemption to Section 5(1) of the Fence By-law 397-78, as amended, to Permit a Fence to Remain at 117 Vista Drive (Ward 11)
3. Introduction of New Tow Truck Licensing System
4. Prohibition from Solicitation at Accident Scenes for Persons not Licensed as a Tow Truck Driver by the City of Mississauga
5. Lower Driveway Boulevard Parking – Starwood Drive (Ward 5)
6. Industrial On-Street Permit Parking Expansion – Brunel Road (Ward 5)
7. Industrial On-Street Permit Parking Expansion – Shuttle Drive (Ward 5)
8. Temporary Road Closures: Stavebank Road at the GO Transit Railway Crossing (between Rosemere Road and Park Street East), Clarkson Road at the GO Transit Railway Crossing (between Balsam Avenue and Fellen Place), Ogden Avenue at the GO Transit Railway Crossing (between Fourth Street and Gardner Avenue). (Wards 1 and 2)
9. Intermittent Road Closures: Church Street between Main Street and Ontario Street East, Water Street between Queen Street South and Church Street, Wyndham Street between Mill Street and northerly limits. (Ward 11)

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11. Proposed Exemption to Noise Control By-law 360-79, as amended - Mississauga Road at Argentia Road, Creditview Road at Argentia Road and Erin Mills Parkway north of Eglinton Avenue West (Wards 9 and 11)
12. Notice Agreement between the City of Mississauga and Manuel Amendoeira and Jose Amendoeira – 410 Atwater Avenue Site Plan Application SP-13/175 (Ward 1)
13. Notice Agreement between the City of Mississauga and The Regional Municipality of Peel – 3515 Wolfedale Road Site Plan Application SP-13/184 (Ward 6)
14. Notice Agreement between the City of Mississauga and Nezihi Gamsiz and Ann McMenemy – 1125 Willow Lane Site Plan Application SP-13/131 (Ward 11)
15. Consulting Services for the Detailed Condition Assessment for Ten Corrugated Metal Trunk Storm Sewers (Wards 1, 2, 3, and 7)
16. 2015 Noise Attenuation Barrier Replacement/Retrofit Program (Wards 3, 6 and 11)
17. 2015 Intersection Capital Works Program (Ward 5)
18. City Initiated Lifting of the “H” holding provisions – Marina Park (P-112), 15 Front Street South (Ward 1)
19. Ice Storm Assistance Program Grant Agreement
20. 2014 Statement of Remuneration and Expenses
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Mississauga Cycling Advisory Committee Report 3-2015 March 10, 2015

COUNCILLORS' ENQUIRIES

OTHER BUSINESS/ANNOUNCEMENTS

CLOSED SESSION - NIL

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

ADJOURNMENT

CALL TO ORDERAPPROVAL OF THE AGENDADECLARATIONS OF CONFLICT OF INTERESTPRESENTATIONS - NilDEPUTATIONS

- A. Item 1 Diana Simpson, Accessibility Coordinator

MATTERS TO BE CONSIDERED

1. City of Mississauga 2014 Annual Report of the Multi-Year Accessibility Plan (2012-2017 Initiatives)

Corporate Report dated February 11, 2015 from the Commissioner of Corporate Services and Chief Financial Officer with respect to the 2014 Annual Report of the Multi-Year Accessibility Plan (2012-2017 Initiatives).

RECOMMENDATION

That the document titled: "City of Mississauga 2014 Annual Report of the Multi-Year Accessibility Plan" attached as Appendix 1 to the Corporate Report dated February 11, 2015 from the Commissioner of Corporate Services and Chief Financial Officer, be adopted.

2. Request for an Exemption to Section 5(1) of the Fence By-law 397-78, as amended, to Permit a Fence to Remain at 117 Vista Drive (Ward 11)

Corporate Report dated March 11, 2015 from the commissioner of Transportation and Works with respect to a request for an exemption to Section 5(1) of the Fence By-law 397-78, as amended.

RECOMMENDATION

That the request for an exemption from Section 5(1) of the Fence By-law 397-78, as amended, to permit the existing non-compliant fence located in the rear yard of 117 Vista Drive, a detached residential property owned by Mr. Harvey Kalichman, be denied, as outlined in the report from the Commissioner of Transportation and Works, dated March 11, 2015 entitled "Request for an Exemption to Section 5(1) of the Fence By-law 397-78, as amended, to Permit a Fence to Remain at 117 Vista Drive, Ward 11".

3. Introduction of New Tow Truck Licensing System

Corporate Report dated March 11, 2015 from the Commissioner of Transportation and Works with respect to the introduction of a new tow truck licensing system.

RECOMMENDATION

That a by-law be enacted to amend the Tow Truck Licensing By-law 521-04, as amended, to introduce a new tow truck licensing system as outlined in the report from the Commissioner of Transportation and Works, dated March 11, 2015 entitled "Introduction of New Tow Truck Licensing System".

4. Prohibition from Solicitation at Accident Scenes for Persons not Licensed as a Tow Truck Driver by the City of Mississauga

Corporate Report dated March 11, 2015 from the Commissioner of Transportation and Works with respect to the prohibition from solicitation at accident scenes for persons not licensed as a tow truck driver.

RECOMMENDATION

That a by-law be enacted to prohibit solicitation at accident scenes by all persons not licensed as a tow truck driver by the City of Mississauga as outlined in the report from the Commissioner of Transportation and Works, dated March 11, 2015 entitled "Prohibition from Solicitation at Accident Scenes for Persons not Licensed as a Tow Truck Driver by the City of Mississauga".

5. Lower Driveway Boulevard Parking – Starwood Drive (Ward 5)

Corporate Report dated March 3, 2015 from the Commissioner of Transportation and Works with respect to lower driveway boulevard parking on Starwood Drive.

RECOMMENDATION

That a by-law be enacted to amend the Traffic By-law 555-00, as amended, to implement lower driveway boulevard parking between the curb and sidewalk, at any time, on the east side of Starwood Drive.

6. Industrial On-Street Permit Parking Expansion – Brunel Road (Ward 5)

Corporate Report dated February 19, 2015 from the Commissioner of Transportation and Works with respect to industrial on-street permit parking expansion on Brunel Road.

(6.)

RECOMMENDATION

1. That a by-law be enacted to amend By-law 555-2000, as amended, to implement on-street permit parking anytime on the north side of Brunel Road between a point 260 metres (853 feet) east of Whittle Road to a point 90 metres (295 feet) easterly thereof.
2. That a by-law be enacted to amend By-law 555-2000, as amended, to implement on-street permit parking anytime on the south side of Brunel Road between a point 295 metres (968 feet) east of Whittle Road to a point 60 metres (197 feet) easterly thereof.

7. Industrial On-Street Permit Parking Expansion – Shuttle Drive (Ward 5)

Corporate Report dated February 19, 2015 from the Commissioner of Transportation and Works with respect to industrial on-street permit parking expansion on Shuttle Drive.

RECOMMENDATION

That a by-law be enacted to amend By-law 555-2000, as amended, to implement on-street permit parking anytime on both sides of Shuttle Drive between Explorer Drive and Matheson Boulevard East.

8. Temporary Road Closures: Stavebank Road at the GO Transit Railway Crossing (between Rosemere Road and Park Street East), Clarkson Road at the GO Transit Railway Crossing (between Balsam Avenue and Fellen Place), Ogden Avenue at the GO Transit Railway Crossing (between Fourth Street and Gardner Avenue) (Wards 1 and 2).

Corporate Report dated March 5, 2015 from the Commissioner of Transportation and Works with respect to temporary road closures.

RECOMMENDATION

That a by-law be enacted to implement the following temporary road closures necessary for GO Transit to complete the removal and replacement of track material and reconstruction of the railway crossings at:

1. Stavebank Road - commencing at 8:00 p.m. on Thursday, April 2, 2015 and ending at 5:00 a.m. on Monday, April 6, 2015, followed by a secondary closure commencing at 8:00 p.m. on Friday, May 15, 2015 and ending at 5:00 a.m. on Tuesday, May 19, 2015.
2. Clarkson Road - commencing at 8:00 p.m. on Friday, April 24, 2015 and ending at 5:00 a.m. on Monday, April 27, 2015.
3. Ogden Avenue - commencing at 8:00 p.m. on Friday, June 19, 2015 and ending at 5:00 a.m. on Monday, June 22, 2015.

9. Intermittent Road Closures: Church Street between Main Street and Ontario Street East, Water Street between Queen Street South and Church Street, Wyndham Street between Mill Street and northerly limits. (Ward 11)

Corporate Report dated February 27, 2015 from the Commissioner of Transportation and Works with respect to intermittent road closures.

RECOMMENDATION

That a by-law be enacted to allow for intermittent road closures necessary for the Regional Municipality of Peel (Region of Peel) to complete the replacement of a water main and sanitary sewer, commencing at 7:00 a.m. on Thursday, April 2, 2015, and ending at 7:00 p.m. on Friday, October 2, 2015, along the following roadways:

1. Church Street between Main Street and Ontario Street East.
 2. Water Street between Queen Street South and Church Street.
 3. Wyndham Street between Mill Street and northerly limits.
10. Noise Exemption Request by Michels Canada Co. under the Noise Control By-law 360-79, as amended (Wards 5, 9 and 11)

Corporate Report dated March 11, 2015 from the Commissioner of Transportation and Works with respect to a request for a noise exemption under the Noise Control By-law 360-79, as amended.

RECOMMENDATION

That the request for an exemption from Section 4, Schedule 2, Column 1, Subsection 5 of the Noise Control By-law 360-79, as amended, to permit the operation of construction equipment for the installation by Michels Canada Co. of Enbridge Gas Distribution's new natural gas pipeline, located within the Infrastructure Ontario utility corridor between Highway 407 to the West and Highway 401 to the East, between 7:00 p.m. and 7:00 a.m., Monday to Saturday and on Sundays, only for any major unforeseen emergencies, between May 1, 2015 and May 1, 2016, be approved, as outlined in the report from the Commissioner of Transportation and Works, dated March 11, 2015 entitled "Noise Exemption Request by Michels Canada Co. under the Noise Control By-law 360-79, as amended, Wards 5, 9 and 11".

11. Proposed Exemption to Noise Control By-law 360-79, as amended - Mississauga Road at Argentia Road, Creditview Road at Argentia Road and Erin Mills Parkway north of Eglinton Avenue West (Wards 9 and 11)

Corporate Report dated March 10, 2015 from the Commissioner of Transportation and Works with respect to a proposed exemption to the Noise Control By-law 360-79, as amended.

RECOMMENDATION

That McNally Construction Inc. be granted an exemption from Noise By-law 360-79, as amended, to allow for extended tunnelling construction work of the existing West Trunk Sanitary System between Highway 401 and Queen Elizabeth Way (QEW) at the following locations:

- a. East side of Mississauga Road south of Argentia Road, commencing at 7:00 p.m. on Tuesday, April 7, 2015 and ending at 7:00 a.m. on Thursday, December 31, 2016.
 - b. East side of Creditview Road north of Argentia Road, commencing at 7:00 p.m. on Tuesday, April 7, 2015 and ending at 7:00 a.m. on Thursday, December 31, 2016.
 - c. East side of Erin Mills Parkway approximately 220 metres (721.8 feet) north of Eglinton Avenue West, commencing at 7:00 p.m. on Tuesday, September 1, 2015 and ending at 7:00 a.m. on Thursday, December 31, 2016.
12. Notice Agreement between the City of Mississauga and Manuel Amendoeira and Jose Amendoeira – 410 Atwater Avenue Site Plan Application SP-13/175 (Ward 1)

Corporate Report dated March 11, 2015 from the Commissioner of Transportation and Works with respect to a Notice Agreement with Manuel Amendoeira and Jose Amendoeira.

RECOMMENDATION

That a by-law be enacted to authorize the Commissioner of Transportation and Works and the City Clerk to execute and affix the Corporate Seal to the Notice Agreement between Manuel Amendoeira and Jose Amendoeira and The Corporation of the City of Mississauga to the satisfaction of the City Solicitor as outlined in the Corporate Report dated March 11, 2015 from the Commissioner of the Transportation and Works Department.

13. Notice Agreement between the City of Mississauga and The Regional Municipality of Peel – 3515 Wolfedale Road Site Plan Application SP-13/184 (Ward 6)

Corporate Report dated March 11, 2015 from the Commissioner of Transportation and Works with respect to a Notice Agreement with the Region of Peel for 3515 Wolfedale Road.

RECOMMENDATION

That a by-law be enacted to authorize the Commissioner of Transportation and Works and the City Clerk to execute and affix the Corporate Seal to the Notice Agreement between The Regional Municipality of Peel and The Corporation of the City of Mississauga to the satisfaction of the City Solicitor as outlined in the Corporate Report dated March 11, 2015 from the Commissioner of the Transportation and Works Department.

14. Notice Agreement between the City of Mississauga and Nezihi Gamsiz and Ann McMenemy – 1125 Willow Lane Site Plan Application SP-13/131 (Ward 11)

Corporate Report dated March 18, 2015 from the Commissioner of Transportation and Works with respect to a Notice Agreement with Nezihi Gamsiz and Ann McMenemy.

RECOMMENDATION

That a by-law be enacted to authorize the Commissioner of Transportation and Works and the City Clerk to execute and affix the Corporate Seal to the Notice Agreement between Nezihi Gamsiz and Ann McMenemy and The Corporation of the City of Mississauga to the satisfaction of the City Solicitor as outlined in the Corporate Report dated March 18, 2015 from the Commissioner of the Transportation and Works Department.

15. Consulting Services for the Detailed Condition Assessment for Ten Corrugated Metal Trunk Storm Sewers (Wards 1, 2, 3, and 7)

Corporate Report dated March 10, 2015 from the Commissioner of Transportation and Works with respect to consulting services for the detailed condition assessment for ten corrugated metal trunk storm sewers.

(15.)

RECOMMENDATION

1. That PN 15-144 "Condition Assessment for Ten Metal Trunk Storm Sewers" be established with a gross and net budget of \$200,000; and
2. That a by-law be enacted to fund PN 15-144 "Condition Assessment for Ten Metal Trunk Storm Sewers" with \$200,000 from the Capital Reserve Fund (Account #33121).

16. 2015 Noise Attenuation Barrier Replacement/Retrofit Program (Wards 3, 6 and 11)

Corporate Report dated March 10, 2015 from the Commissioner of Transportation and Works with respect to the 2015 Noise Attenuation Barrier Replacement/Retrofit Program.

RECOMMENDATION

That the proposed 2015 Noise Attenuation Barrier Replacement/Retrofit Program, as outlined in the report dated March 10, 2015 from the Commissioner of Transportation and Works, be approved.

17. 2015 Intersection Capital Works Program (Ward 5)

Corporate Report dated March 10, 2015 from the Commissioner of Transportation and Works with respect to the 2015 Intersection Capital Works Program.

RECOMMENDATION

That the proposed 2015 Intersection Capital Works Program, as outlined in the report dated March 10, 2015 from the Commissioner of Transportation and Works, be approved.

18. City Initiated Lifting of the "H" holding provisions – Marina Park (P-112), 15 Front Street South (Ward 1)

Corporate Report dated March 3, 2015 from the Commissioner of Community Services with respect to the lifting of the "H" holding provisions at Marina Park, 115 Front Street South.

RECOMMENDATION

1. That boat launch ramps be retained in Marina Park (P-112) as outlined in the corporate report dated March 3, 2015 from the Commissioner of Community Services.

(18.)

2. That the Planning and Building Department be directed to commence a city initiated lifting of the "H" holding provisions on Marina Park (P-112).

19. Ice Storm Assistance Program Grant Agreement

Corporate Report dated March 4, 2015 from the Commissioner of Corporate Services and Chief Financial Officer with respect to the Ice Storm Assistance Program Grant Agreement.

RECOMMENDATION

1. That the Commissioner of Corporate Services and Chief Financial Officer and the City Clerk be authorized to enter into the Ice Storm Assistance Program Grant Agreement on behalf of the City of Mississauga with the Ministry of Municipal Affairs and Housing, in a form satisfactory to Legal Services.
2. That City Council enact a by-law to authorize the Commissioner of Corporate Services and Chief Financial Officer and the City Clerk to execute and affix the corporate seal to the Ice Storm Assistance Program Grant Agreement between The Corporation of the City of Mississauga and Her Majesty The Queen In Right Of Ontario as represented by the Ministry of Municipal Affairs and Housing, including any amending agreements, in form satisfactory to the City Solicitor, as outlined in the Corporate Report from the Commissioner of Corporate Services and Chief Financial Officer, dated March 4, 2015.
3. That all necessary by-laws be enacted.

20. 2014 Statement of Remuneration and Expenses

Corporate Report dated February 26, 2015 from the Commissioner of Corporate Services and Chief Financial Officer with respect to the 2014 Statement of Remuneration and Expenses.

RECOMMENDATION

That the 2014 Statement of Remuneration and Expenses detailed in Appendix 1 attached to the report dated February 26, 2015 from the Commissioner of Corporate Services and Chief Financial Officer be received.

21. Proposed Surplus Land Declaration – 2000 Credit Valley Road Parking Spot, described as Unit 152, Level A, PCP No.294 (Ward 8)

Corporate Report dated February 25, 2015 from the Commissioner of Corporate Services and Chief Financial Officer with respect to a proposed surplus land declaration for 2000 Credit Valley Road parking spot.

RECOMMENDATION

1. That the City owned property of land located at 2000 Credit Valley Road, West of Credit Valley Road, south of Eglinton Avenue West, be declared surplus to the City's requirements. The City owned property is legally described as Unit 152, Level A, Peel Condominium Plan No. 294. Firstly, Part Lot 15, RCP 1003, Parts 1,3,4,5,6 & 7 on 43R-12196; Secondly, Part Block 64, Plan 43M-548, Part 2 on 43R-12196, in the City of Mississauga, Regional Municipality of Peel, Ward 8.
2. That Realty Services staff be authorized to proceed to dispose of the subject lands to be declared surplus at fair market value.
3. That all steps necessary to comply with the requirements of Section 2.(1) of City Notice By-law 215-08 be taken, including giving notice to the public by posting a notice on the City of Mississauga's website for a two week period, where the expiry of the two week period will be at least one week prior to the execution of an agreement for the sale of the subject lands under delegated authority.

ADVISORY COMMITTEE REPORTS

Public Vehicle Advisory Committee Report 1-2015 March 3, 2015

RECOMMENDATIONS

PVAC-0001-2015

That the deputation made by Dr. Dan Hara, President, Hara Associates Inc. regarding the Taxi Plate Issuance Model be received.

(PVAC-0001-2015)

PVAC-0002-2015

That the deputation made by Zachary Killam, CEO, Play Charging, regarding in-taxi charging devices be referred to staff to bring back a report on in-taxi charging devices.

(PVAC-0002-2015)

PVAC-0003-2015

That the deputation made by Amandeep Mann, taxicab driver, with respect to tint-free provisions in the Public Vehicle Licensing By-law 420-04, as amended, be received and Mr. Mann is further advised to supply medical documentation to be reviewed by Councillor Parrish and Councillor Starr.

(PVAC-0003-2015)

PVAC-0004-2015

1. That the report from the Commissioner of Transportation and Works, dated February 18, 2015 entitled "Mobile Licensing Enforcement Practices for the Taxicab and Limousine Industries" be received for information;
2. That staff provide an update to the Public Vehicle Advisory Committee in 2016.

(PVAC-0004-2015)

PVAC-0005-2015

1. That Council request the Ministry of Transportation for the Province of Ontario pass legislation and/or regulations to address taxicab mobile applications such as Uber as outlined in the report from the Commissioner of Transportation and Works, dated February 18, 2015 entitled "Regulation of Taxicab Mobile Applications".
2. That a copy of the report from the Commissioner of Transportation and Works, dated February 18, 2015 entitled "Regulation of Taxicab Mobile Applications", be forwarded to the Minister of Transportation, Province of Ontario.

(PVAC-0005-2015)

PVAC-0006-2015

1. That the email dated February 11, 2015 from Baljit Pandori, Elected at Large, regarding Uber Taxi be received;
2. That the matter be referred to staff to prepare an updated report with respect to Uber and Uber X taxis.

(PVAC-0006-2015)

PVAC-0007-2015

1. That the email dated February 11, 2015 from Peter Pellier regarding a moratorium on the issuance of A-Plates be received;
2. That a three month moratorium on the issuance of A-Plates be enacted and that five (5) current Temporary A-Plate applicants be exempt from the moratorium.

(PVAC-0007-2015)

PVAC-0008-2015

That the email dated February 10, 2015 from Al Cormier, Citizen Member, regarding taxi meter rates be received.

(PVAC-0008-2015)

PVAC-0009-2015

That the email dated February 25, 2015 from Mark Sexsmith regarding an information session for the Pan Am Games being held at Hershey Sportzone be received.

(PVAC-0009-2015)

PVAC-0010-2015

That the letter dated March 3, 2015 from Crystal Greer, Director Legislative Services and City Clerk, regarding the 2015 Public Vehicle Advisory Committee elections be received.

(PVAC-0010-2015)

PVAC-0011-2015

That the Public Vehicle Advisory Committee Action List for 2015 be received.

(PVAC-0011-2015)

Museums of Mississauga Advisory Committee Report 1-2015 March 9, 2015

RECOMMENDATIONS

MOMAC-0001-2015

That Jeremy Harvey be appointed Chair of the Museums of Mississauga Advisory Committee for the term ending November 2018, or until a successor is appointed.

(MOMAC-0001-2015)

MOMAC-0002-2015

That Joseph Zammit be appointed Vice Chair of the Museums of Mississauga Advisory Committee for the term ending November 2018, or until a successor is appointed.

(MOMAC-0002-2015)

MOMAC-0003-2015

That the approval of the Draft Terms of Reference of the Museums of Mississauga Advisory Committee (MOMAC) be deferred until the next MOMAC meeting scheduled on June 16, 2015.

(MOMAC-0003-2015)

MOMAC-0004-2015

That the Museums and Heritage Strategic Plan Information Session held on September 15, 2014, and the verbal update dated March 9, 2015 from Paul Damaso, Acting Director, Culture Division, be received for information.

(MOMAC-0004-2015)

MOMAC-0005-2015

That the Update with respect to the Museums of Mississauga Advisory Committee 2014 Priorities and Work Plan dated December 2, 2014, from J. Harvey, Chair, be received.

(MOMAC-0005-2015)

MOMAC-0006-2015

That the 2014-2018 Museums of Mississauga Advisory Committee Achievements and Objectives from J. Harvey, Chair, be received, and that the 2015-2018 Objectives be brought back to the next MOMAC meeting scheduled on June 16, 2015.

(MOMAC-0006-2015)

MOMAC-0007-2015

That the Memorandum dated March 3, 2015 from Mumtaz Alikhan, Legislative Coordinator, entitled *2015 Museums of Mississauga Advisory Committee Meeting Dates*, be received.

(MOMAC-0007-2015)

MOMAC-0008-2015

That the letter dated October 3, 2014 from the Minister of Tourism, Culture and Sport, advising that a grant to the Museums of Mississauga in the amount of \$53,953 has been approved under the Community Museum Operating Grant (CMOG) Program for the 2014-2015 fiscal year, be received for information.

(MOMAC-0008-2015)

Heritage Advisory Committee Report 2-2015 March 10, 2015RECOMMENDATIONS

HAC-0004-2015

That Councillor George Carlson be appointed Chair of the Heritage Advisory Committee for the term ending November 30, 2018, or until a successor is appointed.

(HAC-0004-2015)

HAC-0005-2015

That Rick Mateljan be appointed Vice-Chair of the Heritage Advisory Committee for the term ending November 30, 2018, or until a successor is appointed.

(HAC-0005-2015)

HAC-0006-2015

That Matthew Wilkinson, Rick Mateljan and David Dodaro, Members of the Heritage Advisory Committee, be appointed to serve on the Designated Heritage Property Grant Assessment Panel for the term ending November 30, 2018.

(HAC-0006-2015)

HAC-0007-2015

1. That the Corporate report from the Commissioner of Community Services dated February 17, 2015 entitled *Proposed Heritage Designation and Alteration, Scruton House, 307 Queen Street South (Ward 11)*, be received;
2. That the designation under the *Ontario Heritage Act* of the Scruton House, 307 Queen Street South, for its physical/design, historical/associative and contextual value, be deferred until a redesign of the proposed restoration and addition is conducted;
3. That the City accept a 2015 Designated Heritage Property Grant application for the subject address within the timelines allotted, conditional upon (at minimum) the property being designated under the *Ontario Heritage Act*.

(HAC-0007-2015)

HAC-0008-2015

That the properties located at 5175 and 5215 Mississauga Road, which are listed on the City's Heritage Register, are not worthy of heritage designation, and consequently, that the owner's request to demolish proceed through the applicable process.

(HAC-0008-2015)

HAC-0009-2015

That the property at 169 Donnelly Drive, which is listed on the City's Heritage Register, is not worthy of heritage designation, and consequently, that the owner's request to demolish proceed through the applicable process.

(HAC-0009-2015)

HAC-0010-2015

1. That the property at 1312 Stavebank Road, which is listed on the City's Heritage Register, is not worthy of heritage designation, and consequently, that the owner's request to demolish proceed through the applicable process.
2. That an interpretive plaque, recognizing the residency of artist Thomas Keith Roberts at the subject property, be installed at the public right-of-way at the owner's expense, with approval and text/image design by the City.

(HAC-0010-2015)

HAC-0011-2015

That the request to alter the property at 4300 Riverwood Park Lane, as described in the report from the Commissioner of Community Services, dated February 17, 2015, be approved and that the appropriate City officials be authorized and directed to take the necessary action to give effect thereto.

(HAC-0011-2015)

HAC-0012-2015

That the property at 973 Tennyson Avenue, which is listed on the City's Heritage Register, is not worthy of heritage designation, and consequently, that the owner's request to demolish proceed through the applicable process.

(HAC-0012-2015)

HAC-0013-2015

1. That the Memorandum dated February 17, 2015 from Paula Wubbenhorst, Senior Heritage Coordinator, with respect to the proposed renovation of the existing house located at 866 Tennyson Avenue, listed on the City's Heritage Register, be received for information.
2. (HAC-0013-2015)

HAC-0014-2015

That the Memorandum dated March 3, 2015 from Mumtaz Alikhan, Legislative Coordinator, entitled 2015 Heritage Advisory Committee Meeting Dates, be received for information.

(HAC-0014-2015)

Mississauga Cycling Advisory Committee Report 3-2015 March 10, 2015

RECOMMENDATIONS

MCAC-0008-2015

That Donnie Morris be appointed as Chair of the Mississauga Cycling Advisory Committee for a term of office to November 30, 2018, or until a successor is appointed.

(MCAC-0008-2015)

MCAC-0009-2015

That Irwin Nayer be appointed as Vice-Chair of the Mississauga Cycling Advisory Committee for a term of office to November 30, 2018, or until a successor is appointed.

(MCAC-0009-2015)

MCAC-0010-2015

That Dorothy Tomiuk be appointed as Chair of the Tour de Mississauga Subcommittee of the Mississauga Cycling Advisory Committee for a term of office to November 30, 2018, or until a successor is appointed.

(MCAC-0010-2015)

MCAC-0010-2015

That Joanne deCloe be appointed as Chair of the Communications & Promotions Subcommittee of the Mississauga Cycling Advisory Committee for a term of office to November 30, 2018, or until a successor is appointed.

(MCAC-0010-2015)

MCAC-0011-2015

That Donald Morris be appointed as Chair of the Network & Technical Subcommittee of the Mississauga Cycling Advisory Committee for a term of office to November 30, 2018, or until a successor is appointed.

(MCAC-0011-2015)

MCAC-0012-2015

That MiWay respond to the Mississauga Cycling Advisory Committee by April 30, 2015 with respect to the Transitway being made available for the Tour de Mississauga on September 20, 2015.

(MCAC-0012-2015)

MCAC-0013-2015

That authority be given in the event that the City of Mississauga receives silver status for the Bicycle Friendly Award that Irwin Nayer attend the Bike Summit held being April 1, 2015 and that the \$500.00 registration fee be covered by the Mississauga Cycling Advisory Committee 2015 budget.

(MCAC-0013-2015)

MCAC-0014-2015

That the Mississauga Cycling Advisory Committees work plan be deferred to a future meeting for discussion.

(MCAC-0014-2015)

MCAC-0015-2015

That the 2015 Mississauga Cycling Advisory Committee Calendar of Events be received as amended.

(MCAC-0015-2015)

COUNCILLORS' ENQUIRIES

OTHER BUSINESS/ANNOUNCEMENTS

CLOSED SESSION - NIL

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

ADJOURNMENT



Corporate Report

Clerk's Files

Originator's
Files

General Committee

MAR 25 2015

DATE: February 11, 2015

TO: Chair and Members of General Committee
Meeting Date: Wednesday, March 25, 2015

FROM: Gary Kent
Commissioner of Corporate Services and Chief Financial Officer

SUBJECT: City of Mississauga 2014 Annual Report of the Multi-Year
Accessibility Plan (2012-2017 Initiatives)

RECOMMENDATION: That the document titled: "City of Mississauga 2014 Annual Report of the Multi-Year Accessibility Plan" attached as Appendix 1 to the Corporate Report dated February 11, 2015 from the Commissioner of Corporate Services and Chief Financial Officer, be adopted.

**REPORT
HIGHLIGHTS:**

- The 2014 Annual Report of the Accessibility Plan represents the City's 12th Annual Report which highlights the steady progress the City of Mississauga has made in removing barriers to persons with disabilities, as well as our compliance with requirements under the Accessibility for Ontarians with Disabilities Act (AODA, 2005).
- At the February 9, 2015 AAC Meeting, the AAC supported the 2014 Annual Report of the Accessibility Plan, and MiWay's 2014 Annual Accessibility Report.

BACKGROUND:

The City of Mississauga 2014 Annual Report of the Accessibility Plan has been prepared in accordance with the Ontarians with Disabilities Act (ODA, 2001) and the Accessibility for Ontarians with Disabilities Act (AODA, 2005) and represents the City's 12th Annual Report. In

June 2011, the Integrated Accessibility Standards Regulation (IASR, O. Reg. 191/11) became law under the AODA. Within this Regulation is a requirement to: “establish, implement, maintain and document a multi-year accessibility plan”, by January 1, 2013. The Plan should be reviewed every five years and an annual status report shall be provided. MiWay is also required to develop a multi-year plan and annual status report on progress made within MiWay to make services more accessible. The City of Mississauga Multi-Year Accessibility Plan (2012 – 2017 Initiatives) and MiWay 2012-2017 Accessibility Plan was adopted by Council on March 7, 2012.

In December 2012, the IASR was amended to include new standards governing the design of public spaces in the built environment (mainly outdoor elements). On December 27, 2013, Ontario Regulation 368/13 was filed to amend the new 2012 Building Code, O.Reg. 332/12. The effective date of the amendment is January 1, 2015. The amended requirements will substantially enhance accessibility in newly constructed buildings and existing buildings that are to be extensively renovated (mainly indoor elements).

In 2013, the City of Mississauga met the IASR requirements for a large public sector organization in the four areas of the IASR: General requirements (e.g. policy, training, procurement), Information and Communications, Employment, and Transportation.

In 2014, the IASR Project Team and Steering Committee were disbanded as most of the IASR requirements were met, and a new Accessible Built Environment Subcommittee and Steering Committee were formed to implement the requirements in the Design of Public Spaces Standards (under the IASR). Other than the built environment requirements, there is one IASR requirement with a compliance date of 2021, under the Information and Communications Standard - that websites and web content conform with WCAG (Web Content Accessibility Guidelines) 2.0 Level AA.

The Annual Report summarizes the achievements the City of Mississauga has made in 2014, in reference to the various projects associated with the prevention and removal of barriers to persons with disabilities that live, work, and travel in the City of Mississauga. Projects listed in the Accessibility Plan are captured under these

headings: General Initiatives (for example: strategic/master plans, training, procurement, policy, communication strategy, awards, events), Accessible Customer Service Initiatives, Accessible Information and Communication Initiatives, Accessible Employment Initiatives, Accessible Transportation Initiatives, and Accessible Built Environment Initiatives. Additional accessibility successes (not captured under the projects listed in the Accessibility Plan) are listed on page 44 of the Annual Report.

MiWay's 2014 Annual Accessibility Report and the City of Mississauga Election Accessibility Report are included as appendices to the City of Mississauga 2014 Annual Report of the Multi-Year Accessibility Plan.

COMMENTS:

The Mississauga Accessibility Advisory Committee (AAC), Accessibility Staff Working Group, IASR Teams and now the Accessible Built Environment Subcommittee have been working diligently to comply with the AODA and implement accessibility improvements.

Some of the major highlights over the past year include:

Built Environment:

- The City of Mississauga was awarded a Silver Walk Friendly Community designation.
- New accessible welcome/information desk at the Civic Centre.
- 7 building renovation projects resulted in accessibility improvements. E.g. Woodlands Library, Don Maclean Westacres Outdoor Pool, River Grove CC, Streetsville Branch Library.
- 30 park playgrounds had accessible features added to them (i.e. paved routes, accessible swings, transfer platforms etc...)
- Installed 4 Accessible/Audible Pedestrian Signals.
- The Zoning By-law was amended to include the new accessible parking space sizes and required number of accessible parking spaces for non-residential sites.

Transportation:

- MiWay introduced electronic pre-boarding announcements. This was done 3 years prior to the compliance timeline.

- Transitway stations incorporated Universal Design Principles (i.e. tactile panels and warning indicators).

Employment:

- Council approved a new Employee Recruitment policy in compliance with the AODA (ensuring accommodations are provided).

Customer Service:

- The Friends of the Library donated the following accessible equipment to be used throughout Mississauga's Library system:
 - 10 Daisy disc players
 - 18 magnifier glasses
 - 18 large print keyboards
 - 18 licences for ZoomText

Other:

- The 2014 Future Directions master plans for Library Services, Parks & Forestry, and Recreation contain a number of recommendations that are related to accessibility improvements (i.e. to continue to develop partnerships in reaching more residents with disabilities).
- The City of Mississauga hosted the 2nd Annual Abilities Awards Event on the International Day of Persons with Disabilities (December 3) along with the Abilities Ministries, the AAC and other partner organizations such as Able Living, Peel Regional Police, Victorian Order of Nurses, Coalition for Persons with Disabilities, Region of Peel and the Next Step to Active Living Program.
- Accessible Elections. E.g. Automark (accessible voting equipment) at each advanced polling station (at the Civic Centre for 13 days and at 22 advance poll locations for 5 days).

For 2015 staff will focus on meeting the IASR (Design of Public Spaces Standards), which were effective as of January 1, 2013, with a compliance date of 2016. The Accessible Built Environment Staff Team is working with a consultant to revise the Mississauga Accessibility Design Handbook to comply with the Design of Public Spaces Standard and the new building code amendments.

At the February 9, 2015 AAC Meeting, the AAC supported the 2014 Annual Report of the Accessibility Plan, and MiWay's 2014 Annual Accessibility Report.

A Reporting Out brochure summarizing the City's 2014 accessibility achievements will be completed for distribution and posting in June 2015.

STRATEGIC PLAN: Accessibility planning is mainly captured in the City's Strategic Plan, under the Belong Pillar, with the Strategic Goal: "Ensure Affordability and Accessibility", and "Support Aging in Place". Accessibility planning is also part of the Move Pillar, with improvements to MiWay.

FINANCIAL IMPACT: Divisional budgets incorporate accessibility planning and related accessibility expenses into their regular budget and business planning process. For additional unknown expenses, such as the cost of a sign language interpreter for an interview or a public meeting, a unique cost element has been set up in the Finance Division for tracking purposes.

CONCLUSION: Over the past decade, the City of Mississauga has accomplished much with accessibility planning at the City of Mississauga, but there is still a lot of work to do. Staff will continue to implement the IASR requirements, including the new accessible built environment requirements.

ATTACHMENTS: Appendix 1: 2014 Annual Report of the Multi-Year Accessibility Plan
Appendix 1a) MiWay 2014 Annual Accessibility Report
Appendix 1b): City of Mississauga Election Accessibility Report



Gary Kent

Commissioner of Corporate Services and Chief Financial Officer

Prepared By: Diana Simpson, Accessibility Coordinator



2014 Annual Report of the Multi-Year Accessibility Plan

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This Report is available in alternate accessible formats, upon request.

City of Mississauga 2014 Annual Report of the Multi-Year Accessibility Plan

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Executive Summary:

This Annual City of Mississauga Accessibility Plan Report has been prepared in accordance with the *Ontarians with Disabilities Act* (ODA, 2001) and the *Accessibility for Ontarians with Disabilities Act* (AODA, 2005) and represents the City's 12th Annual Report.

The Report summarizes the achievements the City of Mississauga has made in 2014, in reference to the various projects associated with the prevention and removal of barriers to persons with disabilities that live, work, and travel in the City of Mississauga. Essentially, by removing barriers for persons with disabilities, we are removing barriers for everyone!

Additional accessibility successes that are not directly related to the projects listed in the Multi-Year Accessibility Plan (2012-2017 Initiatives) and the Integrated Accessibility Standards Regulation (IASR) Implementation Plan are listed towards the end of the report.

The Multi-Year Accessibility Plan (2012-2017 Initiatives, dated January 26, 2012), as approved by Council in March, 2012, launched the City's new approach to accessibility planning. The Plan follows a new format from previous City of Mississauga Accessibility Plans, by listing projects that are associated with each set of accessibility standards under the *Accessibility for Ontarians with Disabilities Act* (AODA). This includes the projects associated with the implementation of the Integrated Accessibility Standards Regulation (IASR).

MiWay's Annual Report outlines the improvements made to the transit system and service and can be found by accessing MiWay's website. The current report is also included as an Appendix to the Annual Report of the Multi-Year Accessibility Plan.

With the (IASR) being passed in 2011, and amendments being added in 2012 (Design of Public Spaces Standard), the City's main focus for accessibility planning for the next few years is on the implementation of the requirements in the legislation.

The legislation covers general, information and communication, employment, transportation, and built environment requirements. Within the general requirements of the IASR is reference to Accessibility Plans. Accessibility Plans are to be reviewed at least once every five years, and municipalities are to prepare an annual status report on the progress of measures taken to implement the strategy referenced in the Accessibility Plan.

In December 2012, the Ministry of Community and Social Services amended the IASR, under the *Accessibility for Ontarians with Disabilities Act* (AODA), to include new standards governing the design of public spaces in the built environment. The standards outline new requirements for municipalities to incorporate into the design of the following public spaces beginning in 2016. Note, however, that these requirements apply to contracts signed after January 1, 2013:

1. Recreational Trails and Beach Access Routes
2. Outdoor Public-Use Eating Areas (e.g. rest stops or picnic areas)
3. Outdoor Play Spaces (e.g. playgrounds)

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4. Exterior Paths of Travel (e.g. sidewalks, ramps, stairs, curb ramps, accessible/audible pedestrian signals)
5. Accessible parking (on and off-street)
6. Obtaining Services (e.g. services counters, waiting areas)
7. Maintenance (of accessibility-related equipment and features in public spaces).

In 2013, a number of new projects were added under the category: "Accessible Built Environment Initiatives" to reflect the Design of Public Spaces Standard (Accessible Built Environment Standards under the IASR). On December 27, 2013, Ontario Regulation 368/13 was filed to amend the new 2012 Building Code, O.Reg. 332/12. The effective date of the amendment is January 1, 2015. The amended requirements will substantially enhance accessibility in newly constructed buildings and existing buildings that are to be extensively renovated (mainly indoor elements). For further details go to the [Ministry of Municipal Affairs and Housing website](#).

To review details of the Design of Public Spaces Standards go to the provincial government [e-laws site](#).

The AODA and its standards apply to private, public and non-profit organizations, with various compliance timelines between 2011 and 2025.

The City of Mississauga consults with the [Mississauga Accessibility Advisory Committee \(AAC\)](#) which advises, recommends and assists the City in promoting and facilitating a barrier-free Mississauga for citizens of all abilities (universal accessibility) including persons with disabilities. Their role is to review municipal policies, programs and services and to assist with the identification, removal and prevention of barriers faced by persons with disabilities.

The City of Mississauga Accessibility Staff Working Group and the AAC have been working diligently to comply with the legislation and implement accessibility improvements.

This Annual Report and the Multi-Year Plan demonstrates the City's commitment to making accessibility a part of everyday business. Barriers have been removed in many areas including: City owned buildings, parks, transportation services, recreation services, and the development of policies that promote inclusion.

Appendix A: MiWay 2014 Annual Accessibility Report

Appendix B: City of Mississauga Election Accessibility Report

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Project Title	Description	Time Frame	Lead Department	Achievements/Next Steps
General Initiatives				
Multi-year Accessibility Plan (IASR, 4)	<p>An outline of the City's strategy to prevent and remove barriers and meet requirements under the <i>Accessibility for Ontarians with Disabilities Act</i>, (AODA) and our obligations under the Accessibility Standards</p> <p>This will include an annual status report on the progress with the initiatives in the Plan.</p>	2012 Annual	Corporate Services, Facilities and Property Management, Accessibility Coordinator	<p>The Multi-year Accessibility Plan was approved by Council on March 7, 2012.</p> <p>This 2014 Annual Report of the Accessibility Plan is the third report under, under the 2012-2017 Multi-Year Accessibility Plan. The City of Mississauga has been providing annual reports since 2003.</p> <p>Past Annual Accessibility Plans and the Multi- Year Accessibility plan can be found on the City's "Accessibility - Removing Barriers" website.</p>
Inclusion of Accessibility Planning in the City's Strategic Plan, Departmental and Master Plans.	<p>Ensure that all city-wide planning projects are reviewed with an accessibility lens; for example:</p> <ul style="list-style-type: none"> • The City's Strategic Plan: Our Future Mississauga. • Older Adult Plan • Youth Plan • Mississauga Transitway Project • Hurontario/Main Street Master Plan (LRT) • Inspiration Lakeview Project • Inspiration Port Credit • Downtown 21 Master Plan • Dundas Connects • Credit River Parks Strategy • Cycling Master Plan • Future Directions: Master Plan for Recreation, Library, and Parks and Natural Areas • Information Technology Strategic Plan • Mississauga Official Plan 	Ongoing	Corporate Services, Facilities and Property Management, All Departments in collaboration with Accessibility Coordinator	<p>Many city-wide planning projects are reviewed annually in conjunction with the City's Strategic Plan, under these pillars: Move, Belong, Connect, Prosper and Green.</p> <p>These are some of the highlights that are related to accessibility under each Pillar:</p> <p>Move:</p> <ul style="list-style-type: none"> - MiWay is providing more service and additional routes. All buses and routes are accessible. - On November 17, 2014, select MiWay bus routes transitioned onto the <u>transitway</u> at 4 stations (Central Parkway, Cawthra, Tomken and Dixie). The transitway is a dedicated transit corridor that will stretch from Winston Churchill Blvd. in the west to Renforth Drive in the east. The stations were designed with accessibility in mind and have tactile panels and domes installed to assist people with vision disabilities. Planning for Transitway Phase II is underway.

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Project Title	Description	Time Frame	Lead Department	Achievements/Next Steps
	<ul style="list-style-type: none"> • Economic Development Strategy • Living Green Master Plan • Communications Master Plan 2012 • Waterfront Parks Strategy • Sport Plan • Etc... 			<p>- The Hurontario-Main Light Rail Transit project from the Port Credit GO Station in Mississauga to the GO Station in downtown Brampton is on hold at the time of this report.</p> <p>- The implementation of the <u>Mississauga Cycling Master Plan</u> has resulted in an increase of boulevard multi-use trails, off road trails and on-road bikeways</p> <p>- The City is working to develop a Downtown Movement Plan, a 10 Year Transit Strategy and a 5 Year Transit Service Plan</p> <p>- In December 2014, the City of Mississauga was awarded a Silver Walk Friendly Community designation from the Walk Friendly Ontario Program of Green Communities Canada. The City reported progress on sidewalk policies, connectivity, progressive design standards, campaigns and promotions, training and citizen engagement.</p> <p>Belong:</p> <p>- The <u>Driveway Windrow Snow Clearing Program</u> is a permanent program for older adults 65+ and people with disabilities. For some eligible residents, the service is free, for others there is a \$200 fee. The Program is in effect from November 24, 2014 to March 13, 2015. There are 186 residents registered for the 2014-15 season. This represents a 94% increase over last year.</p> <p>Connect:</p> <p>- With input from the community and landowners <u>Inspiration Port Credit</u> will weave together public and</p>

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Project Title	Description	Time Frame	Lead Department	Achievements/Next Steps
				<p>private planning for the future of Port Credit's waterfront. Accessibility Advisory Committee members and other community members are encouraged to continue to provide input at community meetings.</p> <p>- Click on this link for an update on what is happening with the <u>Inspiration Lakeview Project</u> – a development project for the eastern waterfront.</p> <p>Prosper:</p> <p>- The City's <u>Downtown 21 Master Plan</u> describes an urban centre that is desirable for all Mississauga residents, as well as businesses and their employees. It will be a collection of walkable neighborhoods, each with its own character, and easily accessible by transit.</p> <p>Green:</p> <p>- The City's <u>Natural Heritage & Urban Forest Strategy</u> was completed in January 2014. Council endorsed the strategy in February 2014. The primary objectives of this project are to identify opportunities for building on existing initiatives for protecting, enhancing, restoring and expanding the City's Natural Heritage System and Urban Forest; and to provide the City guidance and tools to pursue recommended opportunities.</p> <p>- Council approved the <u>Credit River Parks Strategy</u> on September 18, 2013. As a 25 year master plan for the City's owned and managed parkland and natural areas along the Credit River, the strategy sought to recognize opportunities for universal accessibility throughout the document and concept plans including, but not limited to</p>

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Project Title	Description	Time Frame	Lead Department	Achievements/Next Steps
				<p>the following:</p> <p>The importance of "Universal Accessibility" was featured prominently within the Principles of the Plan. Although it was recognized that the extent of the proposed park system and the complexity of topography cannot provide for continuous accessibility throughout the system, the following design considerations have been recommended for incorporation as appropriate:</p> <ul style="list-style-type: none"> • Provide for the passing/tandem use of wheelchairs. • Provide clearances beside benches for wheelchairs and strollers. • Major commuter pathways should be maintained for winter use. • Way-finding at entrance points should clearly identify accessible opportunities for both trails and destinations. • Automated/audio signage would assist people with vision disabilities • Scent gardens for people with visual disabilities. <p>A number of trails have been identified in the recently approved 2015 and 2016-2018 budget (portions of which are accessible and include accessible parking spaces and signage).</p> <p>"Dundas Connects" is the City's project to deliver a transportation and land-use master plan for the Dundas Corridor. The project is currently moving to procure a consultant to undertake the necessary research and modelling work. The City intends to ensure that accessibility and universal design concerns are incorporated into its vision of Dundas Street as a key</p>

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Project Title	Description	Time Frame	Lead Department	Achievements/Next Steps
				<p>higher-order transit corridor in Mississauga and the regional transit network, supported by appropriate transit-supportive land use and built forms.</p> <p>Here are some achievements stemming out of the City's Older Adult Plan:</p> <ul style="list-style-type: none"> • Recruited, selected and implemented the City's first Older Adult Advisory Panel (OAAP). The OAAP provides the opportunity for those aged 55 and older to share ideas on improving older adult services in Mississauga. • The Accessibility Coordinator is a member of this panel and one of community members is a person with a disability. • Four Community Centre Older Adult Committees successful launch events were held at Huron Park, Clarkson, Meadowvale and South Common Community Centres. • \$89,313 received in Elderly Persons Centre Special Grants Funding for capital expenses, equipment and programs for community centre older adult programs • Computer Buddies Programs (Youth and Older Adults) were held in all 18 Libraries • Partnered with the Elder Technology Assistance Group (ETAG) and Peel Senior Link to hold two Senior IT and Technology Fairs (one at Burnhamthorpe Community Centre and the other at the Living Arts Centre). <p>One of the objectives under the Older Adult Plan for 2015 is to submit an application for the City to be designated as an Age Friendly City from the World Health Organization (WHO).</p>

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Project Title	Description	Time Frame	Lead Department	Achievements/Next Steps
				<p>The Youth Plan Vision states: "Mississauga is a youth and young adult friendly city that is respectful, inclusive and forward thinking; a city where youth are meaningfully engaged and thrive as equal members of the community. The <u>Youth web page</u> includes a list of social service organizations that assist youth when needing to talk to someone or just need more information.</p> <p>In June 2014, Council approved <u>Future Directions 2014</u> - the Community Services Department's updated master plans for Library Services, Parks & Forestry, Recreation and Fire & Emergency Services.</p> <p>There are a number of key recommendations in the <u>Mississauga Library System's (MLS) Future Directions 2014 Final Report</u> related to accessibility. These recommendations are prefaced with the forward looking statement regarding the future of the library: "Despite the uncertainty about the precise services and formats that the library of the future will provide, the key principles of accessibility, flexibility and universality will remain." The recommendations in the Library Services Final Report related to accessibility are:</p> <ul style="list-style-type: none"> • Recommendation # 4: Prioritize the provision of library spaces that are accessible, adaptable and strengthen the role of the MLS as a community hub. <ul style="list-style-type: none"> ○ More specifically the description of this recommendation emphasizes that barrier-free requirements such as washrooms, shorter stacks and wider aisles all need to be met. (p.48)

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				<ul style="list-style-type: none"> ○ Additionally, the description acknowledges that all library facilities are accessible and most have excellent access to public transportation. (p. 36) • Recommendation # 8: Implement the Mississauga Central Library Feasibility Study. <ul style="list-style-type: none"> ○ Included in the description of this recommendation is the comment that the renovation should include improved accessibility. (p. 54) • Recommendation #9: Continue the facility revitalization project to ensure that Mississauga's libraries remain accessible, modern, and responsive to changing needs. • Recommendation #12: Continue the steady expansion of electronic products and services, as supported by user interest, trends and funding availability. <ul style="list-style-type: none"> ○ Expanding e-products aligns well with the provision of accessible library services as physically visiting a library facility is not required. E-products currently include e-books, e-magazines and downloadable music. In the near future the size of these collections will increase, and the range of the e-products available will be expanded to include e-products such as downloadable video, and language learning (MANGO). • Recommendation # 13: Fast-track the

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Project Title	Description	Time Frame	Lead Department	Achievements/Next Steps
				<p>development and implementation of a mobile strategy to enhance user access and service delivery.</p> <ul style="list-style-type: none"> ○ A mobile strategy that enhances user access will increase accessibility and convenience for all users. <p>• Recommendation #14: Overhaul the library's website.</p> <ul style="list-style-type: none"> ○ The description indicates that: "Improvements to the Library's website should be a priority." It describes the website as needing to be easily accessible / barrier free. (p. 61) <p><u>2014 Future Directions for Recreation</u> recommendations identified tools, training, policy, programs, and quality assurance standards that are necessary to ensure services are responsive, high quality, relevant and well utilized by the broadest audience in the city.</p> <p>The recommendations identified a number of policies, programs, services that we should be considering particularly as it relates to the topics of inclusion, diversity, aging population, maximizing utilization, and facilitating greater access to sport and physical activity.</p> <p>Recommendations centered around the following key findings:</p> <ul style="list-style-type: none"> • Growth and intensification will continue to drive need for additional facilities (indoor & outdoor); • Changing demographics and leisure preferences are impacting the service area;

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Project Title	Description	Time Frame	Lead Department	Achievements/Next Steps
				<p>Capital and service delivery partners should be explored, where appropriate.</p> <p>Below are a few goals and recommendations related to accessibility:</p> <ul style="list-style-type: none"> • Goal: To offer high quality, flexible outdoor recreational experiences that continually responds to changing needs, preferences and expectations of Mississauga's residents • Recommendation #28: Provide at least one fully accessible play site in each Service Area, suggesting that Service Areas 2, 3 and 5 should be the priority areas for new barrier-free play sites. • Recommendation #29: Through the City's play site replacement program, rejuvenated play sites should integrate accessible/barrier-free features. • Goal: To increase participation in recreation activities and maximize the benefits to all residents by including under-represented populations. • Recommendation #42: Expand partnerships with groups that provide services to persons with disabilities to enable a seamless system and barrier free access to recreation and sport pursuits. • Recommendation #43: Continue to develop partnerships in reaching more residents with

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				<p>disabilities, quantify participation numbers on an annual basis, and monitor the effectiveness of inclusion policies, practices and program offerings.</p> <p><u>The 2014 Future Directions for Parks and Forestry Master Plan</u> is a guide for the City's decision making regarding the sustainable planning and management of parks and natural areas assets for the continued enjoyment by residents and visitors. The guiding principles of the plan are linked to the City's Strategic Plan. The principles related to accessibility that support the Strategic Plan and the vision for Parks and Forestry include:</p> <ul style="list-style-type: none"> • Developing walkable, connected neighbourhoods • Building vibrant communities • Creating great public spaces • Providing mobility <p>The following recommendations identify policies, programs and services that the City should be considering such as a move towards a hierarchy of trails, design standards, information technology and a city wide pedestrian study. Recommendations that are related to accessibility include:</p> <ul style="list-style-type: none"> • Recommendation # 3: Alignment with Recreation Plan <ul style="list-style-type: none"> ○ The identification of new parkland and redevelopment of older parks should consider and be coordinated with the implementation of recommendations in the Future Directions Recreation Master Plan

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Project Title	Description	Time Frame	Lead Department	Achievements/Next Steps
				<ul style="list-style-type: none"> • Recommendation #6: Parkland to Support Growth <ul style="list-style-type: none"> ○ Continue to develop integrated open space and urban design plans for all new areas of redevelopment and intensification. ○ Included in the description is the comment that in connecting and extending the function of the open space system, it is important to provide safe and attractive connections for pedestrians and cyclists. • Recommendation #17: Designing Parks for All Ages and Abilities <ul style="list-style-type: none"> ○ In the design of new parks and the rejuvenation of older parks, consider use by all ages and abilities, design for safety using Crime Prevention Through Environmental Design (CPTED) principles, and the provision of facilities and amenities that support social interaction and unstructured recreation and leisure activities. ○ Suggested improvements include more benches and areas for seating, shade structures, more accessible and looped walking trails. • Recommendation #19: Public Engagement <ul style="list-style-type: none"> ○ Continue to engage the public in all park development and redevelopment projects to ensure that community preferences and interests are integrated together with recommended facilities and to fulfill

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Project Title	Description	Time Frame	Lead Department	Achievements/Next Steps
				<p>Placemaking objectives.</p> <ul style="list-style-type: none"> ○ Noted is the need to be inclusive and use creative engagement activities to encourage community participation. <ul style="list-style-type: none"> • Recommendation #20: Park Redevelopment <ul style="list-style-type: none"> ○ Establish a prioritized list of older parks for redevelopment based on identified priorities and employing additional analytics and assessment. Evaluation criteria should be established and applied. ○ Park redevelopment may include changes to facility types and reconfiguration of the park design and layout based on recommendations of various studies including the Older Adult Plan, The Youth Plan and the Cycling Master Plan. • Recommendation #21: Design Guidelines and Standards for Parks <ul style="list-style-type: none"> ○ Develop guidelines and standards for landscape, urban design elements, facilities and sustainability. • Recommendation #23: Information Technology <ul style="list-style-type: none"> ○ Develop criteria for and conduct an evaluation of suitable locations for the provision of Wi-Fi @hot spots in selected destination parks. ○ Other forms of information technology such as video screens (Mississauga Celebration Square) may be considered in future urban parks.

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				<ul style="list-style-type: none"> • Recommendation #24: Trails and Pathways <ul style="list-style-type: none"> ○ To continue to build towards a continuous and interconnected trail system which builds off the existing network and new trail routes identified in other supporting studies. ○ Considerations will include improvements to enhance the use, enjoyment and safety of the trails. • Recommendation #26: Access to Parks <ul style="list-style-type: none"> ○ Through inter-departmental dialogue, consider how best to provide regularly scheduled, affordable and well-promoted transit service to key parks and recreation facilities as a means of increasing public access. • Recommendation #32: Winter Use of Parks <ul style="list-style-type: none"> ○ Consider how to best optimize winter use of parks and trail/pathway system in selected locations • Recommendation #33: Extended Hours for Parks <ul style="list-style-type: none"> ○ Review the lighting policy to consider lighting beyond pathway lighting and lighting of areas within intensified urban areas where there may be a desire to use parks or public spaces in the evening hours. <p>"The City of Mississauga is a two-way communications</p>

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				<p>organization" is the vision outlined for the City in the Communications Master Plan.</p> <p>Communications and engagement performed as part of the background research for the Plan adhered to this vision. The Accessibility Advisory Committee was one of the many stakeholder groups consulted.</p> <p>Legislated accessibility standards in the area of communications and information are identified as one of the key factors contributing to the need for a communications master plan. The internet is identified in the plan as the most important channel for providing information to residents about City plans, programs and services. The AODA and its regulations outline specific standards the City must meet in the area of website and electronic information.</p> <p>Thinking from the customer's perspective – a key theme of the plan – includes a commitment to 'design and deliver communications that reach residents where, when and how they live'. A commitment to communicating effectively with all citizens, including people with disabilities, is evident throughout the plan. For example, 'accessible' is one of the ten standards and values identified by the plan. Respectful, clear and user-friendly are also important standards and values identified that can enhance accessibility.</p> <p>Plain or clear language training began in 2013 with Communications Division. The Division began coordinating training with other City staff in 2014 and will continue this in 2015.</p>

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				<p>Accessible Communications resources and reference materials developed by the City are available on the City's Accessibility intranet site for all City staff, with the addition of materials provided by the province in ('Making Information Accessible').</p> <p>Mississauga City Council endorsed the City's first Sport Plan in July, 2013. The Mississauga Sport Plan is a 5 year strategic plan for the City to work more closely with community sport organizations and with the Mississauga Sport Council to make better use of capacity in existing sport facilities and to encourage lifelong participation in sport and physical activity for residents of all ages, interests and abilities. The Sport Plan has 40 recommendations and focuses on seven areas, including: "Sport for All - Develop programs, services and funding that include everyone and reduce barriers for those who want to participate in sports."</p> <p>The recommendations housed in "Sport for All" were prioritized as medium (2017-2018) actions. That being said, Sport and Community Development Units worked diligently in 2014 to establish relationships and partnerships with key Para Sport organizations to identify sport participation collaboration opportunities to provide for people with disabilities in Mississauga. Six key actions have been recommended by the Para Pan legacy committee and in 2015 our goal is to put forward grant applications, in collaboration with community partners, to implement the key recommendations.</p>
"Accessibility Impact" Section in Corporate	To prepare a proposal regarding the inclusion of a section called "Accessibility Impacts" in Corporate reports to the Leadership Team, Committees of	2015	Corporate Services, Facilities and	The Corporate Policy regarding Corporate Reports is being reviewed in 2015. At this time, a recommendation to include a section titled: "Accessibility Impact" will be

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Reports	Council, and Council that would describe actions taken to ensure that staff review proposed projects, for any positive or negative impact on People with Disabilities and seniors.		Property Management, Accessibility Coordinator	pursued.
Inclusion of Persons with Disabilities into existing Committees	To encourage persons with disabilities or representatives of persons with disabilities to become members of City of Mississauga committees, including Committees of Council; and to participate in public meetings.	Ongoing	Corporate Services, Facilities and Property Management, Accessibility Coordinator	<p>Since up to 20% of the population consists of persons with disabilities, it is inevitable that there will be persons with disabilities on various committees.</p> <p>Here are some examples where persons with disabilities or representatives are involved in Mississauga committees:</p> <ul style="list-style-type: none"> • A member of the Public Vehicle Advisory Committee was a past member of the Accessibility Advisory Committee. • A Region of Peel AAC member is a member of the Mississauga Library Board. • The Meadowvale/River Grove Youth Advisory Committee has two members with disabilities. <p>Accessibility Advisory Committee (AAC) members participate actively in various city public meetings and surveys.</p> <p>AAC members are invited to spread the word through their own networks and encourage persons with disabilities to apply for committee membership.</p>
Policy Review and development of	Develop and maintain policies about how the City will achieve accessibility through meeting the requirements in the AODA, including the Integrated	2012/2013	City Manager's Office, City Strategy and	Mississauga City Council approved an update to the Accessibility policy on June 17, 2013, to include the Built Environment. The policy includes the City's statement of

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a statement of commitment to accessibility. (IASR, 3)	<p>Accessibility Standards Regulation (IASR) and Accessible Customer Service Regulation (ACSR).</p> <p>Review and revise as required, policies related to procurement; alternate formats and communication support; recruitment; employee accommodation; workplace emergency response; disability management and return to work; performance management; career development and employee redeployment.</p> <p>This includes the regular three year review of existing Corporate policies with an accessibility lens.</p>	2013/ Ongoing	Innovations, Corporate Policy Analyst	<p>commitment and outlines the requirements developed under the <i>Accessibility for Ontarians with Disabilities Act, 2005</i>, specifically Ontario Regulation 429/07; the Accessibility Standards for Customer Service and Ontario Regulation 191/11, the Integrated Accessibility Standards (IASR). The policy also describes the framework for how the City will comply with the requirements. All City Corporate Policies and Procedures, by-laws, standards and guidelines must comply with the standards developed under the AODA.</p> <p>The Rehabilitation and Return to Work Policy has been revised to include expanded information on the return to work process and documented individual accommodation plans. The policy has been renamed Short Term and Long Term Accommodation. The policy revision was adopted by Council on December 11, 2013.</p> <p>Council approved a new Health and Safety Management System policy to replace the Occupational Health & Safety policy. The new policy specifically cites the AODA under the Legislative Requirements section, which the previous policy did not.</p> <p>Council approved a new Employee Recruitment policy on July 2, 2014. The City's existing recruitment policies Position Authorization; Temporary Transfers; Job Postings and Advertisements; Candidate Selection Process; and Handling Applications had been reviewed to ensure that each individual's accessibility needs are considered in all aspects of the recruitment process. The decision was made to create one overarching policy and a separate, detailed Guideline.</p>

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				<p>Policies related to the built environment/design of public spaces are being reviewed to ensure they meet the requirements of the IASR. The following policies have been revised to date: Community Garden Site Selection and Employee Paid Parking.</p> <p>Construction of Walkways and Sidewalks: Transportation & Works (T&W) are creating new standards. The related policies will be revised once they are complete.</p>
By-Law Review	<p>Review and revise City by-laws with an accessibility lens.</p> <p>Existing and new City by-laws need to incorporate the Regulations under the AODA. For example, Traffic By-Law, Parks by-law, Signage By-law, Golf By-law etc...</p>	Ongoing	All Departments in conjunction with the Accessibility Coordinator	<p>A plan to monitor by law reviews will be developed.</p> <p>As an example, the Parks By-Law was amended in 2014. A subsection was added to exempt service animals from various restrictions in the By-law on where animals may go. This brings the by-law in compliance with the AODA, Accessible Customer Service Regulation.</p>
Procurement Process ensures the acquisition of accessible goods, services or facilities. (IASR, 5,6)	Develop a process to incorporate accessibility criteria and features when procuring or acquiring goods, services, or facilities. This will include accessibility features when designing, procuring or acquiring self-service kiosks.	2013	Corporate Services, Materiel Management, Senior Buyer	<p>The Contract Managers Guidebook was developed at a high level to provide Contract Managers advice on what accessibility means to procurement. The Guidebook includes a checklist to be followed when planning and conducting procurements. This Guidebook is posted on the Materiel Management and the Accessibility intranet sites.</p> <p>The Procurement Request Form (PRF) includes a statement: "Are there 'Accessibility' requirements that impact this procurement?"</p> <p>An additional resource titled: Accessibility, Moving the Obligations in Procurement is available on the Materiel Management intranet site for staff to understand how to</p>

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				<p>incorporate accessibility design, criteria and features into procurement.</p> <p>Work with Legal Services is ongoing to ensure procurement agreements incorporate accessibility requirements language.</p> <p>The City's Tenders and Bids webpage and Biddingo.com site has links to the Accessible Customer Service and Breaking Down Barriers: Understanding the Integrated Accessibility Standards Regulation (IASR) booklets under the related policies section: http://www.mississauga.ca/portal/business/tendersandbids This provides valuable information about the AODA requirements to vendors who do work on behalf of the City.</p> <p>IASR Staff Training further reinforces this requirement.</p>
Training on the IASR and Human Rights Code. (IASR, 7)	<p>Develop, deliver and coordinate mandatory accessibility training applicable to all employees, volunteers and 3rd parties (i.e. face-to-face, e-learning, job-aids) and communication tactics.</p> <p>Team 300 and functional areas responsible for delivering on the standards will need to receive more in-depth training appropriate to the duties of the employee group.</p>	2013 -2014 and beyond	Corporate Services, Human Resources, Manager, People Planning/ Organizational Development Consultant	<p>Continue to deliver City customized mandatory accessibility training applicable to all employees (i.e. face-to-face, e-learning, job-aids) and communication tactics to support the implementation of training.</p> <p>Developed additional Manager/Supervisor training to support the successful implementation of IASR standards, in particular elements of the Employment standard including accommodation and return to work requirements.</p> <p>Functional areas such as procurement, information and technology, library services, communications, transit and enforcement continue to provide training appropriate to the duties of the specific employee group participating in these service areas.</p>

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Project Title	Description	Time Frame	Lead Department	Achievements/Next Steps
Communication Strategy	<p>Continued implementation of a communication campaign to increase awareness of accessibility issues and to inform staff and the public about issues related to persons with disabilities.</p> <p>Ongoing tactics to be implemented such as: news releases, articles in Councillors' newsletters, City Managers sessions, e-newsletters, Network articles, highlight International Day of Persons with Disabilities, website information.</p>	Ongoing	Corporate Services, Communications, Public Affairs Specialist	<p>The City's Accessibility Communications Strategy supports the City's Accessibility Plan.</p> <p>The communications plan outlines a strategy and tactics designed to ensure that residents understand accessibility improvements the City has made (including those required by legislation) and that staff are aware of their responsibilities, associated training opportunities and resources available to ensure the City complies with requirements.</p> <p>The Communications strategy for City accessibility initiatives will ensure related communications reflect the principles of the Communications Master Plan, specifically the need for communications to be timely and relevant to citizens. Where possible, general accessibility information will be rolled out twice per year for staff and the public: in late May/early June during National Access Awareness Week, and in early December on International Day of Persons with Disabilities.</p> <p>Achievements in 2014 include:</p> <ul style="list-style-type: none"> - Awareness and promotion of engagement opportunities for the annual Accessibility Plan, and MiWay's Accessibility Plan. - Promotion of a financial assistance program that included persons with disabilities needing assistance dealing with ice storm debris. - Encouraging public input into accessible taxi services in the City. - Highlighting the development of a new accessible Information Desk in the Civic Centre.

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Project Title	Description	Time Frame	Lead Department	Achievements/Next Steps
				<ul style="list-style-type: none"> - Promotion of World Mental Health Day. - Supporting communications for the Exceptional Accessible Customer Service Awards - Development of information materials and promotion of accessible voting in the 2014 Municipal Election. - Awareness and promotion of citizen committee appointment opportunities for the 2014-2018 term, which includes the Accessibility Advisory Committee. - Coordinating communications and promotion for the 2014 Abilities Awards. - Updates to both the external website and internal intranet site to ensure staff and the public have easy access to the information they need about accessibility in the City. <p>Next Steps for 2015:</p> <ul style="list-style-type: none"> -Promote new accessibility design handbook -Continue and expand plain language training. -Continue to promote development of accessible online and hard copy documents and other informational materials. -Continue to promote City accessibility initiatives, and the accessibility of City venues and programs. -Continue to promote and support National Access Awareness Week and International Day of Persons with Disabilities events and programs. -Continue to promote opportunities for engagement on accessibility. -Communicate opportunities for job-specific training as required. -Develop an accessible video that highlights City of Mississauga accessibility successes

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Project Title	Description	Time Frame	Lead Department	Achievements/Next Steps
Accessibility Awards	<p>The integration of accessibility criteria into existing City of Mississauga internal awards programs.</p> <p>Investigate partnering with a community based organization for the implementation of an accessibility awards program.</p>	<p>2013/ Ongoing</p> <p>2015</p>	<p>Corporate Services, Facilities and Property Management, Accessibility Coordinator</p>	<p>The 2014 Exceptional Accessible Customer Service Award (an internal award program) was given out at a Council Meeting on September 10, 2014. Linda Norris, a librarian with 40 years' service with Mississauga Library Services received the 2014 award. Linda coordinates the library's Homebound Services, which delivers books and other materials to people with visual and physical disabilities who have difficulty getting to the library.</p> <p>The theme of the 2014 Mississauga Urban Design Awards was "Healthy by Design". Among the winners were Holcim Waterfront Estate and Cooksville Four Corners. For more information go to the website: Mississauga Urban Design Awards. These awards incorporate accessibility into the judging criteria.</p> <p>The City of Mississauga hosted the 2nd Annual Abilities Awards Event at the Mississauga Convention Centre on December 3 (the International Day of Persons with Disabilities) along with the Abilities Ministries, the Accessibility Advisory Committee and other partner organizations such as Able Living, Peel Regional Police, Victorian Order of Nurses, Coalition for Persons with Disabilities, Region of Peel and the Next Step to Active Living Program. Eight awards were given out in the categories of: Citizenship, Advocacy, Arts, Lifestyle, Media, Caregiver and Service Provider. 30 organizations provided exhibits and entertainment was provided by Ontario Heartland Chorus, Ron Baumber and Friends, Justin Hines and Michael Ciufo. Several dignitaries from across the GTA attended the event and presented awards.</p>

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National Access Awareness Event	Plan and implement an event to support National Access Awareness Week (last week of May/first week of June).	Every 2 years.	Corporate Services, Facilities and Property Management, Accessibility Coordinator	<p>A City of Mississauga National Access Awareness Event has been held every year from 2009 to 2013. The City of Mississauga will now be hosting this event every two years. Therefore, the next National Access Awareness Event will be held in 2015.</p> <p>It is proposed that a Para Sport, "Changing Minds, Changing Lives" presentation be done as a lead in to the Pan/Para Pan Am Games for the 2015 National Access Awareness Event.</p>
Accessible Customer Service Initiatives				
Accessible Customer Service Training (Regulation: Accessibility Standards for Customer Service, 6)	Monitor the sustainment plan for Accessible Customer Service Training for staff, volunteers and 3 rd party agencies, in order to continue to comply with the Accessible Customer Service Regulation, under the Accessibility for Ontarians with Disabilities Act (AODA).	Ongoing	Corporate Services, Facilities and Property Management, Accessibility Coordinator and Human Resources, Talent Management	<p>On an ongoing basis, new full and part time staff, and volunteers receive Accessible Customer Service training.</p> <p>Specific targeted training sessions or meeting discussions regarding serving customers with disabilities is available upon request.</p>
Accessible Elections	<p>Review of elections manuals, training, technology and software in preparation of the October 2014 Municipal Election.</p> <p>Implementation of the work plan for the 2014 Municipal Election.</p>	2012-2014	Corporate Services, Office of the City Clerk, Director, Legislative Services and Clerk	<p>These are some of the key actions that took place to ensure that the 2014 municipal election process was accessible:</p> <ul style="list-style-type: none"> - met with the Accessibility Advisory Committee, Accessibility Staff Working Group and Accessibility Coordinator for feedback - updated voting location site inspection checklist to reflect current standards, and conducted site audits of all voting locations

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				<ul style="list-style-type: none"> - assessed accessible voting equipment options and provided the Automark (accessible voting equipment) at each advanced polling station (at the Civic Centre for 13 days and at 22 advance poll locations for 5 days). The Automark includes an audio ballot, sip n' puff device and rocker paddles. - provided accessible website material - provided accessible customer service training: (which included an Accessibility Handbook, test, and two booklets (1. "May I Help You? Understanding Accessible Customer Service" Booklet and 2. "Breaking Down Barriers: Understanding the Integrated Accessibility Standards Regulation (IASR)" Booklet.) - provided bedside voting at institutions and retirement homes - promoted advance voting opportunities for electors with disabilities <p>To view the City of Mississauga Election Accessibility Report go to Appendix B.</p>
Accessible Information and Communication Initiatives				
Accessible Formats and Communication Supports (IASR, 12)	Review relevant policies. Reinforce Accessible Customer Service Training Develop Vendor list. Develop guidelines for accessible public information materials.	2014/ Ongoing	Corporate Services, Communications, Senior Communications Advisor	<p>Public information materials include the standard message: If you require this information in an alternate format, please call 3-1-1 (905-615-4311 if outside city limits).</p> <p>Accessible Document Training is available for new staff and existing staff as refresher training. An Accessible Documents Reference Guide including a list of available vendors is also available on the staff intranet site.</p>

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				Production of City information materials follows accessible design standards outlined in the handbook developed by Registered Graphic Designers of Ontario (RGD).
Accessible Feedback Processes (IASR, 11)	Develop accessible on line feedback processes in addition to other methods.	2013/ Ongoing	Corporate Services, Communications, Senior Communications Advisor	Current feedback processes are accessible and allow residents to provide feedback in a variety of methods (i.e. e-mail, phone, TTY, in person). The City provides accessible online feedback mechanisms as well as alternate communication supports. Awareness activities on accessible forms will continue in 2015.
Accessible Website and Web Content (IASR, 14)	<p>Include accessibility in upgrades. Review online applications such as Connect2Rec/Click n' Ride/Library Catalogue, intranet. Review the provision of a user friendly selectable font size icon on the City's website.</p> <p>Provide training on how to create accessible documents.</p> <p>Develop quick tips for web authors.</p> <p>Ensure website conforms to WCAG 2.0 Level AA, excluding live captioning and audio description</p>	<p>2013 WCAG 2.0 Level A,</p> <p>2021 WCAG 2.0 Level AA</p>	Corporate Services, Information Technology, Manager Digital Services & Mobility	<p>Budget has been approved for an accessibility analysis and review of the City's website. We have renewed with SiteImprove for 2015 to run our accessibility checks on our websites</p> <p>Website accessibility improvements will coincide with the City re-branding project.</p> <p>Accessible Document Training will continue to be provided to staff in 2015, this includes how to create accessible PDFs. Initial training sessions began in February 2013.</p> <p>Office 2010 Corporate wide training incorporated brief information about accessible document creation. MS Word 2010 and other Office applications have a built in Accessibility Checker feature. Accessibility Tip Sheets are available on the internal accessibility website.</p>

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Accessible Employment Initiatives				
Employee Accommodations Recruitment planning, screening and selection process provides accommodations. Accommodations are provided to employees. Return to work process with related applicable accommodations is in place. Performance management, career development and redeployment take into consideration	Revise policy and work processes for recruitment; workplace emergency response; employee accommodation; disability management and return to work; performance management; career development and employee redeployment. Develop targeted training for all Human Resources staff, Managers/Supervisors, and all employees on the changes to policy and process as a result of the employment standards. Communicate employment policies and processes to all staff.	2013	Corporate Services, Human Resources, Manager, People Planning, and Manager, Employee Health Services	Recruitment, assessment or selection process: <ul style="list-style-type: none"> Continue to build an inventory of the Essential Duties Worksheet Employee Recruitment policy approved by Council City IASR mandatory e-learning and face-to-face training continues and includes information regarding recruitment, emergency response process, accommodation, and return to work Accommodation Plans and Return to Work Process (RTW): <ol style="list-style-type: none"> Revising current Employee Health and Recovery Program (EH&RP) for non-union employees including: <ol style="list-style-type: none"> Short Term Disability Business processes, Disability forms, Return to Work (RTW) Plans FAQ- supervisor and employee Functional Abilities forms and website. Physical and Cognitive Demands completed for all multi-incumbent positions Notifying union groups on changes to process and provide training where appropriate. Performance management Process (PMP): <ul style="list-style-type: none"> Performance Management Information included in

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the accommodation needs of employees with disabilities. (IASR, 22, 23, 24, 30, 31, 32) A workplace emergency response process is in place to include accommodations upon request. (IASR, 27)				the IASR Manager training Career development and advancement: <ul style="list-style-type: none"> Language regarding requesting accessibility accommodations is to be added to all training registration forms (HR, IT, Project Management)
Accessible Transportation Initiatives				
Information about accessible transit. (IASR, 34)	Ensure information about accessibility equipment and features of buses, routes and services is updated on a regular basis. Ensure this information is made available in an accessible format.	2012/ Ongoing	Transportation and Works, MiWay, Transit Planner	With all MiWay routes becoming accessible in October 2012, MiWay updated the Accessible Services Guide. In December 2012, MiWay also re-designed its <u>Accessible Services webpage</u> to be consistent with the new Accessible Services Guide. The new webpage ensures information is well organized and easily retrievable.
Multi -year Transit Accessibility Plan (IASR, 41, 43, 78)	The Transit Accessibility Plan will be updated every 5 years, and an Annual Report on improvements made on the system will be done. Members of the public will be invited to attend the AAC meeting when the plan is presented. The Plan will include information about the process	2012, Annual	Transportation and Works, MiWay, Transit Planner	MiWay has produced a multi-year Accessibility Plan, and continues to produce an Annual Status Report on progress made within MiWay to make services more accessible. MiWay's Multi-Year Accessibility Plan was adopted by Council on March 7, 2012.

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	<p>for managing, evaluating and taking action on customer feedback.</p> <p>The Plan will include information about the design criteria in the construction, renovation or replacement of bus stops and shelters; as well as the plan for accessible bus stops and shelters.</p> <p>The procedure for dealing with accessibility equipment failures on buses will be described in the Plan.</p>			<p>MiWay's Annual Report outlines the improvements made to the transit system and service and can be found by accessing MiWay's website. The current report is also included as an Appendix to the Annual Report of the Multi-Year Accessibility Plan.</p> <p>The Accessibility Plans are presented and supported by City Council as well as the City of Mississauga's Accessibility Advisory Committee at its first yearly meeting, which is open to the public.</p>
Announcements on the bus. (IASR, 52)	Pre-boarding and on-board announcements (visual and auditory) have been implemented on all MiWay buses. The Standard Practice Instruction (SPI) will be revised.	2011-2014	Transportation and Works, MiWay, Transit Planner	<p>Automated Announcements were installed on all MiWay buses in 2010.</p> <p>The SPI was revised in 2012.</p> <p>In January 2014, MiWay introduced electronic pre-boarding announcements that include the route name, number and direction. The information announced is consistent with the information displayed on the vehicle destination sign. This is one of many technology improvements that MiWay has launched as part of its commitment to providing accessible, customer-driven, quality transit services in a safe, reliable and cost-effective manner.</p>
Service Disruptions (IASR, 35, 47, 50)	<p>Non-functioning accessibility equipment on buses will be repaired as soon as practicable. Revisions to existing policies regarding the steps taken to accommodate persons with disabilities will be done.</p> <p>The SPI regarding "Passenger drop off/pick up after snowfall" will be revised.</p>	2012/ Ongoing	Transportation and Works, MiWay, Transit Planner	<p>SPI's on service disruptions and boarding at a safe location have been revised.</p> <p>Currently MiWay issues alerts on route detours when they are known in advance. Information is posted online at miway.ca, as well at affected terminals and stops.</p>

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				MiWay staff are working towards improving communication of alerts with customers via social media, i.e. Twitter.
Taxicabs (IASR, 79)	Include information in the City's Accessibility Plan about consulting with the Accessibility Advisory Committee regarding the proportion of accessible taxicabs in Mississauga.	2013/2014	Transportation and Works, Enforcement Division, Manager Mobile Licensing Enforcement	<p>Currently, there are 40 licensed accessible taxicabs for Mississauga.</p> <p>The City of Mississauga is reviewing the likely future number of taxicabs and accessible taxicabs required to meet demand within the city. Future meter rates, methods of rate setting, and their economic impact on stakeholders, are also being reviewed. The review is being conducted by Hara Associates, in association with BMA Management Consulting.</p> <p>The Consultants have met with AAC members to receive feedback.</p>
Accessible Built Environment Initiatives				
Continued implementation of the guidelines in the Mississauga Accessibility Design Handbook.	<p>To implement accessibility design criteria for City facilities that would apply to capital projects and for private developments where applicable through the site plan process.</p> <p>City office space and accommodation renovations will continue to follow the guidelines in the Mississauga Accessibility Design Handbook.</p> <p>The Accessibility Program from Capital Budget will continue to address building accessibility in older buildings.</p> <p>Review of development applications to address external access to the building on the basis of</p>	On-going	<p>Corporate Services, Facilities and Property Management, Project Manager</p> <p>Planning & Building, Development and Design, Urban Designer</p> <p>Community Services, Project</p>	<p>The Facility Accessibility Design Subcommittee (FADS) of the AAC and the AAC provided feedback and advice regarding the following projects in 2013:</p> <ul style="list-style-type: none"> • Fire Station 119 and Peel Regional Paramedic Services Satellite Station • Civic Centre New Information and Cashiers Desk • River Grove Community Centre Accessible Play Space • Lake Wabukayne Adult Fitness Area • Dr. Dobkin and Lisgar Fields Park Washrooms • New Park Development of Park 508 • New Park Development of Park 302 • Malton Village Park Redevelopment • Lakeshore – Royal Windsor Hydro Corridor Multi Use Trail

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	<p>universal design principles.</p> <p>The Provincial Accessible Built Environment Standard will be monitored regarding implications for future city building projects and revisions to the Mississauga Accessibility Design Handbook.</p>		<p>Manager, Park Development</p> <p>Corporate Services, Facilities and Property Management, Accessibility Coordinator</p>	<ul style="list-style-type: none"> Orchard Heights Park planning review Revision of the Mississauga Accessibility Design Handbook <p>These projects were completed in 2014:</p> <p><u>Woodlands Library</u> Building is designed to meet the current Ontario Building Code and MADH requirements. Some of the accessibility features include contrasting colour finishes, visual and audible alarms, automated door operators, wide aisles and lower counters to accommodate staff and patrons in wheelchairs and scooters.</p> <p><u>Civic Centre</u> New Information Desk at Civic Centre offers in-person assistance and incorporates contrasting colour finishes and lower counters to accommodate staff and patrons in wheelchairs and scooters.</p> <p>Civic Centre office space renovations included upgrades of door knobs to lever-type handles, automated door operators, visual and audible alarms, wide aisles and lower counters to accommodate staff and patrons in wheelchairs and scooters, including colour contrasting of all new finishes. In 2014 the Cashiers space was renovated.</p> <p>The 3rd floor Façade and Council doors were widened and automatic door operators installed.</p> <p>157 fire alarm pull stations were lowered.</p> <p><u>Don McLean Westacres Outdoor Pool</u> Building is dimensioned and laid out in accordance with</p>

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				<p>recommendations from the 2007 Mississauga Accessibility Design Handbook (MADH). Spaces consist of fully accessible staff and public areas which include the Aquatics staff area and Change Rooms. Barrier-free washrooms and shower areas included in change rooms. Millwork at the Reception areas are dimensioned to suit OBC requirements and guidelines included in MADH. Other accessible features include: provision of barrier-free parking spaces, fully accessible pool area with the addition of a ramp.</p> <p><u>River Grove Community Centre</u> Major building renovation with upgrades implementing full accessibility in public spaces. Upgrades include provision of universal washrooms at second level and barrier-free designed washroom at ground floor complete with benches, lockers, lowered down mirrors. Lever-type handles were specified throughout, as well as colour contrast on finishes.</p> <p><u>Traffic Management Centre</u> Renovations include an area of approximately 750 square meters. Upgrades that were implemented consisted of installing lever-type handles on all new and replaced doors, provision of interior ramp complete with railing for access to the Traffic Management Centre Room, including colour contrasting of all new finishes.</p> <p><u>Streetsville Branch Library</u> Installation of a passenger elevator capable of accommodating a person seated in wheelchair or scooter, including a fully accessible elevator vestibule.</p> <p><u>Streetsville Village Square</u></p>

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Project Title	Description	Time Frame	Lead Department	Achievements/Next Steps
				<ul style="list-style-type: none"> • Main Street was redeveloped and is now a barrier free environment • The improved village square has the following accessible elements: <ul style="list-style-type: none"> ○ Rolled curb and warning strip ○ Dramatically improved lighting within the square ○ Lowered the elevation of the cenotaph ○ Multiple forms of seating including tables <p>These projects will be completed in 2015 and subsequent years:</p> <p><u>City Centre Transit Terminal Washrooms (to be completed in 2015)</u> Accessibility upgrades to include use of contrasting floor and wall tiles, automatic flush valves, grab bars, new signage and improved lighting.</p> <p><u>South Common Parks Depot (to be completed in 2015)</u> Addition of approximately 100 square meters to be constructed on the rear west side of the South Common Community Centre. The space will be used as a Parks Depot for City of Mississauga Parks staff. The design incorporates accessible kitchen cabinetry, a barrier-free washroom, accessible signage, automatic door opener at the facility entrance, height adjustable computer walk up station, lever-type and/or D-pull handles specified throughout, as well as colour contrast on finishes.</p> <p><u>Various Parks Washrooms (6) (to be completed in 2015 and 2016)</u> Exterior design includes for accessible parking, pedestrian linkages, accessible routes and surface treatment e.g.</p>

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				<p>detectable warning surfaces, and barrier-free entrance. Interior design includes for accessible door and corridors, while the interior areas have incorporated restrooms equipped with accessible stalls, urinals, sinks and baby changing stations. Design of Dr. Martin L. Dobkin and Lisgar Fields park washroom buildings is completed and these projects will be tendered in February 2015. These washrooms will be in operation year round, and will include 2 barrier free washrooms and a universal washroom including an adult change table.</p> <p>Design of Fallingbrook and Garnetwood park washroom buildings is to start in February 2015. All four washroom buildings are planned to be constructed in 2015. Design and construction of Erindale and Iceland park washroom buildings is to be done in subsequent years.</p> <p><u>Malton Village Park Redevelopment (construction scheduled for 2015)</u></p> <p>The park has the following accessible elements:</p> <ul style="list-style-type: none"> ○ Accessible 3.0 m wide Pathways and Walking Loop with distance markers ○ Rest stops have concrete pad with single bench with one arm ○ Picnic pad with accessible picnic table ○ Accessible Parking has: <ul style="list-style-type: none"> ▪ One (1) van accessible stall ▪ One (1) accessible stall ▪ Shared aisle with tactile surface indicator <p>Playground</p> <ul style="list-style-type: none"> ○ Two areas for independent play

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Project Title	Description	Time Frame	Lead Department	Achievements/Next Steps
				<ul style="list-style-type: none"> ○ Accessible playground access ○ One (1) accessible swing ○ Tactile features and ground level panel ○ Engineered Wood Fiber Play Surface <p><u>Upgrades of Automatic Door Operators at Various Locations (to be completed in 2015)</u> Installation of automatic door operators at various community centres, including Burnhamthorpe Community Centre, Clarkson Community Centre, Huron Park Community Centre, Mississauga Valley Community Centre, as well as Civic Centre Executive Parking Garage and Central Library P2 Level.</p> <p><u>Meadowvale Community Centre & Library (on-going construction with target completion date in 2016)</u> Demolition of existing and re-construction of new Community Centre & Library, with the exception of the existing 25 meter pool. Existing pool is upgraded by addition of an accessible ramp into the pool. Building will be designed to be fully accessible and in accordance with the 2007 Mississauga Accessibility Design Handbook (MADH). Improvements include an accessible Therapy Pool, a Universal Change Room, barrier-free washrooms in all public spaces, walking track in fitness area, barrier-free parking spaces and barrier-free access to the facility.</p> <p><u>City Wide Accessibility Audit (to be completed in 2015 and 2016)</u> City wide accessibility audit is planned to review the condition of our facilities in accordance with the new Accessibility for Ontarians with Disabilities Act (AODA) legislation.</p>

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				<p>Accessibility design is integrated into Facilities & Property Management's capital projects, using the <u>Mississauga Accessibility Design Handbook (MADH)</u>.</p> <p>On December 27, 2013, Ontario Regulation 368/13 was filed to amend the new 2012 Building Code, O.Reg. 332/12. The effective date of the amendment is January 1, 2015. The amended requirements will substantially enhance accessibility in newly constructed buildings and existing buildings that are to be extensively renovated. For further details go to the <u>Ministry of Municipal Affairs and Housing website</u></p> <p>The Mississauga Accessibility Design Handbook is in the process of being revised to reflect these changes. A staff team has been developed to work on this project which includes the services of a consultant.</p> <p>A Notice to Development Applicants has been prepared by the Planning and Building Department to inform applicants of the new Building Code and Design of Public Spaces Standard.</p> <p>For further achievements associated with creating a more accessible built environment in the City of Mississauga go to the "Additional Accessibility Successes" section (Built Environment) of this Report, page 45.</p>
Streetscape Coordinating Committee	To ensure that the Streetscape Coordinating Committee follows universal accessibility planning principles.	2015	Planning & Building, Development and Design, Manager Urban Design	Accessibility planning has been included in the Committee Scope. No further update about this committee is available at this time.

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Project Title	Description	Time Frame	Lead Department	Achievements/Next Steps
Sidewalks for Transit Routes	Installation of accessible sidewalks along remaining accessible Transit routes.	2018	Transportation and Infrastructure Planning Division, Active Transportation, Transportation and Works	<p>The programming of sidewalks is led by the Active Transportation office in the Transportation & Infrastructure Planning Division, with input from MiWay Service Development in support of transit accessibility. In 2014, approximately 5.0 kilometers of new sidewalks were constructed, with the majority of locations being those that provide connections to MiWay stops and services.</p> <p>In 2015, the focus of the annual sidewalk program will continue to be transit accessibility improvements and an additional 5.1 kilometers of new sidewalk construction is being programmed.</p>
Mississauga's Affordable Housing Strategy and Action Plan	<p>Housing Choices: Mississauga's Affordable Housing Strategy and Action Plan completed work to-date includes:</p> <ul style="list-style-type: none"> • Summary of Housing Needs (2011) • Vision and Framework (2011) • Second Unit Implementation Strategy (2013) – which included an Official Plan Amendment, Zoning By-law Amendment, Licensing By-law and Education Campaign and Partnerships <p>Licensing of second units began in January 2014 along with an education campaign and work that builds upon Partnerships</p>	2011-2013	Planning & Building, Policy Planning Division, Planner	<p>The Education Campaign for Second Units will continue in 2015 as will Partnerships with Key Stakeholders and Licensing of Second units.</p> <p>The result will be an increase in safe, affordable housing in Mississauga. Second units can offer accommodation to youth, older adults, and new immigrants while providing additional income for homeowners, or older adults wanting to stay in their neighbourhood.</p> <p>In addition, work will begin on the final components of the affordable housing strategy including protecting rental housing.</p> <p>For more information and updates visit the City's website: http://www.mississauga.ca/portal/residents/housingchoices</p>
Recreational Trails (IASR, 80.8-80.13)	<p>Recreational trails are pedestrian trails that are intended for recreational and leisure purposes (wilderness trails are not included in this definition).</p> <p>Future recreational trails and beach access routes</p>	2016	Park Development, Parks and Forestry, Community	<p>Two Burnhamthorpe Trail pedestrian bridges were renovated which resulted in accessibility improvements and a continuous trail link across the valley lands.</p> <p>Construction of a Garnetwood Bridge was completed in</p>

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Project Title	Description	Time Frame	Lead Department	Achievements/Next Steps
	<p>are to follow specific legislated requirements.</p> <p>Trails need to be designed with various accessibility requirements along with consultation with the AAC.</p> <p>The City's Parks Signage Study will incorporate these new requirements.</p>		<p>Services</p> <p>Parks Operations, Parks and Forestry, Community Services</p>	<p>2014, and is part of the Etobicoke Creek Trail spine along the western border of Mississauga. It was designed with walkability and accessibility in mind.</p> <p>A portion of the Lisgar Meadowbrook Trail was re-graded and repaved.</p> <p>The next draft of the Parks Signage Study (which focuses on design standards) will be completed in the Spring of 2015. There will be an opportunity to review with an accessibility lens at that time.</p>
<p>Accessible Tables at outdoor public use eating areas. (IASR, 80.17)</p>	<p>Establish an inventory of existing tables at 20 permitted picnic parks with 41 picnic areas.</p> <p>Review options regarding types of accessible tables.</p> <p>Establish a plan to increase the number of accessible picnic tables at parks.</p>	2016	<p>Parks Operations, Parks and Forestry, Community Services</p>	<p>Accessible picnic tables are available at most picnic park locations especially at permitted parks; as well as at other park locations.</p> <p>Additional accessible picnic tables will be installed in 2015 at program locations.</p> <p>The City's Picnic Parks webpage states: Accessible seating is available at our permitted picnic sites. Arrangements can be made for additional accessible seating if required with ample notice, by contacting the Recreation Customer Service Centre at 905-615-4100.</p> <p>An accessible games table was installed at Harold E. Kennedy Park.</p>
<p>Integrated play experiences/ playgrounds for children and caregivers.</p>	<p>Consult with the Accessibility Advisory Committee to incorporate accessibility for children and caregivers with various disabilities into play spaces.</p> <p>Review Playground Replacement Program's (PRP)</p>	2016	<p>Park Development, Parks and Forestry, Community</p>	<p>Accessible play sites have been developed and planned for. Currently, there are 3 "fully" accessible/inclusive play sites:</p> <ul style="list-style-type: none"> • Port Credit Memorial Park • Zonta Meadows (redevelopment in 2015)

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(IASR, 80.18-80.20)	<p>outline of equipment selected (5 year program). Park improvements to adopt PRP as a minimum standard (therefore, minimum public consultation required). A percentage of accessibility will be incorporated into PRP.</p> <p>Consult with AAC on inclusive playgrounds</p>		Services	<ul style="list-style-type: none"> • O'Connor Park <p>There are 3 more "fully" accessible/inclusive play sites proposed:</p> <ul style="list-style-type: none"> • Elmcreek Park • Jaycee Park • River Grove (in design) <p><u>Playground Redevelopment Program:</u></p> <p>Currently, many play sites have accessible features i.e.: an accessible swing, accessible surfaces, an accessible path of travel.</p> <p>On November 18, 2013, a presentation by Parks Development was made to the Accessibility Advisory Committee regarding the Playground Replacement Program. The City of Mississauga has 263 neighbourhood playgrounds. Examples of accessible play equipment that are incorporated into existing playgrounds include: transfer platforms to assist with transferring to a variety of ground-level play experiences, spring toys with backrests, crawl tubes with handholds, slides with tactile features and sand pits. A paved access route will be included in neighbourhood parks in conjunction with the existing park pathway.</p> <ul style="list-style-type: none"> • 26 community park playgrounds were replaced under the Playground Replacement Program and features highlighted the increased level of accessibility • The following parks received replacement playgrounds in 2014: <ul style="list-style-type: none"> ○ Lake Aquitaine P-102

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				<ul style="list-style-type: none"> ○ Middlebury Green P-325 ○ Glen Erin Trail (N) P-079 ○ Glen Erin Woodlands P-095 ○ Duncairn Downs P-370 ○ Northwood P-065 ○ Clarkson Park P-073 ○ Gatineau Green P-116 ○ F.B. McFarren ○ Memorial P-367 ○ Rosebush Common P-341 ○ Thornlodge P-051 ○ Victory Park P-001 ○ Quenippenon Meadows P-324 ○ Hiawatha P-108 ○ Kogaydiwin P-134 ○ Ron Searle P-214 ○ Glen Erin Trail (S) P-079 ○ Orchard Hill P-145 ○ Sherwood Green P-147 ○ Manor Hill P-319 ○ Castlebridge Common P-344 ○ Century City P-336 ○ Huron Heights P-273 ○ Forestview P-039 ○ Streetsville Rotary Park P-375 <p>Other playgrounds that received accessible equipment in 2014:</p> <ul style="list-style-type: none"> • Trapper's Green P-175 – swing addition to existing playground with 2 accessible swing seats • Jon Clipperton P-512 – swing addition • Garthwood Park – swing addition • Crawford Green – P-299 swing addition

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Project Title	Description	Time Frame	Lead Department	Achievements/Next Steps
				Requests for accessible swings can be made at any time by contacting the Customer Call Centre (311) or Diana Simpson, Accessibility Coordinator.
Exterior Paths of Travel (e.g. sidewalks, ramps, stairs, curb ramps) to address legislated (IASR, Design of Public Spaces) requirements (IASR, 80.21-80.31)	<p>The IASR defines exterior path of travel as: "outdoor sidewalks or walkways designed and constructed for pedestrian travel and are intended to serve a functional purpose and not to provide a recreational experience".</p> <p>Future exterior paths of travel including sidewalks, engineered walkway connections and multi-use trails within the road right of way are to follow specific legislative requirements.</p> <p>The Mississauga Accessibility Design Handbook will need to be revised to reflect these new requirements.</p> <p>Standard drawings for sidewalks, multi-use trails and curb ramps will need to be revised to incorporate these new requirements.</p> <p>Research and determine best practice for tactile walking surface indicators.</p> <p>Corporate policies will need to be revised to reflect these new exterior paths of travel, IASR requirements.</p> <p>Consult with the AAC re: design and placement of rest areas along exterior paths of travel for new and redeveloped locations.</p>	2016	Transportation and Infrastructure Planning Division, Active Transportation, Transportation and Works	<p>A review of updates required to standard drawings for sidewalks, multi-use trails and curb ramps is currently underway.</p> <p>In 2015, the annual sidewalk program will include curb ramp locations where tactile walking surface indicators will be installed as a demonstration pilot, prior to incorporating these as a construction standard for new locations. This work is underway and tactile walking surface indicators are scheduled to be installed in 2015.</p>

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Install Accessible/Audible Traffic Signals according to Design of Public Spaces Standard. (IASR, 80.28)	<p>Review plan for the installation of Accessible/Audible Traffic Signals.</p> <p>Will continue to use TAC (Transportation Association Canada) Standards: Guidelines for understanding use and implementation of accessible pedestrian signals.</p> <p>Review existing and future traffic signal equipment.</p>	2016	Engineering and Works Division, Traffic Engineering and Operations, Transportation and Works	<p>Traffic Signal staff installed APS at 4 new locations in 2014. The intersections are as follow: 1) Dundas St @ The Credit Woodlands 2) Hurontario St @ Fairview Rd 3) Hurontario St @ Pinetree Way 4) Burnhamthorpe @ Kariya Dr. This brings the total to 26 locations.</p> <p>Note: the Region of Peel has been installing audible pedestrian signals as well.</p>
Implement requirements for Accessible parking . (IASR, 80.32-80.39)	<p>Review accessible parking requirements provided by the Province (including requirement for van accessible signage).</p> <p>Revise Zoning By-Law and Accessible Parking By-law to match new legislation and enforce accessible parking for residential areas i.e. apartments/condos.</p> <p>Consult with the Accessibility Advisory Committee regarding the need, location and design of accessible-on-street parking spaces, when constructing or re-developing existing on-street parking spaces</p>	2016	<p>Development and Design, Planning Services, Planning & Building</p> <p>Enforcement Division, Transportation & Works</p> <p>Transportation and Infrastructure Planning Division, Transportation Asset Management, Transportation and Works</p>	<p>The Zoning By-law was amended to include the new accessible parking space sizes and required number of accessible parking spaces required for non-residential sites (By-law 0190-2014).</p> <p>Review, confirm, amend (if necessary) the requirement for accessible parking for residential uses.</p> <p>Develop a system to ensure new or redeveloped on street parking adheres to the new accessible parking requirements under the IASR.</p>
Implement requirements for accessible	Ensure compliance in new construction and renovations	2016	Space Planning, Facilities and Property	The City of Mississauga has been incorporating lowered counters at all public access points for City buildings when renovations occur. This practice will continue.

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service counters , fixed queuing lines and waiting areas for indoor and outdoor environments. (IASR, 80.40)			Management, Corporate Services	For example, a lowered information desk was installed at the Civic Centre in 2014.
Ensure accessibility related equipment and features are maintained . (IASR, 80.44)	Procedures for preventative and emergency maintenance of accessible elements in public spaces to be noted in the multi-year Accessibility Plan.	2016		Procedures for dealing with temporary disruptions are in place as per the Accessibility Standard for Customer Service, and have been outlined in the Accessibility Policy. Traffic signal maintenance is described on p. 56 of the <u>Mississauga Road Safety Handbook</u> .

Additional Accessibility Successes:

Additional accessibility successes which have not been captured under the projects listed above are listed below (and sorted by the related accessibility standard). While this is certainly not a complete list (as accessibility planning is integrated broadly across the community and addresses many different disability types), it gives a sense of the many and varied successes that occurred in 2014 to assist not only persons with disabilities but everyone!

Built Environment

1. Staff from the Active Transportation office worked with Metrolinx to create sidewalk and curb depressions to provide accessible access to the Dixie GO Station.

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2. A Supervisor in Building Inspections, Planning and Building Department was a member of the Building Code Technical Advisory Committee on Barrier-Free Design on behalf of the Association of Municipalities of Ontario.
3. Improved pedestrian crossings at 3 pre-existing accessible pedestrian signal (APS) intersections by re-aligning crosswalks, adding tactile markings and adjusting curb depressions.
4. Arena accessibility information has been added to the City's website: <http://www.mississauga.ca/portal/residents/Arenas>
5. Accessible port-a-potties were provided at the 2014 Play in the Park locations.
6. These parks and facilities have increased accessibility:
 - Streetsville Rotary Park Beautification and Playground Replacement
 - Lake Wabukayne Dock Replacement
 - Clarkson Village Streetscape Improvements
 - Clarkson Village Gateway Feature
 - McCracken Park
 - Burnhamthorpe Road Pedestrian Improvements
 - McEwan Terrace Garden
 - R.K. McMillan Park, Watersedge Park and Jack Darling Park Shoreline Improvements
7. Park Development and Parks Operations designed arm rest additions to standard park benches. Arm rests will be installed city wide in 2015 to our existing bench inventory.
8. The Development and Design Division has implemented a new standard comment reminding applicants of changes to the Accessibility for Ontarians with Disabilities Act, 2005 (AODA):

"Please note: On January 1, 2015 Ontario Regulation (O. Reg.) 368/13 amending the 2012 Ontario Building Code (OBC) to substantially enhance access in newly constructed and substantially renovated buildings comes into effect. Major changes include:

- *the number of accessible units in apartment buildings*
- *the design, size and number of accessible washrooms and bathrooms*
- *the design and placement of interior and exterior barrier free paths of travel*
- *access to barrier free parking areas*
- *the design and number of barrier free entrances*

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These amendments to the OBC, together with the Design of Public Spaces Standard (O. Reg. 191/11, Section 80) introduced in 2012 to address exterior paths of travel, outdoor play spaces, and accessible parking, among other standards, may have a significant impact upon site planning and landscape design. Applicants are urged to have a complete understanding of the amendments to the OBC (O. Reg. 368/13) and the Design of Public Spaces Standard (O. Reg. 191/11, Section 80) prior to the resubmission of any development application.

For information on changes to the OBC please see "Overview of Updated Accessibility Requirements" (<http://www.mah.gov.on.ca/Page10547.aspx>). For information on accessibility standards please visit www.AccessON.ca. The City of Mississauga Zoning By-law 0225-2007, which incorporates the Province's new accessible parking requirements, is available on line at www.mississauga.ca/portal/residents/zoningbylaw.

The City of Mississauga is committed to improving accessibility by ensuring compliance with standards and legislation which expand programs and services for people with disabilities. An accessible Mississauga serves everyone better."

9. Through the Site Plan Development Application Review Process the Development and Design Division continues to encourage builders of low rise multiple unit residential developments to include accessible townhouse units in their proposals, with the provision of a suitable barrier free path of travel for these dwellings. To this end, among other initiatives, applicants are asked to consider offering an accessibility package as a unit upgrade and to align framing and closet locations to facilitate the future installation of residential elevators. Proposals for buildings requiring barrier free access are to conform to the standards for accessibility outlined in the city of Mississauga Accessibility Design Handbook (available on line at www.mississauga.ca/accessibility).
10. The consultation contract for the "Malton Community Review – Visioning and Community Consultation Phase" has been awarded to Urban Strategies Inc. Under "Preliminary Issues and Opportunities" the consultants are asked to consider "ways to support the newly created BIA (Business Improvement Area) by fostering a healthy, accessible, and attractive business environment ..."
11. The Development and Design Division is actively implementing the new Design of Public Spaces Standards included in the revised Accessibility for Ontarians with Disabilities Act, 2005 (AODA), with particular emphasis on barrier free parking and accessible walkways and paths of travel, through the Site Plan Development Application Review Process.

Customer Service:

1. An Accessibility Plan was created for the Canada Day celebration which included: a designated accessible viewing area, accessible parking at 201 City Centre Drive, and paper based surveys with volunteers available to assist in their completion.
2. The Active Assist (Recreation Fee Assistance Program) increased the maximum number of clients from 8,000 in 2013 to 10,000 in 2014.

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3. During Speech and Hearing Awareness Month in May, the Canadian Hearing Society set up booths at Clarkson Community Centre and Huron Park Recreation Centre to provide a hearing test demonstration, American Sign Language learning session, information about communication devices, and how to create accessible recreation facilities for people who are deaf and hard of hearing.
4. The Friends of the Library donated the following accessible equipment to be used throughout Mississauga's Library system:
 - 10 Daisy disc players
 - 18 magnifier glasses
 - 18 large print keyboards
 - 18 licences for ZoomText
5. A 3D printer was launched at Central Library last June. In 2015, libraries throughout the city be able to book the 3D Printer for a period of time so customers in communities across Mississauga can gain access to this technology
6. In April 2014, elite hockey players who are deaf competed in the 10th annual Roy Hysen Cup at Iceland Arena. Hockey teams representing all regions of Canada participated in the competition organized for players who are deaf or hard of hearing. The tournament is named after Mississauga resident Roy Hysen, founder of the Canadian Deaf Ice Hockey Federation and executive director of the Canadian Deaflympic hockey team. All athletes at the Roy Hysen Cup must have a hearing loss of 55 decibels or worse in both ears and cannot wear hearing aids during the games. A flashing strobe light was installed at Iceland to signal the end of each play instead of a whistle.
7. A water wheelchair was purchased for River Grove Pool.
8. A 2015 Budget Request was submitted by the Recreation Division to implement an Inclusion Program that will provide support staff for persons with disabilities in recreation programs. Support staff will work with program staff to support and facilitate recreational experiences for participants. Individuals with disabilities will be able to register for support services that will allow them to participate in the program of their choice. This program will increase the accessibility and participation of persons with disabilities by providing them with competent, trained and qualified support staff.
9. The City of Mississauga Recreation and Culture Program are now following the National High Five® Quality Assurance Program. This includes training all part time staff who lead programs for children between the ages of 6-12 in the Principles of Healthy Child Development that includes these quality factors: being led by a caring adult, making friends, stimulated by play, being challenged through mastery, and part of the group through active participation. These three Program Design Guidelines are also followed: Developmentally Appropriate, Safe, Welcoming of Diversity and Uniqueness. Program Supervisors are trained in QUEST 2 (Quality Experience Scanning Tool) in the assessment of programs and the child's experience within recreation and culture. Program Managers and Supervisors are also trained in the QUEST 1 (Quality Experience Scanning Tool) on the development of Program Standards to ensure that the programs and procedures are inclusive, accessible and allow for positive interactions amongst children. For more information go to:
www.highfive.org

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10. The City has adopted the Region of Peel's collection containers for waste collection (recycling and garbage) in City parks with accessibility features.
11. On Oct. 23, 2014, the Older Adult Representatives from the Mississauga Library branches attended a presentation on brain health and dementia awareness by Danielle Farrell, Public Education Co-ordinator of the Alzheimer Society of Peel. The target audience was library staff.
12. In January 2014, both Lakeview Library and the Sciences and Business Dept. of Central Library organized presentations from the Alzheimer Society of Peel at their respective branches about brain health and dementia awareness. For these events, the target audience was older adults or their caregivers.

Information & Communication

1. More City services are available online. For example, residents can now go online at their convenience to get a temporary parking permit. Many City services such as tree pruning, recreation, library searches and pet licenses are available online along with plans to implement additional mobile applications for City services in 2015. To date, the City provides 19 online services.
2. The new design of the City e-mail alerts is more accessible for people who use screen reading software. To sign up for e-mail alerts to be alerted whenever there is a change on Mississauga.ca regarding News Releases, Events, Agendas & Minutes, go to:
<http://www.mississauga.ca/portal/profile/alerts>

Employment

1. Parks Operations purchased a Rugged Terrain Vehicle to accommodate Summer Work Experience Program (SWEP) Students and their life coach; thereby improving the functionality of the program. The Summer Work Experience Program is a partnership program with Community Living Mississauga to hire teens with an intellectual disability to do gardening and maintenance activities in various park settings. This program gives these teens an opportunity to be included and a chance to develop work related skills.
2. Employee Health Services coordinated and delivered a variety of wellness presentations/discussions with various staff groups throughout the year. As well, presentations were made to various staff groups highlighting services available through the Employee Assistance Program.

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3. In addition to several group ergonomic presentations, over 100 individual ergonomic work stations were delivered throughout the year in response to requests from employees experiencing difficulties.
4. The Annual Employee Health, Wellness and Safety Fair, held in the Civic Centre, attracted over 475 participants with approximately 45 booths. The focus of the April 1, 2014 event was on resiliency. Some of the booths included: Alzheimer Society Peel, Canadian Anaphylaxis Initiative, Canadian Mental Health Association/Peel Branch, Ontario Optician Association & Partner Essilor, the City's Employee Assistance Provider -Morneau Shepell, Asthma Society of Canada, and MS Society Mississauga Chapter.
5. The Canadian Hearing Society provided an exhibit at the City's Leadership Conference to educate staff on the services that they provide.
6. The Human Resources Division coordinated an exhibit titled: "What's Changing for Leaders because of the AODA" at the City's Leadership Conference.

Transportation

1. In 2014 alone, MiWay installed approximately 50 new bus pads throughout the City to make access to transit more convenient and accessible. Currently only 3.4% (approximately 125 of 3,700) of stops within the City of Mississauga are inaccessible mainly due to the absence of sidewalks.

Other Successes:

1. City of Mississauga staff raised \$202,276 for the United Way (\$19,276 over the amount raised in 2013!). This will assist those in our community who need it most, from reducing poverty, to providing programs for children and adults. Some of the agencies that benefit from the United Way include: Canadian Hearing Society, Canadian Mental Health Association/ Peel Region, CNIB Halton-Peel, Community Living Mississauga, Distress Centre Peel, Ontario March of Dimes.
2. On November 4, 2014, Mississauga Accessibility Advisory Committee members were recognized at the Mississauga Civic Award of Recognition Event. By getting involved in local government affairs, these citizen leaders forge a link between the community, municipal policy making and the delivery of City services. The honoured guests demonstrate a commitment to Mississauga and serve as excellent examples to others in the community.
3. The Riverwood Conservancy held a Community Open House on October 15, 2014 to promote the Enabling Garden (an accessible hands-on garden).

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4. The Enabling Garden received a 36 month Ontario Trillium Foundation grant. This included funding for shade elements for the garden's raised planters.
5. The Recreation position Community Child and Youth Consultant has been re-focused into a new position titled: Community Development Coordinator – Inclusion and Accessibility. This new position supports the City's Accessibility Plan, Strategic Plan and the 2014 Future Directions Master Plan for Recreation.
6. The Accessibility Coordinator presented at a Peel Youth Roundtable community consultation session about accessibility planning at the City of Mississauga and the Mississauga Accessibility Advisory Committee.
7. In February 2014, Mississauga Council approved more than \$2.8 million in funding for the Arts and Culture, Cultural Festivals and Celebrations (CFC), Recreation and Sport and Environment Grant Programs. Under the Recreation and Sport Grant Program some of the organizations receiving funding include: Square One Older Adult Centre; Volunteer Mississauga, Brampton; Caledon, Community Living Mississauga; Nexus Youth Services; and Erin Mills Youth Centre.
8. At a special council presentation in February 2014, Glenn Barnes, Mississauga Accessibility Advisory Committee member, received a 2013 Abilities Award for his volunteer advocacy work.
9. In 2014, The City of Mississauga celebrated its 40th Anniversary with an interactive exhibit: The City of Mississauga, 1974 to 2014: 40 years, 40 sagas, presented by Museums Mississauga. The exhibit was on display in 2014 at the Mississauga Civic Centre, Great Hall (January and February); Benares Visitor's Centre (May and June); and Meadowvale Theatre (November and December). The Mississauga Accessibility Advisory Committee (AAC) was highlighted for the year 2003. Go to the [40 years, 40 sagas](#) site to find out about the AAC and accessibility planning at the City of Mississauga.
10. Promoted the City's Accessibility Plan, Accessibility Advisory Committee and the Abilities Awards Event on the Rogers Cable 10 show: "A Voice for All".
11. Carol Ann Chafe, AAC Member, represents the AAC/accessibility on the International Transportation Engineers Light Standard Sustainable Development Committee and on The Riverwood Conservancy Board (on the initial Enabling Garden Committee).

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Conclusion:

The Accessibility Vision for the City of Mississauga is:

“Mississauga: “A Great Place to live, work, travel and play for everyone!”.

This Accessibility Vision statement complements the City's Strategic Plan Vision, which is summarized with the statement: “Mississauga: A place where people choose to be”.

The new Accessibility Vision is an inclusive vision that will be realized by:

- Mississauga being a leader in accessibility (by meeting or exceeding timelines of legislation)
- Universal mobility for everyone (snow removal, transit, accessible sidewalks)
- Retrofitting for full accessibility (address accessibility in older buildings, including parks and trails)
- Being pro-active about making accessibility a design priority
- State-of-the-art accessible information and tools (websites, equipment, way finding, voting)
- A fully aware and educated community (courtesy, better attitudes and understanding)
- Well supported by all levels of government (funding)
- Persons with disabilities well represented in all aspects of society (for example, represented on various committees)

These strategies were developed to overcome the obstacles and realize our vision:

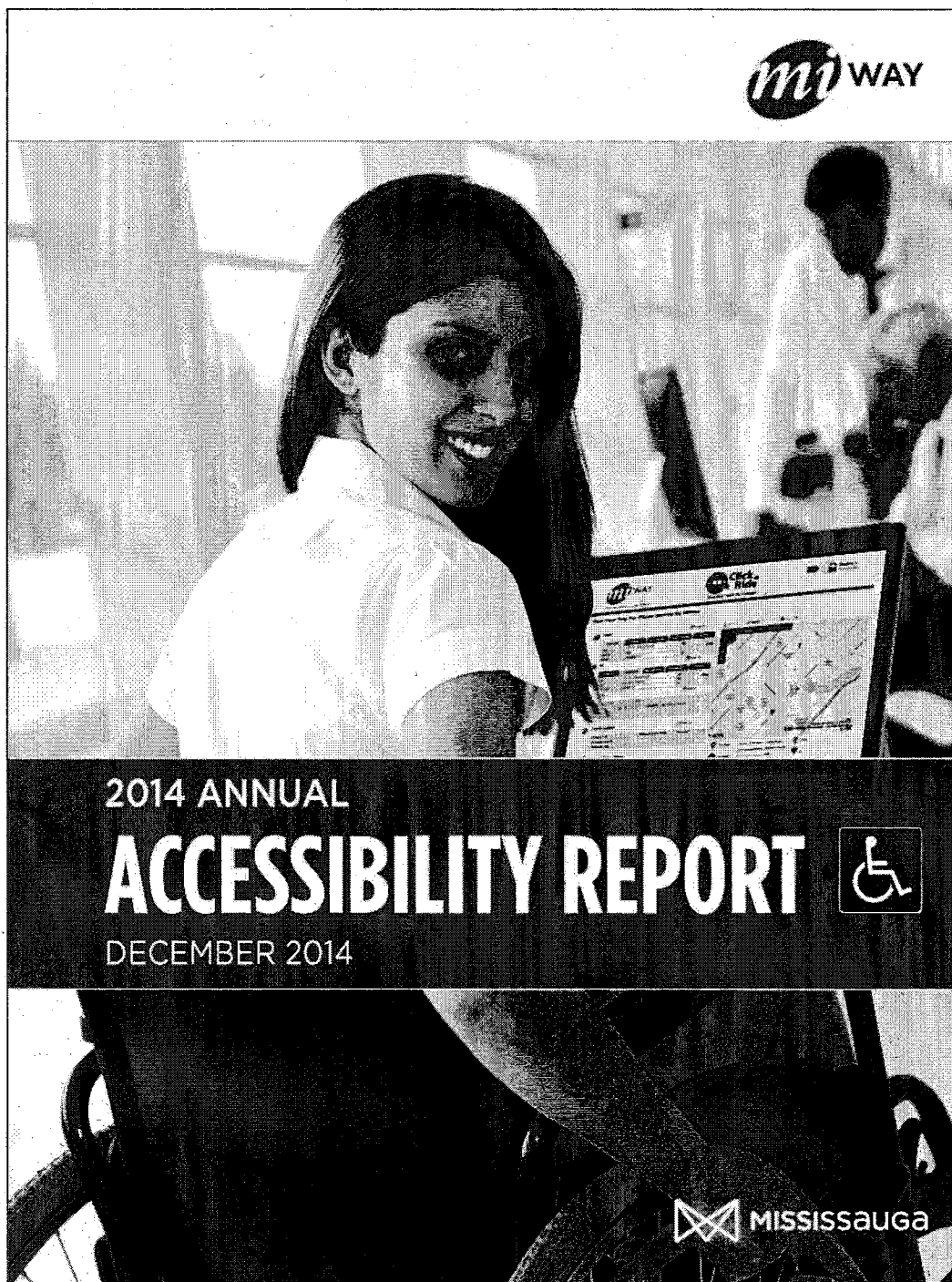
- Give accessibility a voice everywhere
- Do what we know is right through our practices and policies
- Partner with other jurisdictions (i.e. Government) for synergies & efficiency
- Outreach and partner to improve education and awareness
- Encourage private sector contributions to accessibility

We have accomplished much with accessibility planning at the City of Mississauga, but there is still a lot of work to do. Next year, our work will continue to focus on the implementation of the Integrated Accessibility Standards Regulation (IASR), more specifically in relation to the Accessible Built Environment requirements.

We will continue to systematically remove physical, architectural, informational, attitudinal, technological, and barriers created by policies or practices. “As the sixth largest city in Canada, we must continue to deliver quality municipal programs and services to all of our citizens.” (City of Mississauga Accessibility Plan: 2012-2017, January 26, 2012).

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Executive Summary

The City of Mississauga is committed to improving transit accessibility for people with disabilities. The 2014 Annual Accessibility Report documents the planning and implementation activities undertaken by MiWay in 2014 to make all its services and facilities accessible.

The 2014 Annual Report, in conjunction with the 2012-2017 Accessibility Plan, fulfills MiWay's obligations for 2014 under the Ontarians with Disabilities Act (ODA), to publish an annual accessibility plan; and also under the Accessibility for Ontarians with Disabilities Act (AODA), to publish an annual status report on its multi-year plan.

MiWay continues to provide a transportation system that ensures its services and operations are accessible to everyone. MiWay's plans will result in all services and facilities being accessible before the accessibility deadline of 2025, as established by the AODA.

MiWay is committed to:

- The continuous improvement of accessible transit services;
- Working toward ensuring its facilities and premises are barrier free;
- Ensuring employment opportunities are barrier free; and
- Implementing communication services that respect the abilities of all customers, employees and the public at large.

Consistent with the requirements under the Integrated Accessibility Standards Regulation (IASR), MiWay's 2014 Accessibility Report will be provided to the public for review during the City of Mississauga's Accessibility Advisory Committee (AAC) meeting on February 9, 2015.

A final copy of the 2014 Annual Accessibility Report, as well as the 2012-2017 Accessibility Plan, will be posted on MiWay's website and will be available in alternate accessible formats, upon request.

1.0 MiWay's Accessibility Policy

MiWay is committed to achieving an accessible transit system within the City of Mississauga. To meet the principles and goals outlined in the Accessibility for Ontarians with Disabilities Act (AODA), MiWay will ensure that:

- Its services are provided in a way that maintains and respects the dignity and independence of all customers;
- All infrastructure and services related to transit are developed with accessibility in mind;
- Policies, procedures and protocols are implemented that work towards identifying, removing and preventing barriers to people with disabilities.



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2.0 MiWay's Service Profile

MiWay operates conventional, fixed route transit service within the boundaries of the City of Mississauga. As part of the Greater Toronto Area, MiWay connects to commuter rail and regional bus service provided by GO Transit, and integrates service with neighbouring municipalities. The system connects with Brampton Transit to the north, Oakville Transit to the west, and the Toronto Transit Commission (TTC) to the east, with direct connections to the Islington and Kipling Subway Stations.

MiWay has made substantial progress in achieving its goal of providing accessible service. Currently all MiWay terminals/transit hubs within the City of Mississauga are accessible, along with all of its routes. MiWay's entire fleet now consists of accessible buses – that is, all MiWay buses are low floor, kneeling buses equipped with ramps that allow passengers to board/exit with ease. MiWay buses are equipped with automated stop announcements and visual display.

Conventional Services – 2014 Service Profile

Types of Services	Conventional fixed route transit service. School Routes - Trips to and from local secondary schools within Mississauga to supplement conventional transit service.
Service Area	Primarily within the City of Mississauga boundaries, with service integration into neighbouring municipalities (Brampton, Toronto, and Oakville)
Hours of Operations	Monday to Friday: 3:53 AM to 3:23 AM Saturday: 4:41 AM to 3:03 AM Sunday: 6:52 AM to 2:05 AM Statutory Holidays: 6:52 AM to 2:05 AM
Annual Revenue Ridership	36.6 Million
Annual Revenue Service Hours	1.3 Million (Annual Vehicle hours: 1.4 Million)
Annual Revenue Kilometres	28.6 Million
Number of Routes	84 Routes (as of Dec. 2014): 6 Express Routes; 63 Regular Routes; 14 School Routes; & 1 Seasonal Route
Fleet Composition	468 accessible buses



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3.0 2014 Initiatives and Achievements

3.1 Integrated Accessibility Standards Regulation (IASR):

As part of Integrated Accessibility Standards Regulation (IASR) 2011, MiWay's main focus for accessibility planning will be on the implementation of the requirements under this legislation. MiWay has been proactive and has accomplished much in relation to accessibility improvements within our facilities, policies, and services. A significant portion of the requirements set out within the IASR's Transportation Standard are currently in effect and compliance has already been achieved.

3.2 IASR Transportation Compliance Initiatives (effective January 1, 2017)

Section 51 – Pre-Boarding Announcements: *requires every conventional transportation service provider to ensure that there are, on request, pre-boarding verbal announcements of the route, direction, destination or next major stop.*

Every conventional transportation service provider shall ensure that there are electronic pre-boarding announcements of the route, direction, destination or next major stop on its transportation vehicles.

Conventional transportation service providers shall meet the requirements of subsection (1) by July 1, 2011 and the requirements of subsection (2) by January 1, 2017.

MiWay Compliance Status: A detailed review of Section 51 indicated that current MiWay practices are consistent and compliant with the requirements therein.

The Integrated Accessible Standards Regulation (IASR) requires that MiWay provide pre-boarding external announcements with information on the route, direction, and destination.

MiWay Operators are trained to announce pre-board announcements with route information, upon request. However, beginning in January 2014, MiWay introduced electronic pre-boarding announcements that include the route name, number and direction. The information announced through the external stop announcements is consistent with the service information that is displayed on the vehicle destination sign.

The announcements ensure that customers of all abilities have access to the information they require. In addition, the pre-boarding external announcements are also beneficial at busy or noisy transit locations that are serviced by multiple routes.

MiWay has already implemented voice and visual stop announcement system to announce and display pre-recorded stop information, prior to arriving at a stop. In addition to the automated announcement of stops, information is displayed visually over on-board display signs, allowing passengers to see the stop information as it is announced.



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The internal and external announcements is one of many technology improvements that MiWay has launched as part of its commitment to providing accessible, customer-driven, quality transit services in a safe, reliable, clean and cost effective manner.

Other Related Accessibility Improvements:

3.3 Transit Infrastructure:

Transit Infrastructure:

A fundamental aspect of the expansion of accessible conventional services within Mississauga's existing transit system is the ongoing upgrade of stops, shelters, bus pads and sidewalk connections. In 2014 alone, MiWay installed approximately 50 new bus pads throughout the City to make access to transit more convenient and accessible. In order for a route to be considered accessible, in addition to buses, all transit infrastructure along the route must also be accessible, which means for bus stop pads to be installed at every stop (if feasible) and connect with the existing sidewalk network where possible. Currently only $\pm 3.4\%$ (approximately 125 of 3700) of stops within the City of Mississauga are inaccessible mainly due to the absence of sidewalks.

MiWay has set a goal of creating an accessible system by which all stops within the boundary of the City of Mississauga, to the extent possible, will be accessible. The City's Sidewalk Program budget was increased to assist in achieving this goal. All current sidewalk improvements and installations have been prioritized to provide connections to MiWay stops and services. As progress is made, and sidewalks are constructed to improve pedestrian linkages, MiWay will continue to install the necessary infrastructure to improve accessibility throughout our system.

Rear Concrete Pad Installation Program:

Additions to existing concrete pads will be our main focus going forward. The addition of a "tail" to the existing pads will allow for passengers to safely exit from the back door of the buses without stepping down into mud or grass.

Sidewalk Program:

The programming of sidewalks is led by the City of Mississauga's Active Transportation Office in the Transportation & Infrastructure Planning Division, with input from MiWay's Service Development Team in support of transit accessibility. The timing of this work is subject to the priority schedules set by the Transportation & Infrastructure Planning division, budget availability and the City of Mississauga Council approval. In 2014, approximately 5 kilometres of new sidewalks were constructed, with the majority of locations being those that provide connections to MiWay stops and services. In 2015, the focus of the annual sidewalk program will continue to be transit accessibility.



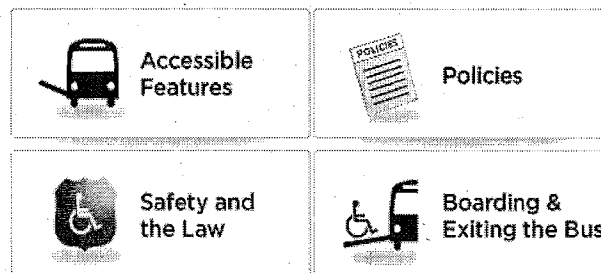
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improvements and an additional 5.1 kilometres of new sidewalk construction is being programmed. Since 2010, approximately 34 kilometres of sidewalk have been added.

3.4 Information & Communication:

With the recent improvements to MiWay's Accessible Services, MiWay undertook a complete review of the web content and print material pertaining to accessibility.

In an effort to enhance usability, improvements were made to MiWay's new Accessible Services webpage (www.miway.ca/accessibility), which can now be easily accessed through miway.ca. Web accessibility was improved with an accessible pdf. document added as an alternative to the service changes web page. Web content was made more accessible by creating consistent styles among headers/titles, links and lists to ensure they are visually distinct from paragraph copy. The number of PDF documents were reduced on MiWay.ca and many PDF documents were made into accessible web pages. The font size and styles were enhanced on MiWay.ca pages: Service Changes, MiWay Student Ambassador Program and Mississauga Transitway.



ACCESSIBLE LINKS/RESOURCES

- [Accessible Bus Services Guide](#)
- [MiWay 2013 Annual Accessibility Report](#)
- [MiWay 2012-2017 Accessibility Plan - 2011 Annual Accessibility Report](#)
- [Active Living Alliance](#)
- [CNIB](#)
- [Resources for Disabled Persons](#)
- [Transhelp](#)

To improve accessibility in MiWay's print material, all print material produced has been reviewed and revisions made to font type, colour sizes, spacing, line height and contrast.

Information pertaining to accessible services, policies and procedures is user friendly and categorized to ensure information is easily accessible for customers. Visually friendly buttons and updated images have been used to clearly illustrate step-by-step instructions on how to board/exit a MiWay bus.

MiWay's "Accessible Bus Services" brochure, which contains the same information on policies and procedures was also updated and is now available at all City Terminals and Facilities. MiWay's 'Accessible Bus Services' brochure is made available on MiWay's website as well as in alternate accessible formats, upon request

3.5 Customer Feedback - Customer Contact System (CCS):

MiWay utilizes a Customer Contact System (CCS) database that allows customers to provide feedback with regards to our service. Customers can contact the MiWay call



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centre, visit the information booth at the City Centre Transit Terminal, or complete the online feedback form available on miway.ca/contactus

Our Customer Service Representatives are adept at assisting customers in the development of individual travel plans that meet their individual needs. In addition, the staff working in the Customer Service group will answer any general inquiries about all MiWay services. Inquiries about specific requests or complaints are logged and forwarded to the appropriate department for comment and follow up. Issues related to accessibility or accessible services are forwarded to the Transit Service Development team for action.

@MiWayHelps Twitter Account: MiWay has extended its customer services in the digital space. Customers can participate in more conversations with MiWay about transit service. Like other conventional methods, customers can ask questions or provide feedback on @MiWayHelps. Customer Service Representatives aim to answer questions and address customer feedback on a first contact resolution basis.

4.0 Mississauga's Transitway

The Mississauga Transitway is a dedicated transit corridor that will provide east-west travel across Mississauga. When fully operational, the Transitway will service riders daily from Winston Churchill Boulevard to Renforth Drive and will allow transit commuters to travel within and through Mississauga more efficiently.

When completed, the 18-kilometre Transitway will have twelve stations beginning at Winston Churchill Boulevard in the west and ending at Renforth Drive in the east. The City of Mississauga is responsible for the construction of the Transitway east segment and includes eight stations: Central Parkway, Cawthra, Tomken, Dixie, Tahoe, Etobicoke Creek, Spectrum, and Orbitor. GO Transit (a division of Metrolinx) is responsible for the construction of one station in the east at Renforth Gateway and two stations in the west at Winston Churchill and Erin Mills.

Design and construction of the Transitway stations and facilities have incorporated the Universal Design Principles and the guidelines and objectives set out within the City of Mississauga's Accessibility Plan and the City of Mississauga Accessibility Design Handbook. Commuters will be able to access the platform level using the accessible entrances and elevators at various stations.

When the Mississauga Transitway is fully operational it will support extensive bus service for thousands of riders per day, making it faster and easier for commuters to travel to, from, and through Mississauga and the GTA.

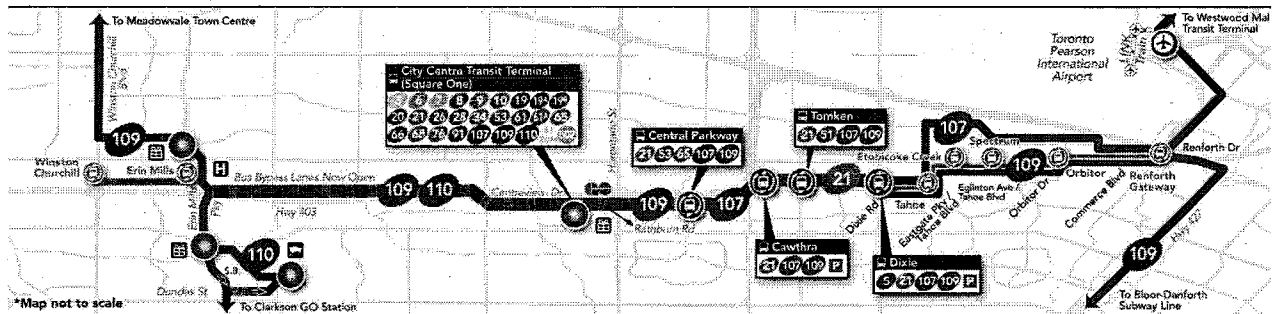
4.1 Project Status:

On November 17, 2014, Phase One of the Transitway opened with four fully accessible stations at Central Parkway, Cawthra, Tomken and Dixie stations servicing MiWay's MiExpress routes 107 and 109 and MiLocal route 21. Accessible elevators at Central



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Pwky., Tomken and Dixie. Construction is well underway with the construction of two new stations at Winston Churchill and Erin Mills Parkway to be completed in 2016. The remaining stations are scheduled for completion by 2017.



5.0 Consultation of the Report

In the preparation of this plan, MiWay has conducted the following consultation activities:

- Consultation with the City of Mississauga's Accessibility Advisory Committee (AAC) to ensure input is received from all members;
- Consultation with the residents of the City of Mississauga to ensure input is received from the general community (public meeting/AAC meeting held February 9, 2015); and
- Consultation with MiWay's operating and support staff to ensure that those responsible for delivery of accessible service provide input.

6.0 Plan Approval & Communication Strategy

Transit Management Team approved the Accessibility Report at its January 28, 2015 meeting. The required communication of the plan will include the following:

- Release of the approved report to the City of Mississauga's Accessibility Advisory Committee;
- Inclusion of the approved report in the City of Mississauga's Accessibility Plan;
- Inclusion of the approved report on MiWay's website (www.miway.ca/accessibleservice); and
- Notification of the availability of the approved report in the 'Accessible Bus Services' brochure.

7.0 Conclusion & Next Steps

MiWay has made great strides in achieving its goal of being an accessible transit service for all City of Mississauga residents.



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MiWay's Accessibility Report provides an update on activities MiWay has undertaken to improve accessibility to all of its services and facilities. This Plan summarises the results, to date, of the extensive planning and implementation activities MiWay has undertaken over the years to make the system more accessible.

Where feasible, MiWay is incorporating Universal Design Principles into the design of the system and the supporting infrastructure. By adopting these Principles MiWay is confident that - in time - the services offered by MiWay will accommodate the needs of not just the disability community but the greater population.

8.0 For more Information

Questions or comments about MiWay's Accessibility Plan or general inquiries on our Accessible Services are always welcome.

For Travel Times & Route Planning Assistance, Information Representatives are available:

Weekdays:	7:00 am to 6:55 pm
Weekends/Holidays:	8:00 am to 5:55 pm
E-mail:	miway.info@mississauga.ca

To Provide Customer Feedback, Customer Service Representatives are available:

Weekdays:	8:30 am to 4:25 pm
Weekends/Holidays:	Closed
E-mail:	miway.customerservice@mississauga.ca

TTY Phone: 905-615-3886

Teletypewriter phone for persons who are deaf, deafened or hard of hearing.

Weekdays:	7:00 am to 6:55 pm
Weekends/Holidays:	8:00 am to 5:55 pm

MiWay – Website: www.miway.ca

MiWay – Mailing Address: 3484 Semenyk Court
Mississauga, Ontario L5C 4R1

If you require this document in an alternate format, please contact
MiWay at miway.info@mississauga.ca or call (905) 615-4636 (INFO)



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Appendix



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INTEGRATED ACCESSIBILITY STANDARDS REGULATION (O.Reg. 191/11) IASR Requirements for MiWay (Mississauga Transit)

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TRANSPORTATION STANDARD

Sec.	IASR Requirements	Compliance Deadline	Status
34	<p>Availability of information on accessibility equipment, etc. All conventional transportation service providers shall make available to the public current information on accessibility equipment and features of their vehicles, routes and services.</p> <p>Conventional transportation service providers shall, upon request, provide the information in an accessible format.</p>	January 1, 2012	<p>COMPLETED MiWay's Accessible Services Guide contains information on MiWay's accessible services, policies and procedures. This brochure is available in print as well as online at miway.ca</p> <p>Information on accessibility services is also available online at miway.ca. and in an accessible format, upon request.</p>
35	<p>Non-functioning accessibility equipment If the accessibility equipment on a vehicle is not functioning and equivalent service cannot be provided, conventional transportation service providers shall take reasonable steps to accommodate persons with disabilities and the transportation service provider shall repair the equipment as soon as is practicable.</p>	July 1, 2011	<p>COMPLETED MiWay's existing policy and training requires Operators to notify Transit Control on any accessibility equipment that may require repair or replacement as soon as practicable.</p> <p>Operator Training includes instructions on what to do in an emergency situation and helps Operators take reasonable steps to ensure the safety of all passengers, especially passengers with disabilities.</p>
36	<p>Accessibility training Conventional transportation service providers shall conduct employee and volunteer accessibility training.</p> <p>The accessibility training shall include training on: (a) the safe use of accessibility equipment and features; (b) acceptable modifications to procedures in situations where temporary barriers exist or accessibility equipment on a vehicle fails; and (c) emergency preparedness and response procedures that provide for the safety of persons with disabilities.</p>	January 1, 2014	<p>COMPLETED The City of Mississauga conducted a training needs assessment which identified employee target audiences and the applicable training delivery methods.</p> <p>The Human Resources division have developed a training design that outlines the learning objectives, and training content for the staff e-learning and in-class workshops.</p> <p>The training was delivered to staff through an online training module or a face-to-face workshop. The IASR training was launched for all employees in June 2013.</p>
37	<p>Emergency preparedness & response policies Conventional transportation service providers,</p>	January 1, 2012	<p>COMPLETED Emergency preparedness and response policy document has been prepared and posted on miway.ca.</p>



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	<p>(a) shall establish, implement, maintain and document emergency preparedness and response policies that provide for the safety of persons with disabilities; and</p> <p>(b) shall make those policies available to the public.</p> <p>Conventional transportation service providers shall, upon request, provide the policies in an accessible format.</p>		Information is also available in an accessible format, upon request.
	<p>Fares, support persons</p> <p>No conventional transportation service provider shall charge a fare to a support person who is accompanying a person with a disability.</p> <p>It is the responsibility of a person with a disability to demonstrate their need for a support person to accompany them on the conventional service and to ensure that the appropriate designation for a support person is in place.</p>	January 1, 2014	<p>COMPLETED</p> <p>MiWay's Support Person Policy allows customers who need assistance to board, pay their fare, access the seating area or exit, to be accompanied by a Support Person.</p> <p>MiWay defines a Support Person as a person whose presence is essential to provide care and assistance to a passenger with a disability, regardless of the nature of their disability.</p> <p>Only a single fare is required when a passenger with a disability travels with a Support Person (this includes CNIB card holders).</p>
41, 43	<p>Accessibility plans, conventional transportation services</p> <p>Conventional transportation service providers shall identify the process for managing, evaluating and taking action on customer feedback.</p> <p>Every conventional transportation service provider shall annually hold at least one public meeting involving persons with disabilities to ensure that they have an opportunity to participate in a review of the accessibility plan and are given the opportunity to provide feedback.</p>	January 1, 2013	<p>COMPLETED</p> <p>MiWay has produced a multi-year Accessibility Plan, and continues to produce an Annual Status Report on progress made within MiWay to make services more accessible.</p> <p>The Accessibility Plans are presented and supported by City Council as well as the City of Mississauga's Accessibility Advisory Committee at its first yearly meeting, which is open to the public.</p>



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44	<p>General responsibilities Conventional transportation service providers shall,</p> <ul style="list-style-type: none"> (a) deploy lifting devices, ramps or portable bridge plates upon request; (b) ensure that adequate time is provided to persons with disabilities to safely board, be secured and deboard transportation vehicles and that assistance be provided, upon request, for these activities; (c) assist with safe and careful storage of mobility aids or mobility assistive devices used by persons with disabilities; and (d) allow a person with a disability to travel with a medical aid. <p>Conventional transportation service providers shall, upon request, make information on the matters available in an accessible format.</p>	January 1, 2012	<p>COMPLETED</p> <p>MiWay provides mandatory training on Accessibility Standards for Customer Service, in accordance with Ontario Regulation 429-07. The training ensures employees are aware of the key components of the Customer Service Standard; the requirements for assisting customers with disabilities; how to correctly operate the equipment when boarding or de-boarding customers with disabilities, particularly those who use assistive devices such as wheelchairs or scooters; and, sensitivity training on the provision of service to persons with disabilities.</p> <p>MiWay continually reviews the content, format, and delivery methods of its sensitivity, disability, and diversity training programs with a view towards improving their impact and effectiveness, and integrating improvements into its new and existing employee training programs.</p>
45	<p>Alternative accessible method of transportation Except where not practicable to do so, a conventional transportation service provider that does not provide specialized transportation services shall ensure that any person with a disability who, because of his or her disability, is unable to use conventional transportation services is provided with an alternative accessible method of transportation.</p>	January 1, 2013	<p>COMPLETED</p> <p>Region of Peel's TransHelp services are available for customers who are unable to use conventional transit and acts as an alternative accessible method of transportation for passengers with disabilities.</p>
46	<p>Fares No conventional transportation service provider shall charge a higher fare to a person with a disability than the fare that is charged to a person without a disability.</p> <p>Conventional transportation service providers that do not provide specialized transportation services shall make available alternative fare payment options to persons with disabilities.</p>	<p>July 1, 2011</p> <p>January 1, 2013</p>	<p>COMPLETED</p> <p>MiWay does not charge a higher fare for passengers with disabilities. The various fare media options available can be used by all customers.</p> <p>Presto System is available on all MiWay buses and acts as an easy alternative fare payment option for all passengers (when cash, passes, or tickets is not an option).</p>
47	<p>Transit stops Conventional transportation service</p>	January 1, 2012	COMPLETED



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	providers shall ensure that persons with disabilities are able to board or deboard at the closest available safe location, as determined by the operator, that is not an official stop, if the stop is not accessible.		<p>MiWay's existing policy allows customers to board or deboard a MiWay bus at the closest safe location if the official stop is inaccessible.</p> <p>Operators are also trained to notify Transit Control of any stop that is inaccessibility.</p>
48	<p>Storage of mobility aids, etc.</p> <p>Every conventional transportation service provider shall, if safe storage is possible, ensure that mobility aids and mobility assistive devices are stored in the passenger compartments of its transportation vehicles.</p>	January 1, 2012	<p>COMPLETED</p> <p>MiWay's existing policy allows customers to board with mobility aids and mobility assistive devices, as long as the aisles are kept clear at all times for emergency situations.</p>
49	<p>Courtesy seating</p> <p>Every conventional transportation service provider shall ensure that there is clearly marked courtesy seating for persons with disabilities on its transportation vehicles.</p> <p>The courtesy seating shall be located as close as practicable to the entrance door.</p> <p>The courtesy seating shall be signed to indicate that passengers, other than persons with disabilities, must vacate the courtesy seating if its use is required by a person with a disability.</p> <p>Every conventional transportation service provider shall develop a communications strategy designed to inform the public about the purpose of courtesy seating.</p>	January 1, 2012	<p>COMPLETED</p> <p>MiWay revised its existing Courtesy Seating Policy to state that the front seats on all MiWay buses were reserved for passengers with disabilities. This ensures that priority seating on buses is there for people who need it. People of all ages with mobility and other disabilities can be assured of easily accessible places to sit.</p> <p>New 'Priority Seating' decals were produced and installed on all MiWay buses.</p> <p>A Communication Plan was prepared and delivered through website, event, media releases and print.</p>
50	<p>Service disruptions</p> <p>Where a route or scheduled service is temporarily changed and the change is known in advance of the commencement of the trip, conventional transportation service providers shall make available alternate accessible arrangements to transfer persons with disabilities to their route destination and ensure information on alternate arrangements is communicated taking into account the person's disability.</p> <p>The official MiWay Customer Service Twitter feed. (Pilot) Monitored Monday - Friday from 8:30am - 4:30pm. This account will not handle service alerts.</p>	July 1, 2013	<p>COMPLETED / ONGOING</p> <p>Currently MiWay issues alerts on route detours when they are known in advance. Information is posted online at miway.ca, as well at affected terminals and stops.</p> <p>MiWay staff are working towards improving communication of alerts with customers via social media.</p> <p>MiWay staff have launched a new Twitter account @MiWayHelps through which some communication updates are posted.</p> <p>For example: In case of inclement weather, be prepared for potential delays and plan your trip accordingly. Thank you. https://twitter.com/MiWayHelps</p>



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51	<p>Pre-boarding announcements Every conventional transportation service provider shall ensure that there are, on request, pre-boarding verbal announcements of the route, direction, destination or next major stop.</p> <p>Every conventional transportation service provider shall ensure that there are electronic pre-boarding announcements of the route, direction, destination or next major stop on its transportation vehicles.</p>	<p>July 1, 2011</p> <p>January 1, 2017</p>	<p>COMPLETED</p> <p>MiWay Operators currently announce pre-boarding announcements, upon request.</p> <p>In January 2014, MiWay introduced electronic pre-boarding announcements that include the route name, number and direction. The information announced is consistent with the Information displayed on the vehicle destination sign.</p>
52	<p>On-board announcements Every conventional transportation service provider shall ensure that there are audible verbal announcements of all destination points or available route stops on its transportation vehicles.</p> <p>Every conventional transportation service provider shall ensure that all destination points or available route stops, are announced through electronic means; and are legibly and visually displayed through electronic means.</p>	<p>July 1, 2011</p> <p>January 1, 2017</p>	<p>COMPLETED</p> <p>All MiWay buses have Automated Next Stop Announcements. Information is also provided visually displaying next stop information.</p>
78	<p>Duties of municipalities, general Any municipality that provides conventional transportation services shall consult with its municipal accessibility advisory committee, the public and persons with disabilities in the development of accessible design criteria to be considered in the construction, renovation or replacement of bus stops and shelters.</p> <p>Every municipality shall identify planning for accessible bus stops and shelters in its accessibility plan.</p>	<p>January 1, 2013</p>	<p>COMPLETED</p> <p>The City of Mississauga's Accessibility Design Handbook was prepared with the support of the Accessibility Advisory Committee. Details from this document are used in the design of MiWay Shelters.</p>
INFORMATION AND COMMUNICATIONS STANDARDS			
11	<p>Feedback Every obligated organization that has processes for receiving and responding to feedback shall ensure that the processes are accessible to persons with disabilities by providing or arranging for the provision of accessible formats and communications supports, upon request.</p>	<p>January 1st, 2014</p>	<p>COMPLETED / ONGOING</p> <p>MiWay utilizes a Customer Contact System (CCS) database that allows customers to provide feedback by calling the MiWay call centre, visit the information booth at the City Centre Transit Terminal, or via e-mail to forward their comments and/or questions.</p>



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	Every obligated organization shall notify the public about the availability of accessible formats and communication supports.		Customers can also ask questions or provide feedback on @MiWayHelps Twitter Account.
12	<p>Accessible formats and communication supports</p> <p>Except as otherwise provided, every obligated organization shall upon request provide or arrange for the provision of accessible formats and communication supports for persons with disabilities,</p> <p>(a) in a timely manner that takes into account the person's accessibility needs due to disability; and</p> <p>(b) at a cost that is no more than the regular cost charged to other persons.</p> <p>The obligated organization shall consult with the person making the request in determining the suitability of an accessible format or communication support.</p> <p>Every obligated organization shall notify the public about the availability of accessible formats and communication supports.</p>	January 1 st , 2015	<p>COMPLETED / ONGOING</p> <p>Currently all MiWay print material is available in an accessible format, upon request. Web accessibility has also been improved with accessible pdf. documents added as an alternative to the service changes web page. The number of PDF documents were reduced on MiWay.ca and all made into accessible web pages or well structured PDF documents which can be read by screen readers.</p> <p>A vendor list has been developed and included in "Accessibility Tip Sheet: Providing Information in Alternate Formats".</p> <p>Accessible Document Training will continue to be provided to staff in 2015, this includes how to create accessible PDFs. Initial training sessions began in February 2013. An Accessible Documents Reference Guide was compiled to accompany the in-class training.</p>
14	<p>Accessible websites and web content</p> <p>Designated public sector organizations and large organizations for their internet websites shall meet the requirements of this section in accordance with the following schedule:</p> <ol style="list-style-type: none"> 1. By January 1, 2014, new internet websites and web content on those sites must conform with WCAG 2.0 Level A. 2. By January 1, 2021, all internet websites and web content must conform with WCAG 2.0 Level AA 	<p>January 1, 2014, new internet websites and web content</p> <p>January 1, 2021, all internet websites and web content</p>	<p>COMPLETED / ONGOING</p> <p>An accessibility analysis and review of the City of Mississauga's website is planned. Ongoing accessibility evaluation of the City's website is currently being conducted.</p> <p>Accessible Document Training will continue to be provided to staff in 2015. Initial training sessions began in February 2013.</p> <p>Within MiWay, web accessibility was improved with the number of PDF documents being reduced and new accessible web pages being created.</p>

City of Mississauga Election Accessibility Report

Identification of Barriers

The following actions were taken to identify barriers that affect electors and candidates with disabilities:

Actions	Considerations for 2018
<p>Assessed past election administration practices, identifying the likelihood of our practice creating a risk to accessibility of candidates and electors and then identified the impact of the risk and developed measures to mitigate or minimize the risk.</p> <p>Assessed and addressed accessibility issues that arose in the 2010 Elections and took necessary measure to avoid issues.</p> <p>Discussed the need of persons with disabilities insofar as they relate to municipal elections and made accommodations based on these needs.</p>	<p>Practice to be repeated in 2018.</p>
<p>Met with the Accessibility Advisory Committee (AAC) to review initiatives and consider additional options based on the committee's feedback.</p> <p>Updated the Accessibility Staff Working Group regarding steps taken to ensure the election was administered in accordance with applicable legislation.</p>	<p>Practice to be repeated in 2018.</p>
<p>Gathered comments and recommendations from the municipality's Accessibility Coordinator on methods to meet accessibility needs.</p>	<p>Continue this consultation process on a routine basis.</p>
<p>Updated voting location site inspection checklist to include feedback from Accessibility Coordinator to ensure all standards are met.</p>	<p>Continue expanding checklist to exceed current standards, including assessing distance from parking and doorways to the voting locations within the facility; identifying locations with working accessibility mechanisms for door openers, and ensuring washroom facilities meet size standards.</p>
<p>Assessed accessible voting equipment options to meet the needs of the elector.</p>	<p>Investigate accessible equipment options which would streamline the voting process so that the process is less time consuming.</p>

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Removal and Prevention of Barriers

We took the following actions to remove and prevent barriers that affect electors and candidates with disabilities:

Actions	Considerations for 2018
Ensured communications initiatives and information for candidates and electors were available in alternate formats, and that election related materials were available through TTY phone service and 3-1-1.	Continue to ensure that all information is universally accessible through the use of appropriate: -fonts -text sizing -colours -spacing -lighting Continue to make information available in a variety of formats upon request.
Posted all information to municipality's website to ensure all material would be available to all persons. The majority of missississaugavotes.ca content are text based making easy for screen readers to translate the content. All images have "alt" and "title" description describing the content of the image.	Practice to be repeated in 2018.
Had the ability to provide all documentation and forms in large print request, to aid those with low vision.	Practice to be repeated in 2018. Acquire magnifiers to assist at all polling locations. As in 2014, ensure all forms online are a fillable format and expand the list of forms available in this format.
Provided candidates and staff with information relating to accessible customer service.	Continue directing candidates to organizations and information to encourage open dialogue regarding persons with disabilities and ensuring that persons with disabilities have access to campaigns.

Appendix 1 b) to the 2014 Annual Report of the Accessibility Plan

Provided information to candidates regarding Campaign expenses and particular rules affecting disabled candidates.	Practice to be repeated in 2018.
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Voting Locations

Actions	Considerations for 2018
<p>Conducted site visits of all potential voting locations to ensure full accessibility. In the event that city standards were not met the following actions were taken:</p> <ul style="list-style-type: none"> -Hired hall monitors who could open doors and direct electors directly to the voting place. -Ensured that ramps could be installed. -Made provisions for an increased number of accessible parking spots. 	<p>Increase our expectations/standards regarding the physical accessibility of voting locations; stay abreast of any legislative changes regarding the Building Code to ensure that locations used in 2018 exceeds standards.</p>
<p>Developed a template for voting location set-up to ensure full accessibility which included:</p> <ul style="list-style-type: none"> - Advance Poll and Election Day set ups allowed electors to easily maneuver through the polling location. -Having regard to specific needs of election workers who might have difficulty sitting or standing for long periods of time, etc. 	<p>As per the AAC's suggestion, investigate the possibility of online voting as a way to support persons with disabilities.</p>
<p>Provided voting locations on advance voting days with accessible voting equipment.</p> <p>Provided an operator at each advance poll location to operate the Automark (accessible voting equipment).</p>	<p>Practice to be repeated in 2018.</p>
<p>Addressed accessibility concerns with school boards and ensured that steps could be taken to avoid barriers such as erecting temporary ramps and providing staff to open manual doors etc.</p>	<p>Practice to be repeated in 2018.</p>
<p>Provided appropriate signage at voting locations so that information was clearly visible to those with low vision.</p>	<p>Practice to be repeated in 2018.</p>
<p>Set up a process to facilitate notifications of any last minute disruptions in service or voting location changes, should an emergency occur including posting signage and having hall monitors relay information to electors upon entry to the voting location.</p>	<p>Practice to be repeated in 2018.</p>
<p>Ensured designated or reserved parking for persons with disabilities at each voting location and made provisions to provide additional accessible parking if necessary.</p>	<p>Practice to be repeated in 2018.</p>

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Voting Process

Actions	Considerations for 2018
Ensured that workers were equipped to provide service to persons who required assistance on election day. Workers were trained to provide bed side voting at institutions and retirement homes.	Investigate provision of online voting for persons who have difficulty going to the voting locations. Investigate provisions of curb-side voting to accommodate electors with mobility issues.
Provided instructions on the use of the accessible voting equipment and made an Automark operator available to assist persons with disabilities.	Practice to be repeated in 2018.
Additional advance poll days scheduled to provide more opportunities for the electors with disabilities who would like to use the accessible voting machine (Automark).	Practice to be repeated in 2018.
Promoted advance voting opportunities for electors with disabilities as well as extending the communications to multiple media channels to ensure a broad audience was captured.	Practice to be repeated in 2018.
As per the <i>Municipal Act, 1996</i> , provided voting opportunities on the premises of (a) an institution in which 20 or more beds are occupied by persons who are disabled, chronically ill or infirmed; (b) a retirement home in which 50 or more beds are occupied	Practice to be repeated in 2018. Update inventory of institutions and retirement homes eligible for on-site polling location.
Added tools to assist with ensuring accessibility such as sharpies that are easily gripped for filling in ballots.	Practice to be repeated in 2018.

Staff Training

Actions	Considerations for 2018
Training incorporated provisions to meet accessible customer service standards which also included a comprehensive online training module.	Practice to be repeated in 2018.

Appendix 1 b) to the 2014 Annual Report of the Accessibility Plan

Provided reference materials such as the City of Mississauga's "May I Help You?" and "Understanding Accessible Customer service" booklet.	Practice to be repeated in 2018.
Monitored elector's concerns and ensured that their needs were met, i.e. if an individual with a walker was in a long line, a chair was offered and the elector's place in line was maintained.	Practice to be repeated in 2018.
Encourage election workers to approach an elector if it appeared that the elector required assistance maneuvering through the voting location and offer to assist.	Practice to be repeated in 2018.
Checked the access doors frequently to offer assistance and watch for electors unable to easily enter the building.	Practice to be repeated in 2018
Evaluated effectiveness of training post-election.	Practice to be repeated in 2018

Voting Methods

Actions	Considerations for 2018
Traditional paper ballot, markers were provided that were easy to grip.	Practice to be repeated in 2018. Magnifiers to be provided at each voting location.
Reviewed the accessible voting equipment with Accessibility Advisory Committee (AAC). Considered recommendation made by the AAC and the Accessibility Staff Working Group regarding online voting.	Practice to be repeated in 2018. Further investigate online voting. Making accessible voting machines available on Election day.
Audio ballots available using the Automark.	Practice to be repeated in 2018.
Other assistive devices (sip and puff, rocker paddles, etc.) were used in conjunction with the Automark.	Practice to be repeated in 2018.



Corporate Report

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DATE: March 11, 2015

General Committee
MAR 25 2015

TO: Chair and Members of General Committee
Meeting Date: March 25, 2015

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

SUBJECT: Request for an Exemption to Section 5(1) of the Fence By-law 397-78, as amended, to Permit a Fence to Remain at 117 Vista Drive, Ward 11

RECOMMENDATION: That the request for an exemption from Section 5(1) of the Fence By-law 397-78, as amended, to permit the existing non-compliant fence located in the rear yard of 117 Vista Drive, a detached residential property owned by Mr. Harvey Kalichman, be denied, as outlined in the report from the Commissioner of Transportation and Works, dated March 11, 2015 entitled "Request for an Exemption to Section 5(1) of the Fence By-law 397-78, as amended, to Permit a Fence to Remain at 117 Vista Drive, Ward 11".

BACKGROUND: In July 2013 staff from the Compliance and Licensing Enforcement section of the Enforcement Division received a complaint concerning a fence located in the rear yard of 117 Vista Drive. Enforcement staff took no enforcement action at that time due to an ongoing police investigation of a dispute between the neighbouring property owners.

On May 8, 2014 Enforcement received a complaint regarding the fence and confirmed that the police investigation had been concluded without the fencing issue having been resolved. Enforcement staff

inspected the property regarding the fence complaint on May 27, 2014. Upon investigation, it was determined that a 3.66 metre (12 feet) high fence by 6.10 metres (20 feet) long located in the rear yard did exist, exceeding the maximum permitted height of two metres (six feet, seven inches) in contravention of Section 5(1) of the Fence By-law 397-78, as amended. A photograph of the offending section of the fence was taken by Enforcement staff (Appendix 1). A Notice of Contravention was issued to Mr. Kalichman, the property owner, on June 10, 2014 requiring compliance with the by-law by July 8, 2014.

On July 8, 2014 Mr. Kalichman, submitted a fence exemption application. Subsequently, Mr. Kalichman was advised by Compliance and Licensing Enforcement staff that his fence exemption application could not be accepted, as it did not include written consent from all abutting neighbours to the exemption request: a mandatory requirement under the Fence By-law 397-78, as amended.

In response to further follow-up inquiries from Mr. Kalichman, he was advised on December 10, 2014 that if he wished to pursue his fence exemption before Council, he would be required to provide his request in writing, along with any supporting documentation, in order for a report to be prepared for General Committee to consider.

COMMENTS:

On January 9, 2015 Enforcement staff received a letter from Greg Dell & Associates on behalf of Mr. Kalichman outlining the rationale for the fence exemption, primarily to protect the backyard privacy for his swimming pool (Appendix 2). Mr. Kalichman has also provided fence exemption consent forms from three of the four abutting neighbours (Appendix 3).

Compliance and Licensing Enforcement staff inspected the property on January 22, 2015 and found no change regarding the status of the non-compliant fence. Compliance and Licensing Enforcement staff have received two complaints regarding the fence, from the same complainant.

FINANCIAL IMPACT: Not applicable.

CONCLUSION:

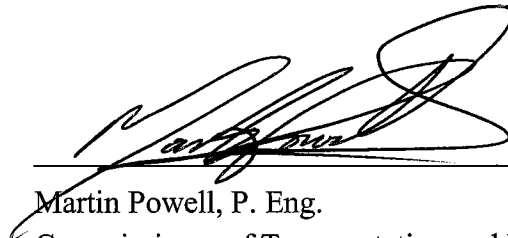
Staff recommend that the exemption request be denied due to the complaints received by an area resident and the non-compliance with the mandatory requirement to have consent from all abutting neighbours under the Fence By-law 397,78, as amended.

ATTACHMENTS:

Appendix 1: Photograph of fence taken May 27, 2014 by Enforcement staff

Appendix 2: Letter dated January 9, 2015 from Greg Dell & Associates

Appendix 3: Fence Exemption Consent Forms

A handwritten signature in black ink, appearing to read 'Martin Powell', is written over a horizontal line.

Martin Powell, P. Eng.

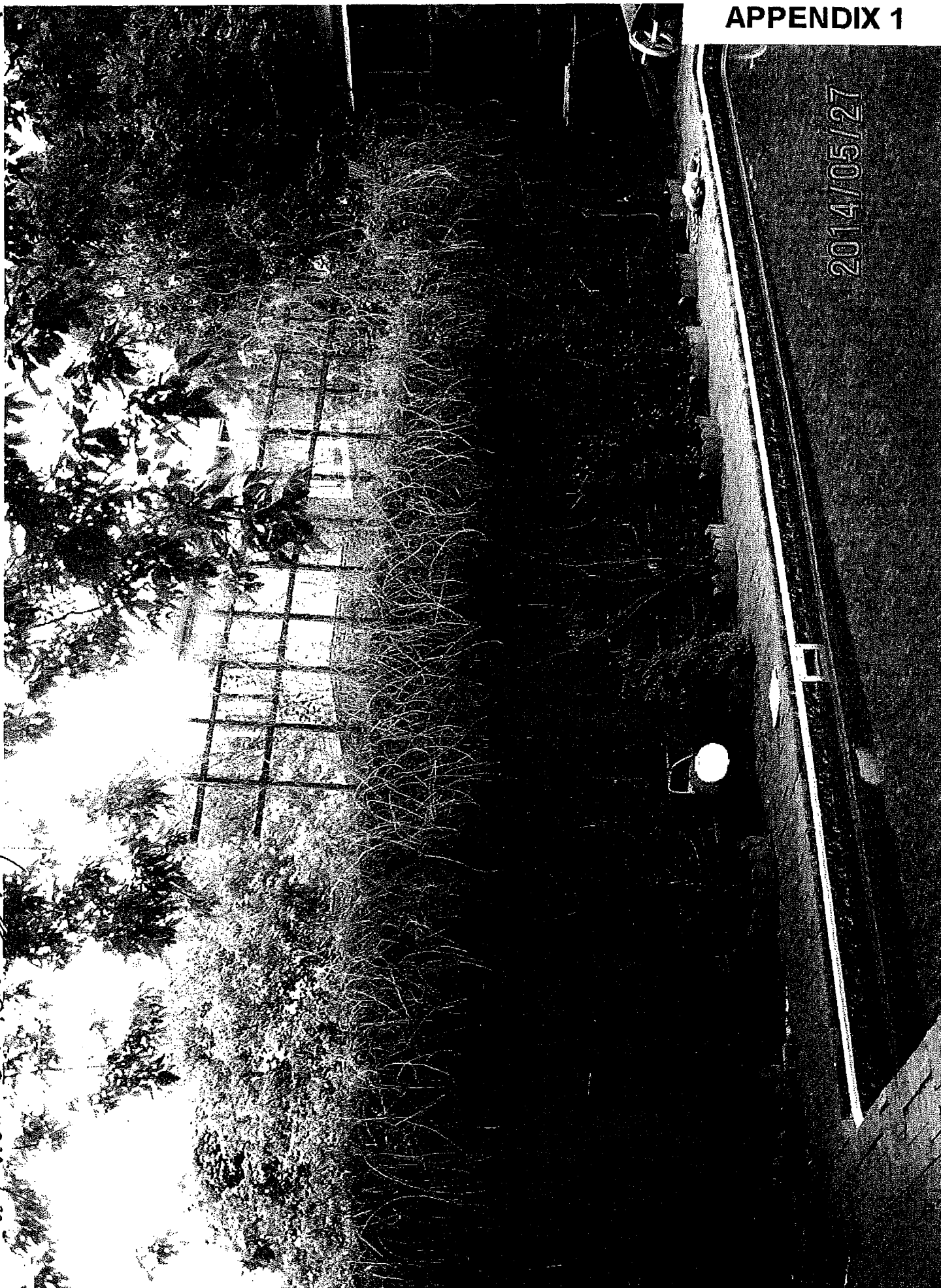
Commissioner of Transportation and Works Department

*Prepared By: Douglas Meehan, Manager, Compliance and
Licensing Enforcement*

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APPENDIX 1

117 VISTA DR 1013



2014/05/27



City of Mississauga
Compliance and Licensing Enforcement
300 City center Dr.
Mississauga, ON
L5B 3C1

January 9th 2015

To whom it may concern:

Re: 117 Vista Drive – Fence Exemption Corporate Report

The proposed fence height exemption process was started because the owner of this property, and his family, felt that his backyard privacy was being intruded upon by the adjacent neighbor to the south. As understood by the property owner, a fence exemption application was submitted along with signatures from every surrounding neighbor except the adjacent neighbor aforementioned.

Due to the grading of the property, our client's pool is significantly lower than the street level grade. This allows the neighbor to the south to have a clear view into the pool deck and surrounding area from their second floor window(s).

The fence height exemption under assessment is designed to impede the intrusive line of sight, and deter said neighbor from visual and emotional harassment. The extension is a trellis that measures four feet high, above the existing six foot fence, and is twenty feet in length. The trellis is built with two-inch by two-inch pressure treated wood attached with three-and-a-half inch wood screws used to facilitate the growth of a Silverlace vine.

We believe that the trellis, with the Silverlace vine interwoven throughout, provides a suitable privacy screen for our client while still preserving and maintaining the residential characteristic of the surrounding neighborhood; under these circumstances we respectfully request that council make an objective decision based on the information provided. Should any concerns or questions arise please do not hesitate to contact our office.

Sincerely,

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Harrison Dell
Greg Dell & Associates
Planning and Land Development Consultants
75 Bristol Rd, Unit 182
Mississauga, ON. L4Z 3P2

Phone 905 615-0614 Fax 905 615-8903

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APPENDIX 3

Monday, July 7, 2014

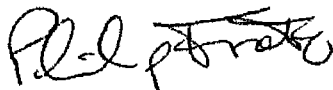
City of Mississauga
Compliance and licensing office
300 City Centre Drive
Mississauga, on
L5B 3C1

Re: Application for a fence exemption at 117 Vista Drive, Mississauga, ON., L5M1C4

Mr. Ian Masini

This letter will confirm my agreement to my abutting neighbour, Harvey Kalichman's
Fence Exemption Request.

Sincerely,

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

Philip Frater
120 Bonham
Streetsville, Ontario
L5M1C7

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Monday, July 7, 2014

City of Mississauga
Compliance and licensing office
300 City Centre Drive
Mississauga, on
L5B 3C1

Re: Application for a fence exemption at 117 Vista Drive, Mississauga, ON.

Mr. Ian Masini

This letter will confirm my agreement to my abutting neighbour, Harvey Kalichman's Fence Exemption Request.

Sincerely,

A handwritten signature in black ink, appearing to read 'Pete Romeril', with a large, stylized loop at the end.

Pete Romeril
115 Vista Drive
Streetsville, Ontario
L5M 1C4

29

Monday, July 7, 2014

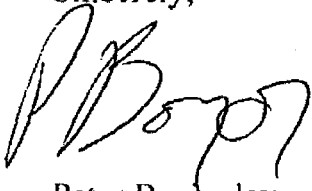
City of Mississauga
Compliance and licensing office
300 City Centre Drive
Mississauga, on
L5B 3C1

Re: Application for a fence exemption at 117 Vista Drive, Mississauga, ON., L5M1C4

Mr. Ian Masini

This letter will confirm my agreement to my abutting neighbour, Harvey Kalichman's
Fence Exemption Request.

Sincerely,

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

Petar Banjeglav
122 Bonham
Streetsville, Ontario
L5M1C7



Corporate Report

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DATE: March 11, 2015

General Committee

MAR 25 2015

TO: Chair and Members of General Committee
Meeting Date: March 25, 2015

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

SUBJECT: Introduction of New Tow Truck Licensing System

RECOMMENDATION: That a by-law be enacted to amend the Tow Truck Licensing By-law 521-04, as amended, to introduce a new tow truck licensing system as outlined in the report from the Commissioner of Transportation and Works, dated March 11, 2015 entitled "Introduction of New Tow Truck Licensing System".

**REPORT
HIGHLIGHTS:**

- At its meeting of December 1, 2014, the Towing Industry Advisory Committee (TIAC) considered a staff report related to the enactment of a by-law to amend the Tow Truck Licensing By-law 521-04, as amended, to include a two tier tow truck licensing system, and was asked to provide comments on the report. TIAC subsequently received the report and provided no comments on the proposed new tow truck licensing system proposed in the report. The recommendations from the TIAC meeting of December 1, 2014 were subsequently approved by Council at its meeting of December 17, 2014.
- Issues have been raised as a result of tow truck companies operating in the city without a registered Vehicle Pound Facility (VPF) located in Mississauga.

- Previous management in Mobile Licensing Enforcement started a process to accept a letter to set the terms for tows conducted by towing companies located outside Mississauga and not having a VPF located in Mississauga, notwithstanding the requirements of the Tow Truck Licensing By-law 521-04, as amended.
- The introduction of a new licensing system where separate licences are issued for “General Towing for Hire” and “Contract Towing Not for Hire” provides protection for the public, and will more effectively regulate chase and contract tow trucks.

BACKGROUND:

At its meeting of December 17, 2014 Council approved the following recommendations:

“GC-0422-2014

- 1. That the report from the Commissioner of Transportation and Works, dated November 20, 2014 and entitled “Amendments to the Tow Truck Licensing By-law 521-04, as amended, to include a Two Tier Licensing System” be received.*
- 2. That staff incorporate comments received from the Towing Industry Advisory Committee into a report for consideration by General Committee for amendments to the Tow Truck Licensing By-law 521-04, as amended, to include a two tier tow truck licensing system.*

(TIAC-0015-2014)”

The purpose of this report is to respond to TIAC-0015-2014.

COMMENTS:

At its meeting of December 1, 2014 the Towing Industry Advisory Committee (TIAC) approved the staff recommendations in GC-0422-2014. Further, the TIAC did not provide any comments on the report.

A summary of the requirements for this change is provided below. This summary includes information taken directly from the report dated November 20, 2014 entitled “Amendments to the Tow Truck Licensing By-law 521-04, as amended, to include a Two Tier Licensing System”.

Introduction of a New Tow Truck Licensing System:

"Concerns have been raised by staff and the insurance industry regarding the issue of tow truck companies who are not located in Mississauga and who do not have a registered VPF located in Mississauga, which contravenes the requirements of the Tow Truck Licensing By-law 521-04, as amended. The by-law requires that the tow truck driver take the vehicle to their registered VPF located in Mississauga, or to a location at the direction of the hirer.

Notwithstanding the requirements of the by-law, past practice by previous management was to accept a letter from tow truck companies located outside the boundaries of Mississauga stating that the tow rates they would charge would not be more than what is permitted within Mississauga, in accordance with the by-law. This practice was originally put in place to allow contract tow truck companies, like the Canadian Automobile Association, whose intention was not to operate as a chase truck, to operate in Mississauga, despite being located outside city boundaries. However, this resulted in a number of general towing companies with chase trucks being granted the same authority as regular chase trucks that are located within Mississauga and have a registered VPF in Mississauga."

"In early 2013, the present Manager of Mobile Licensing Enforcement recognized issues with the past practice for regulating contract towers. The Manager of Mobile Licensing Enforcement began to remedy the situation due to the number of non-contract tow truck companies that were operating in Mississauga from cities such as Brampton, and as far away as Orillia, which did not maintain a registered VPF in Mississauga. Moreover, staff streamlined the process to license the tow trucks in compliance with the licensing by-law and insisted that to be licensed they must have a registered VPF in the City of Mississauga. This caused concerns for a number of contract tow truck companies who operate without a registered VPF and only tow the vehicle following the owner's directions. Due to concerns caused by the change, staff granted conditional licences to tow vehicles to the tow truck companies that operate in Mississauga without a registered VPF located in Mississauga, provided they were not charging for storage."

“Staff reviewed the surrounding municipalities and found that none have specific licence types for the operation of contract tow trucks versus general tow trucks. In staff’s view, the best solution would be a separate licence type to allow contract towing, which for the most part are companies that are located outside of Mississauga, do not have a VPF in Mississauga and operate under pre-arranged contracts for their customers/hirers who provide directions to the tow truck driver. This type of operation does not meet the current requirements of the by-law, but the addition of a “Contract Towing Not For Hire” licence type would permit the business to continue to service their clientele in Mississauga for contract towing.”

The current by-law covers the requirements for “General Towing For Hire” and provides all the responsibilities for a tow truck driver to operate in Mississauga. It is recommended that for the “General Towing for Hire” license class the Tow Truck Licensing By-law 521-04, as amended, be revised to require a licensed tow truck operator/owner to be employed by a licensed brokerage in Mississauga with a licensed VPF within the Mississauga boundaries.

Furthermore, staff recommend that a new tow truck driver licence class for “Contract Towing Not For Hire” be created and that the fees for the new class be the same as for the “General Towing For Hire” class. Holders of a “Contract Towing Not For Hire” will be prohibited from attending at an accident scene unless summoned to the location by the Hirer.

This distinction between licences will further assist with enforcement of the by-laws for both Mobile Licensing Enforcement staff and police services as it would be clearly defined which licence type would be permitted to attend accident scenes, police seizures or highway break downs. This would assist in regulating the tow truck industry to ensure that all “General Towing For Hire” tow trucks are located within Mississauga and maintain a licensed VPF within Mississauga, as well.

As a result, staff recommend that a by-law be enacted to amend the Tow Truck Licensing By-law 521-04, as amended, to introduce a new tow truck licensing system as outlined in this report. The introduction

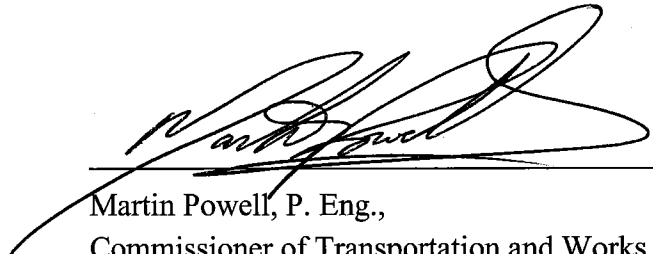
of the new tow truck licensing system would coincide with the current expiry date for tow truck owners' licences. Moreover, the transition to the new licensing system would be implemented, effective July 1, 2015.

In addition, while the tow truck owner licence moratorium is in effect, staff would not issue new "Contract Towing Not For Hire" licences. "Contract Towing Not For Hire" licences would be issued to replace conditional tow truck owner licences issued under the past practice to owners who did not have a VPF in the city, wish to perform only contact towing and not chase accidents.

FINANCIAL IMPACT: The introduction of the new tow truck licensing system outlined in this report will have no financial impact at this time.

CONCLUSION: Staff consulted with members of the towing industry on the introduction of the new tow truck licensing system. In addition, staff brought forward a report to TIAC on this matter for comments. The report was subsequently approved by TIAC and no comments were provided by TIAC on the report.

As a result, staff are recommending that a by-law be enacted to amend the Tow Truck Licensing By-law 521-04, as amended, to include a new tow truck licensing system, as outlined in this report.



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

Prepared By: Daryl Bell, Manager, Mobile Licensing Enforcement



Corporate Report

Clerk's Files

Originator's
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DATE: March 11, 2015

General Committee

MAR 25 2015

TO: Chair and Members of General Committee
Meeting Date: March 25, 2015

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

SUBJECT: **Prohibition from Solicitation at Accident Scenes for Persons not
Licensed as a Tow Truck Driver by the City of Mississauga**

RECOMMENDATION: That a by-law be enacted to prohibit solicitation at accident scenes by all persons not licensed as a tow truck driver by the City of Mississauga as outlined in the report from the Commissioner of Transportation and Works, dated March 11, 2015 entitled "Prohibition from Solicitation at Accident Scenes for Persons not Licensed as a Tow Truck Driver by the City of Mississauga".

**REPORT
HIGHLIGHTS:**

- At its meeting of December 1, 2014, the Towing Industry Advisory Committee (TIAC) considered a staff report related to the enactment of a by-law to prohibit solicitation at accident scenes by persons not licensed as a tow truck driver by the City of Mississauga. TIAC was asked to provide comments on the proposed by-law. TIAC subsequently received the report and provided no comments on it. The recommendations from the TIAC meeting of December 1, 2014 were subsequently approved by Council at its meeting of December 17, 2014.
- The Tow Truck Licensing By-law 521-04, as amended, prohibits any solicitation from a tow truck driver at an accident scene unless there are fewer tow trucks at the collision location than vehicles requiring the services of a tow truck. The increased enforcement of

the Tow Truck Licensing By-law 521-04, as amended, has resulted in an increase in the number of persons not licensed as a tow truck driver by the City of Mississauga who are operating outside of the by-law by soliciting tow truck and other related services on behalf of a tow truck owner/driver.

- Mobile Licensing Enforcement staff regularly receive complaints from stakeholders who are frustrated with the actions of these individuals. The stakeholders are left feeling further frustrated when informed that staff cannot offer any assistance with the complaints because the private individuals and their actions are not regulated by any City by-laws.
- A stand-alone by-law would give staff and other enforcement agencies the tools required to manage and enforce unlicensed individuals who are circumventing the by-law and taking advantage of people in vulnerable situations.

BACKGROUND:

At its meeting of December 17, 2014 Council approved the following recommendations:

"GC-0422-2014

- 1. That the report from the Commissioner of Transportation and Works, dated November 19, 2014 and entitled "By-law to Prohibit Solicitation at an accident Scene for all Non-Tow Truck Related Persons" be received.*
- 2. That staff incorporate comments received from the Towing Industry Advisory Committee into a report for consideration by General Committee for the recommended drafting of an accident scene solicitation by-law.*

(TIAC-0014-2014)"

The purpose of this report is to respond to TIAC-0014-2014.

COMMENTS:

At its meeting of December 1, 2014 the Towing Industry Advisory Committee (TIAC) approved the staff recommendations in GC-0422-2014. Further, the TIAC did not provide any comments on the report. A summary of the requirements for the changes proposed to the Tow

Truck Licensing By-law 521-04, as amended, is provided below. This summary includes information taken directly from the report dated November 19, 2014 entitled "By-law to Prohibit Solicitation at an accident Scene for all Non-Tow Truck Related Persons".

Prohibition of Solicitation at Accident Scenes:

"The Tow Truck Licensing By-law 521-04, as amended, prohibits any solicitation from a tow truck driver at an accident scene unless there are fewer tow trucks at the collision location than vehicles requiring the services of a tow truck. The increased enforcement of the Tow Truck Licensing By-law 521-04, as amended, has resulted in an increase in the number of persons not licensed as a tow truck driver by the City of Mississauga who operate outside of the by-law and interfere at accident scenes. Mobile Licensing Enforcement staff receive complaints on a regular basis from stakeholders, which includes tow truck drivers, the insurance industry, other enforcement agencies and the public, who are frustrated with the actions of these individuals. The stakeholders are left feeling further frustrated when informed that staff cannot offer any assistance with the complaints because the private individuals and their actions are not regulated by any City by-laws."

"Staff have reviewed the practices of Oakville, Burlington, Hamilton, Milton, Brampton, Toronto and Vaughan. All of the aforementioned municipalities have by-laws, which prohibit solicitation by tow truck owners and drivers. The cities of Toronto and Vaughan include in their by-laws a clause that prohibits any person from soliciting services on behalf of a tow truck driver or owner."

"The Mississauga Tow Truck Licensing By-law 521-04, as amended, has provisions to restrict solicitation at an accident scene by tow truck drivers and owners within a 200 metre (656 feet) radius. A stand-alone solicitation by-law would give staff and other enforcement agencies the tools required to manage and enforce unlicensed individuals who are circumventing the by-law and taking advantage of people in these vulnerable situations."

Every effort needs to be made at accident scenes to minimize the risk of damage or further damage to property, as well as the risk of injury or further injury to persons, given that many collisions occur in or near

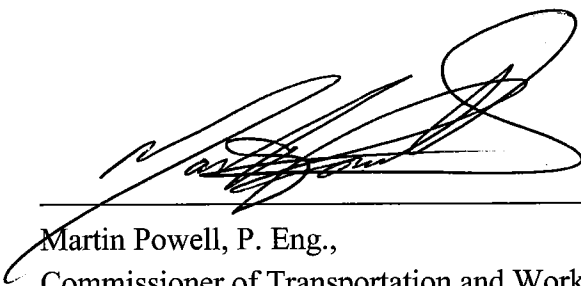
active vehicle traffic. Solicitation at accident scenes by unlicensed individuals increases the risk of property damage and personal injury at accident scenes. For example, these unlicensed individuals are not wearing personal protective equipment, including safety vests, appropriate footwear, etc.; their solicitation can interfere with emergency response; and, their presence may cause chaos at the accident scene.

As a result, staff recommend that a by-law be enacted to prohibit solicitation at accident scenes for all persons not licensed as a tow truck driver by the City of Mississauga, as outlined in this report.

FINANCIAL IMPACT: Enactment of a by-law to prohibit solicitation at accident scenes for all persons not licensed as a tow truck driver by the City of Mississauga will have no financial impact on the City.

CONCLUSION: Staff consulted with members of the towing industry on the matter of solicitation at accident scenes by all persons not licensed as a tow truck driver by the City of Mississauga. In addition, staff brought forward a report to TIAC on this matter for comments. The report was subsequently approved by TIAC and no comments were provided by TIAC on the report.

As a result, staff recommend that a by-law be enacted to prohibit solicitation at accident scenes by all persons not licensed as a tow truck driver by the City of Mississauga as outlined in this report.



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

Prepared By: Daryl Bell, Manager, Mobile Licensing Enforcement



Corporate Report

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Files

MG.23.REP
RT.10.Z-37W

5

DATE: March 3, 2015

General Committee

MAR 25 2015

TO: Chair and Members of General Committee
Meeting Date: March 25, 2015

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

SUBJECT: **Lower Driveway Boulevard Parking
Starwood Drive (Ward 5)**

RECOMMENDATION: That a by-law be enacted to amend the Traffic By-law 555-00, as amended, to implement lower driveway boulevard parking between the curb and sidewalk, at any time, on the east side of Starwood Drive.

BACKGROUND: The Transportation and Works Department received a completed petition from an area resident to implement lower driveway boulevard parking on the east side of Starwood Drive. A sidewalk is present on the east side of the road and lower driveway boulevard parking between the curb and sidewalk is currently prohibited. Currently, three-hour parking is permitted on Starwood Drive.

COMMENTS: To determine the level of support for lower driveway boulevard parking between the curb and sidewalk, a parking questionnaire was distributed to the residents of Starwood Drive.

Sixteen (16) questionnaires were delivered and 12 (75%) were returned; 12 (100%) supported the implementation of lower driveway boulevard parking and 0 (0%) were opposed. Since greater than 66% of the total respondents support lower driveway boulevard parking, the

5a

Transportation and Works Department recommends implementing lower driveway boulevard parking between the curb and sidewalk, at anytime, on the east side of Starwood Drive.

The Ward Councillor supports the proposal for lower driveway boulevard parking. The existing three-hour on-street parking will be maintained.

FINANCIAL IMPACT: Costs for the sign installations can be accommodated in the 2015 Current Budget.

CONCLUSION: Based on the results of the questionnaire, the Transportation and Works Department supports lower driveway boulevard parking between the curb and sidewalk, at anytime, on the east side of Starwood Drive.

ATTACHMENTS: Appendix 1: Location Map: Lower Driveway Boulevard Parking - Starwood Drive (Ward 5)

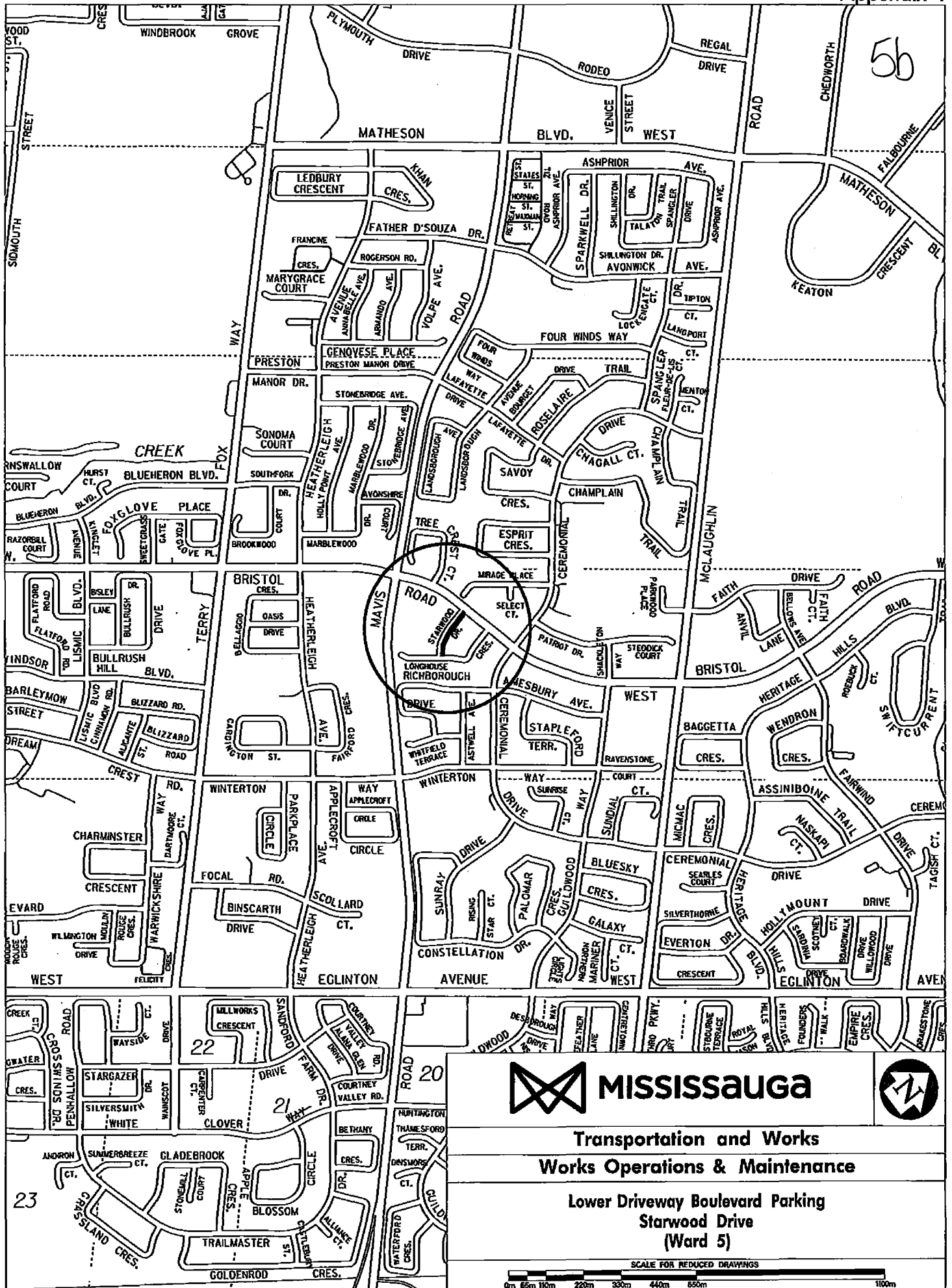


Martin Powell, P. Eng.

Commissioner of Transportation and Works

Prepared By: Alex Liya, Traffic Operations Technician

5b





Corporate Report

Clerk's Files

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MG.23.REP

6

DATE: February 19, 2015

General Committee

MAR 25 2015

TO: Chair and Members of General Committee
Meeting Date: March 25, 2015

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

SUBJECT: Industrial On-Street Permit Parking Expansion – Brunel Road
(Ward 5)

- RECOMMENDATION:**
1. That a by-law be enacted to amend By-law 555-2000, as amended, to implement on-street permit parking anytime on the north side of Brunel Road between a point 260 metres (853 feet) east of Whittle Road to a point 90 metres (295 feet) easterly thereof.
 2. That a by-law be enacted to amend By-law 555-2000, as amended, to implement on-street permit parking anytime on the south side of Brunel Road between a point 295 metres (968 feet) east of Whittle Road to a point 60 metres (197 feet) easterly thereof.

BACKGROUND: In 2012, City Council adopted a recommendation to implement an Industrial On-Street Permit Parking Pilot Program. In collaborating with the participating companies, we have determined that the option of extended on-street permit parking has been of value to these companies who have limited on-site extended parking availability.

As a result, the program has been extended until the Parking Master Plan and Implementation Strategy (PMPIS) is completed. The PMPIS will provide a coordinated approach for the implementation of parking policy, rates and operations across the City.

COMMENTS:

Denso Sales Canada Inc. is located at 195 Brunel Road. Over the last several years the company has expanded and as a result are lacking on-site parking for their guests and staff. Although outside the Airport Corporate Centre, the need for extended on-street parking meets the requirement of the program. Denso has submitted a request to provide extended on-street parking for up to 20 vehicles.

A site inspection has revealed that vehicle parking can be accommodated on both sides of Brunel Road, while maintaining two-way traffic, and intersection and driveway prohibitions.

The Transportation and Works Department supports implementing Industrial On-Street Permit Parking on the north and south sides of Brunel Road adjacent to 195 Brunel Road.

The local Councillor supports this change in parking.

FINANCIAL IMPACT:

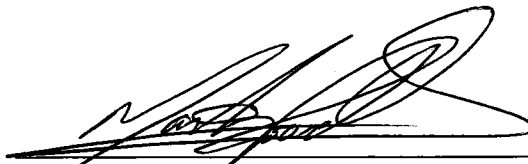
The financial impact of providing industrial on-street permit program on Brunel Road for 10 vehicles in 2015 will result in additional annual net revenue of \$2,000 in 2015. The costs for additional sign installations can be accommodated in the 2015 Current Budget.

CONCLUSION:

The Transportation and Works Department supports implementing Industrial On-Street Permit Parking on Shuttle Drive between Explorer Drive and Matheson Boulevard East.

ATTACHMENTS:

Appendix 1: Location Map: Brunel Road



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

*Prepared By: Tomasz Brzeziak, Parking Coordinator
Works, Operations and Maintenance*



MISSISSAUGA



**Transportation and Works
Works Operations & Maintenance**

**Industrial On-street Permit Parking - Brunel Road
(Ward 5)**

SCALE FOR REDUCED DRAWINGS
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Corporate Report

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MG.23.REP

7

DATE: February 19, 2015

TO: Chair and Members of General Committee
Meeting Date: March 25, 2015

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

SUBJECT: **Industrial On-Street Permit Parking Expansion – Shuttle Drive
(Ward 5)**

General Committee

MAR 25 2015

RECOMMENDATION: That a by-law be enacted to amend By-law 555-2000, as amended, to implement on-street permit parking anytime on both sides of Shuttle Drive between Explorer Drive and Matheson Boulevard East.

BACKGROUND: In 2012, City Council adopted a recommendation to implement an Industrial On-Street Permit Parking Pilot Program. In collaborating with the participating companies, we have determined that the option of extended on-street permit parking has been of value to these companies who have limited on-site extended parking availability.

As a result, the program has been extended until the Parking Master Plan and Implementation Strategy (PMPIS) is completed. The PMPIS will provide a coordinated approach for the implementation of parking policy, rates and operations across the City.

COMMENTS: Polaris Realty (Canada) Inc. is located at 2700 Matheson Boulevard East, and this spring they will be constructing a third parking deck. During construction, they will need to displace approximately 200 vehicles currently parking in their garage.

7a

They have numerous properties in the area, and they plan to displace most of the parking to these properties while shuttling employees over.

The Transportation and Works Department received a request to allow extended on-street permit parking on Shuttle Drive to accommodate 55 vehicles. A site inspection has revealed that vehicle parking can be accommodated on both sides of Shuttle Drive, while maintaining two-way traffic, and intersection and driveway prohibitions.

The Transportation and Works Department supports implementing Industrial On-Street Permit Parking on Shuttle Drive between Explorer Drive and Matheson Boulevard East.

The local Councillor supports this change in parking.

FINANCIAL IMPACT: The financial impact of providing industrial on-street permit program on Shuttle Drive between April and October will result in additional annual net revenue of \$9,625 in 2015. The costs for additional sign installations can be accommodated in the 2015 Current Budget.

CONCLUSION: The Transportation and Works Department supports implementing Industrial On-Street Permit Parking on Shuttle Drive between Explorer Drive and Matheson Boulevard East.

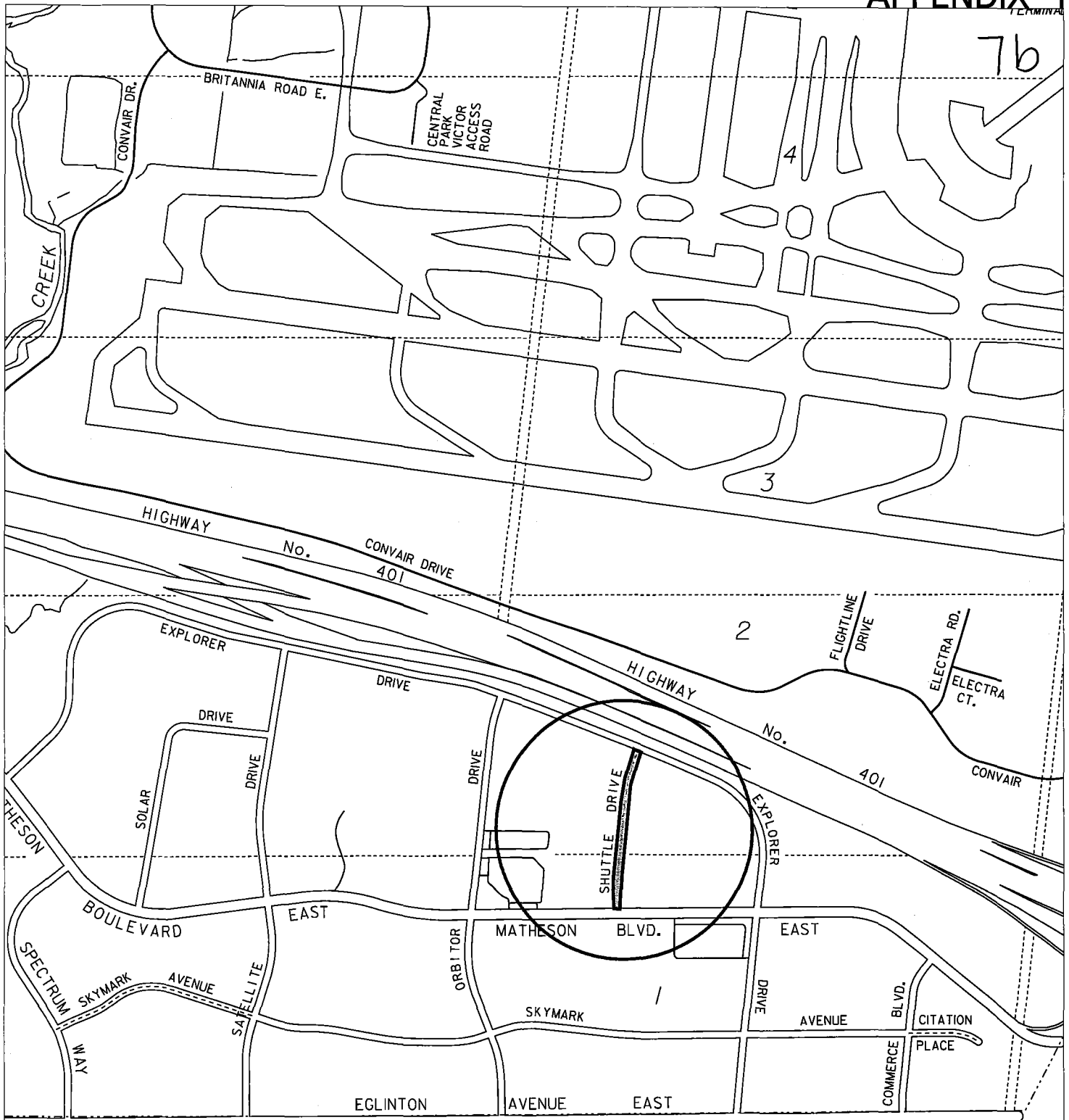
ATTACHMENTS: Appendix 1: Location Map: Shuttle Drive



Martin Powell, P. Eng.

Commissioner of Transportation and Works

*Prepared By: Tomasz Brzeziak, Parking Coordinator
Works, Operations and Maintenance*



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Transportation and Works

Works Operations & Maintenance

**Industrial On-street Permit Parking - Shuttle Drive
(Ward 5)**

SCALE FOR REDUCED DRAWINGS





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MG.23.REP
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8

DATE: March 5, 2015

TO: Chair and Members of General Committee
Meeting Date: March 25, 2015

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

SUBJECT: **Temporary Road Closures:**
Stavebank Road at the GO Transit Railway Crossing
(between Rosemere Road and Park Street East),
Clarkson Road at the GO Transit Railway Crossing
(between Balsam Avenue and Fellen Place),
Ogden Avenue at the GO Transit Railway Crossing
(between Fourth Street and Gardner Avenue).
(Wards 1 and 2)

General Committee

MAR 25 2015

RECOMMENDATION: That a by-law be enacted to implement the following temporary road closures necessary for GO Transit to complete the removal and replacement of track material and reconstruction of the railway crossings at:

1. Stavebank Road - commencing at 8:00 p.m. on Thursday, April 2, 2015 and ending at 5:00 a.m. on Monday, April 6, 2015, followed by a secondary closure commencing at 8:00 p.m. on Friday, May 15, 2015 and ending at 5:00 a.m. on Tuesday, May 19, 2015.
2. Clarkson Road - commencing at 8:00 p.m. on Friday, April 24, 2015 and ending at 5:00 a.m. on Monday, April 27, 2015.
3. Ogden Avenue - commencing at 8:00 p.m. on Friday, June 19, 2015 and ending at 5:00 a.m. on Monday, June 22, 2015.

8a

BACKGROUND:

The Transportation and Works Department is in receipt of a request from GO Transit to temporarily close Stavebank Road, Clarkson Road and Ogden Avenue at the GO Transit railway crossings in order to facilitate the removal and replacement of track material and resurfacing of the asphalt pavement at the crossings and crossing approaches.

COMMENTS:

The GO Transit railway crossings on Stavebank Road, Clarkson Road and Ogden Avenue are in need of repair. In order to complete the construction safely and expediently, it is necessary to close the above roadways.

The work at the crossings will consist of the removal and replacement of track material and resurfacing of the asphalt pavement at the crossings and crossing approaches.

In an effort to minimize the inconvenience to local businesses and residents, the closures were scheduled to occur on weekends. Please note that some overnight work is scheduled at all three locations. As all the overnight construction activities will occur within the GO Transit railway right-of-way, which is under federal jurisdiction, it is not subject to the municipal Noise Control By-law 360-79 provisions. Consequently, the exemption to the above is not required in this particular case.

Nonetheless, staff will work with GO Transit to ensure the general public is notified well in advance of the anticipated construction activities through appropriate signage and a communication plan.

If approved, GO Transit will supply and install the appropriate advanced road closure and notification signage. GO Transit will also arrange to notify area residents of the temporary road closure, overnight work, and provide a project description in writing prior to commencing work.

The Transportation and Works Department will notify all emergency services, 311 Customer Service Centre, Student Transportation, and Mississauga Transit.

Ward Councillors have been made aware of the temporary road closures.


FINANCIAL IMPACT: Not Applicable.

CONCLUSION: In recognition of the need to complete the removal and replacement of track material and reconstruction of the railway crossings at Stavebank Road, Clarkson Road and Ogden Avenue, the Transportation and Works Department supports the following temporary road closures:

1. Stavebank Road - commencing at 8:00 p.m. on Thursday, April 2, 2015 and ending at 5:00 a.m. on Monday, April 6, 2015, followed by a secondary closure commencing at 8:00 p.m. on Friday, May 15, 2015 and ending at 5:00 a.m. on Tuesday, May 19, 2015.
2. Clarkson Road - commencing at 8:00 p.m. on Friday, April 24, 2015 and ending at 5:00 a.m. on Monday, April 27, 2015.
3. Ogden Avenue - commencing at 8:00 p.m. on Friday, June 19, 2015 and ending at 5:00 a.m. on Monday, June 22, 2015.

ATTACHMENTS:

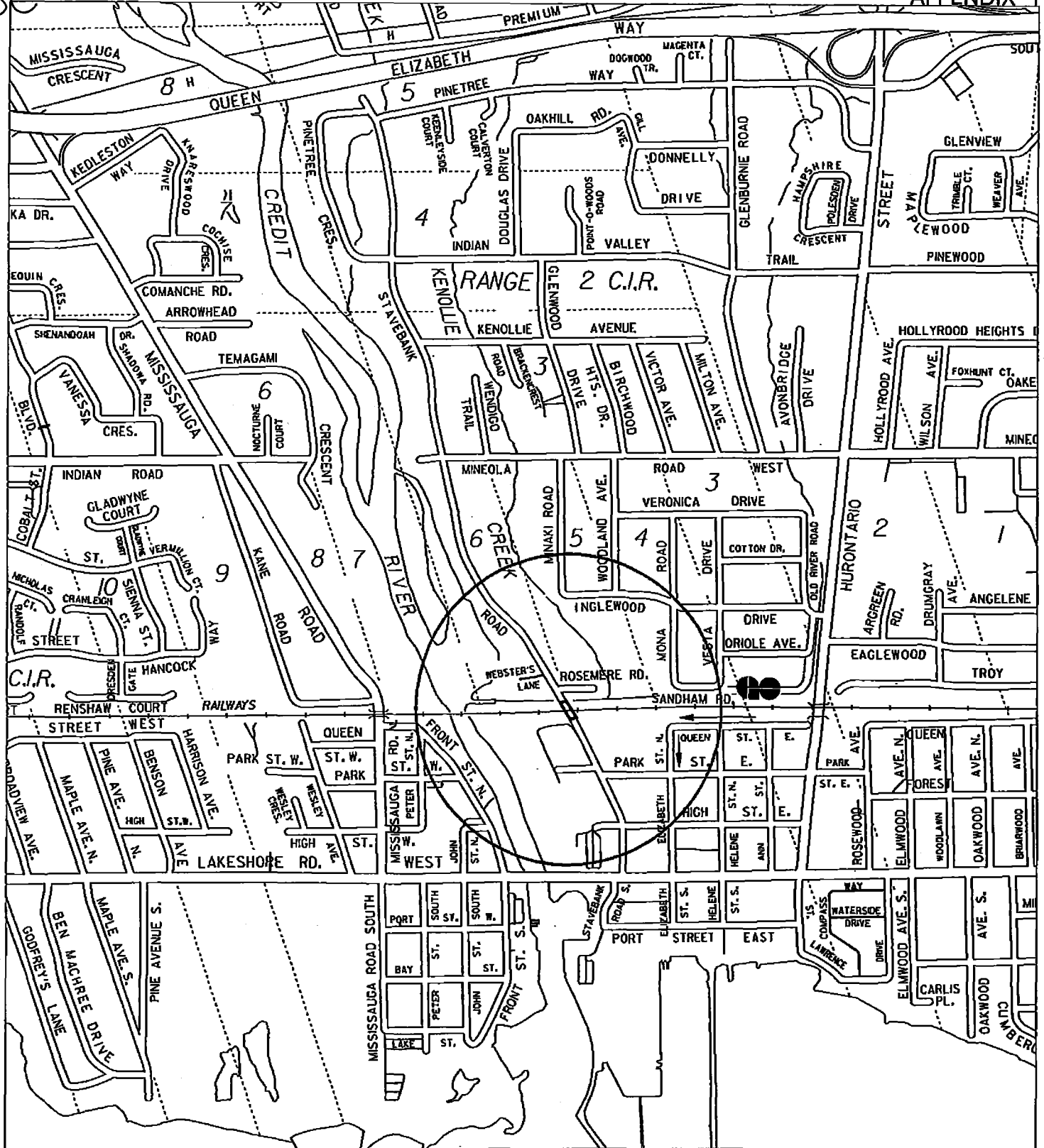
- Appendix 1: Location Map: Temporary Road Closure
Stavebank Road at GO Transit Railway Crossing
(Ward 1)
- Appendix 2: Location Map: Temporary Road Closure
Clarkson Road at Go Transit Railway Crossing
(Ward 2)
- Appendix 3: Location Map: Temporary Road Closure
Ogden Avenue at Go Transit Railway Crossing
(Ward 1)



Martin Powell, P. Eng.

Commissioner of Transportation and Works

Prepared By: Darek Koziol, Traffic Operations Technologist



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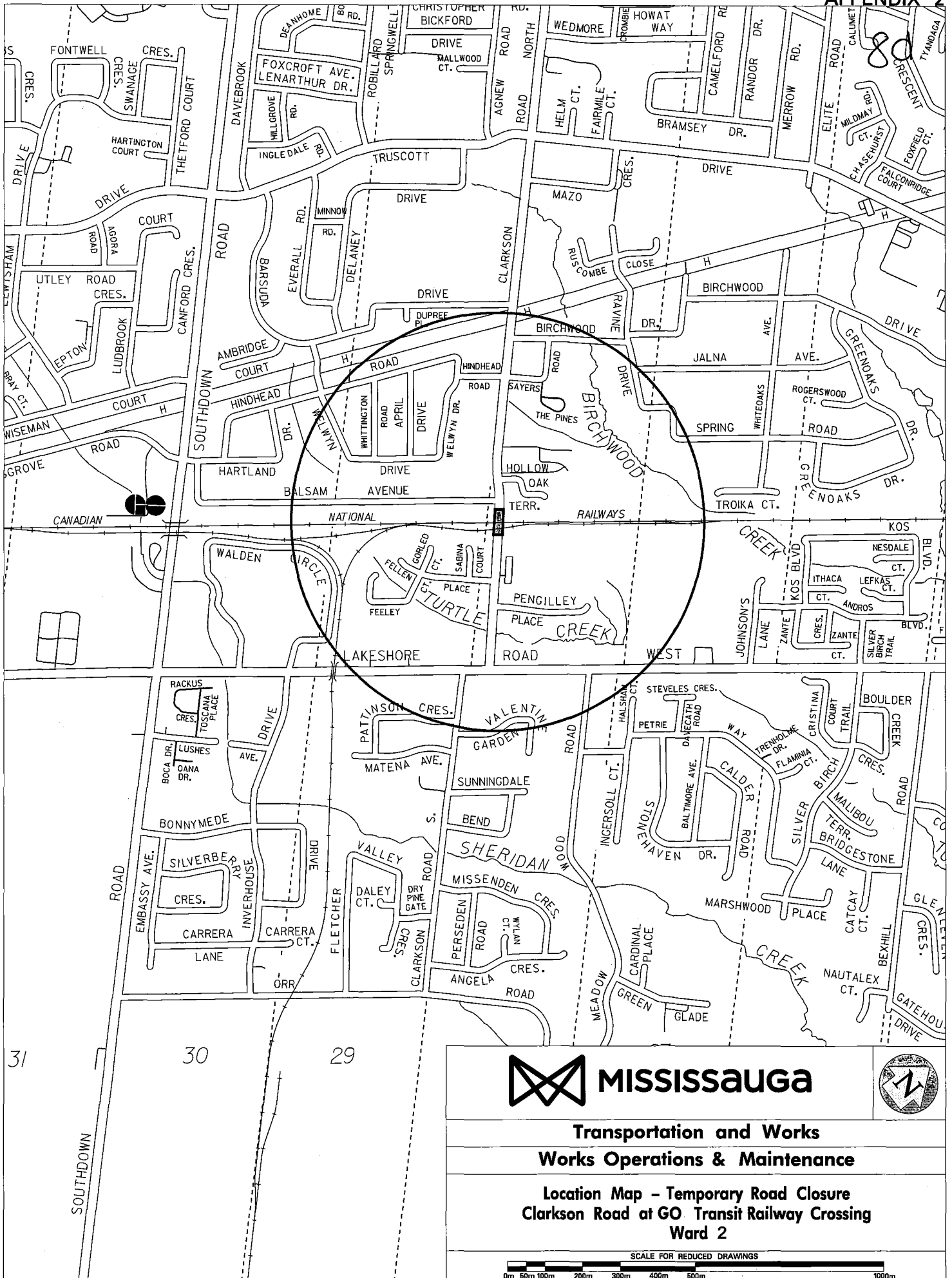
Transportation and Works

Works Operations & Maintenance

**Location Map - Temporary Road Closure
Stavebank Road at GO Transit Railway Crossing
Ward 1**

SCALE FOR REDUCED DRAWINGS

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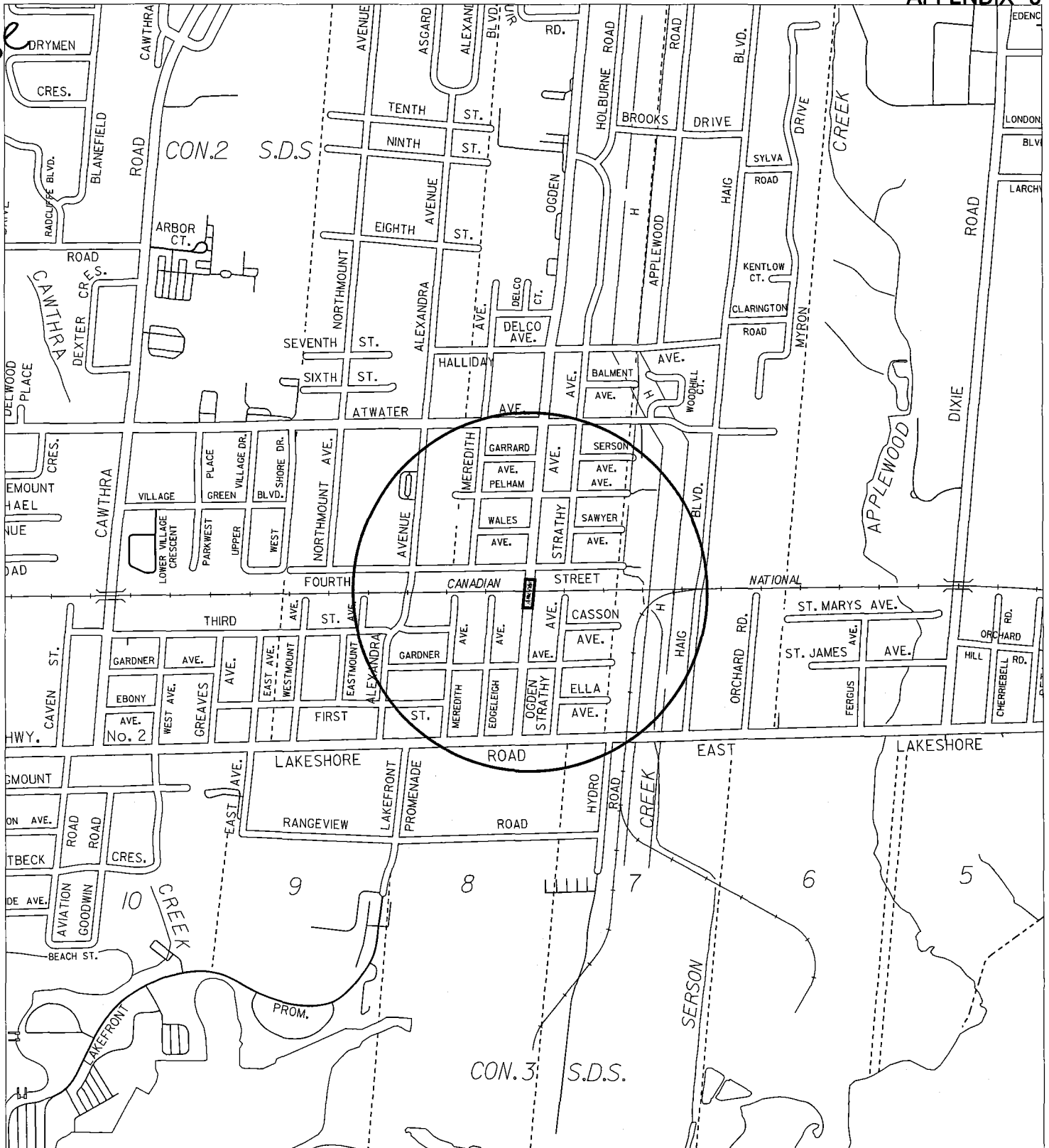
Transportation and Works

Works Operations & Maintenance

**Location Map - Temporary Road Closure
Clarkson Road at GO Transit Railway Crossing
Ward 2**

SCALE FOR REDUCED DRAWINGS

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Transportation and Works

Works Operations & Maintenance

**Location Map - Temporary Road Closure
Ogden Avenue at GO Transit Railway Crossing
Ward 1**

SCALE FOR REDUCED DRAWINGS

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RT.10.Z38W

9

DATE: February 27, 2015

TO: Chair and Members of General Committee
Meeting Date: March 25, 2015

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

SUBJECT: **Intermittent Road Closures:**
Church Street between Main Street and Ontario Street East,
Water Street between Queen Street South and Church Street,
Wyndham Street between Mill Street and northerly limits.
(Ward 11)

General Committee

MAR 25 2015

RECOMMENDATION: That a by-law be enacted to allow for intermittent road closures necessary for the Regional Municipality of Peel (Region of Peel) to complete the replacement of a water main and sanitary sewer, commencing at 7:00 a.m. on Thursday, April 2, 2015, and ending at 7:00 p.m. on Friday, October 2, 2015, along the following roadways:

1. Church Street between Main Street and Ontario Street East.
2. Water Street between Queen Street South and Church Street.
3. Wyndham Street between Mill Street and northerly limits.

BACKGROUND: The Region of Peel intends to proceed with the replacement of parts of Streetsvilles' aging infrastructure. This assignment will involve water main, sanitary sewer main and service replacements.

COMMENTS:

The required works involve water main realignments within the right-of-way, sewer replacements along the centreline of various roads and service replacements encompassing road crossings. The right-of-way of the above mentioned roadways is narrow and consists of only one traffic lane per direction. The work requires the use of various heavy vehicles and equipment that will occupy most of the right-of-way and therefore intermittent road closures are inevitable.

As these road closures are essentially impossible to accurately schedule in advance, the Region of Peel is requesting the City to consider and approve the proposed intermittent road closures for the duration of the entire contract.

Upon approval, the Region of Peel will notify all affected residents and will supply and install the appropriate closure and detour signage, barricades and advance road closure information signs to notify the public of the closures.

The Transportation and Works Department will notify all emergency services, 311 Customer Service Centre, student transportation, and Mississauga Transit.

The area Ward Councillor has been made aware of the anticipated intermittent road closures.

FINANCIAL IMPACT: Not Applicable.

CONCLUSION:

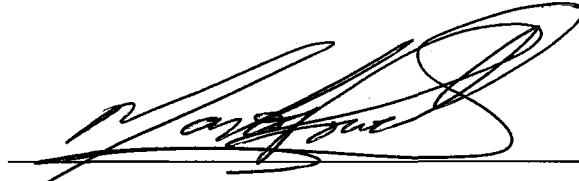
In recognition of the need to complete the replacement of water main and sanitary sewer, the Transportation and Works Department supports the intermittent road closures, commencing at 7:00 a.m. on Thursday, April 2, 2015, and ending at 7:00 p.m. on Friday, October 2, 2015, along the following roadways:

1. Church Street between Main Street and Ontario Street East.
2. Water Street between Queen Street South and Church Street.
3. Wyndham Street between Mill Street and northerly limits.

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ATTACHMENTS:

Appendix 1: Location Map: Intermittent Road Closures
Church Street, Water Street and Wyndham Streets
(Ward 11)

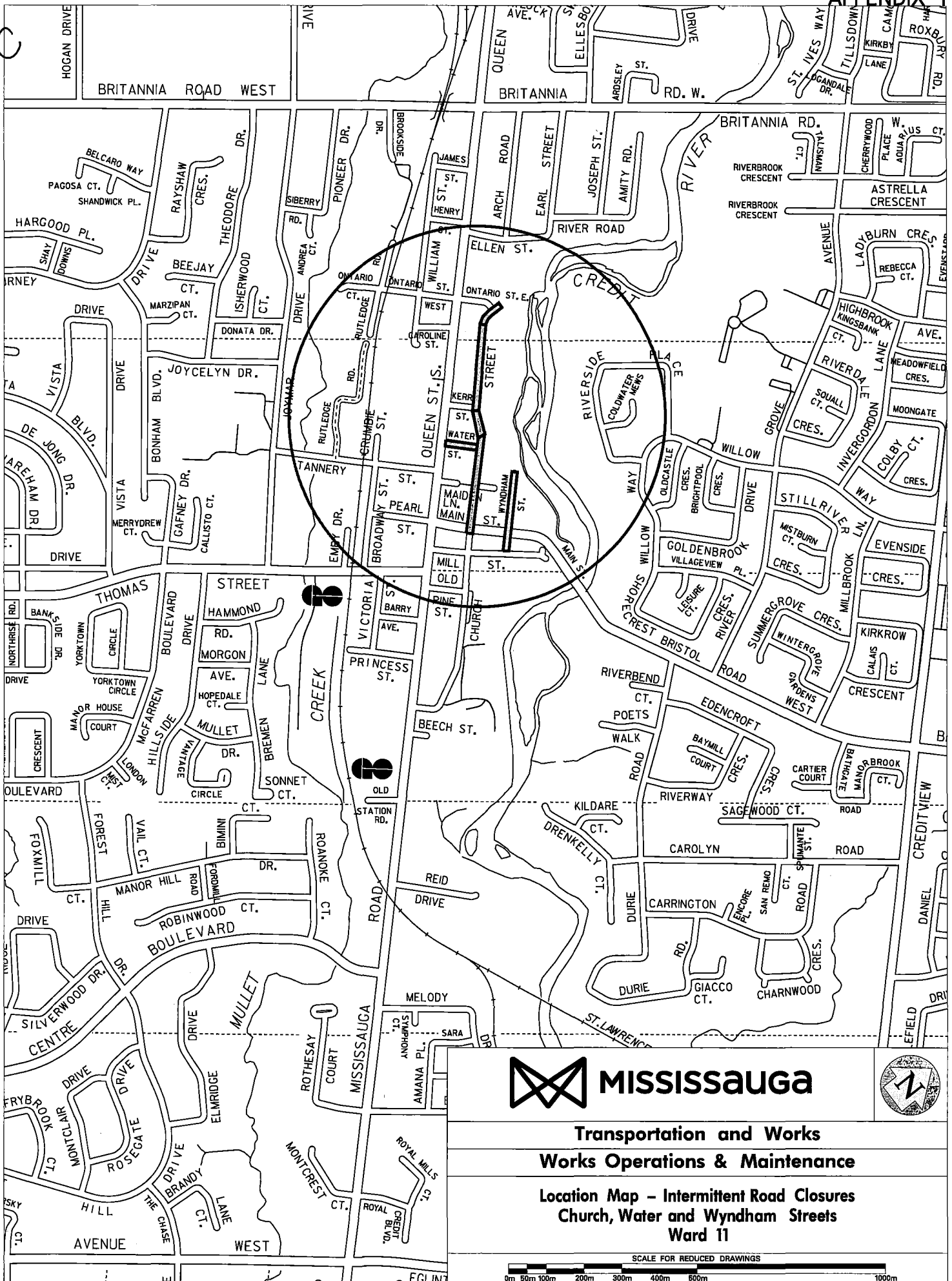
A handwritten signature in black ink, appearing to read 'Martin Powell', is written over a horizontal line.

Martin Powell, P. Eng.

Commissioner of Transportation and Works

Prepared By: Darek Koziol, Traffic Operations Technologist

ac





Corporate Report

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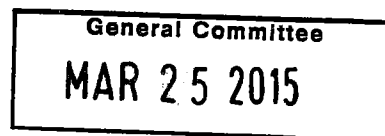
10

DATE: March 11, 2015

TO: Chair and Members of General Committee
Meeting Date: March 25, 2015

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

SUBJECT: Noise Exemption Request by Michels Canada Co. under the Noise
Control By-law 360-79, as amended, Wards 5, 9 and 11



RECOMMENDATION: That the request for an exemption from Section 4, Schedule 2, Column 1, Subsection 5 of the Noise Control By-law 360-79, as amended, to permit the operation of construction equipment for the installation by Michels Canada Co. of Enbridge Gas Distribution's new natural gas pipeline, located within the Infrastructure Ontario utility corridor between Highway 407 to the West and Highway 401 to the East, between 7:00 p.m. and 7:00 a.m., Monday to Saturday and on Sundays, only for any major unforeseen emergencies, between May 1, 2015 and May 1, 2016, be approved, as outlined in the report from the Commissioner of Transportation and Works, dated March 11, 2015 entitled "Noise Exemption Request by Michels Canada Co. under the Noise Control By-law 360-79, as amended, Wards 5, 9 and 11".

BACKGROUND: On March 5, 2015, staff from Compliance and Licensing Enforcement received a letter dated March 4, 2015 (Appendix 1) from Michels Canada Co., advising that they had been retained by Enbridge Gas Distribution to install a new natural gas pipeline in the Greater Toronto Area (GTA), including a section within the City of Mississauga. The GTA project is approximately 50 kilometres (3.1 miles) of new large diameter pipe that will upgrade the natural gas

distribution system in the GTA. Their letter advises that they will be installing approximately 2,450 metres (8,038 feet) of new 107 cm (42 inches) diameter natural gas pipeline within the City. The new pipe will be installed using a conventional trenching construction method.

They further advise that the noise emitted will be likened to that on any typical pipeline construction project including, but not limited to, back up alarm, generator vibration/noise, moving equipment, etc. Activities producing noise will include pile hammering, trenching, sand blasting, automated welding, water pumping, air compressor and various pieces of equipment and personnel.

Further, they advise that the exemption request is for the period from May 1, 2015 to May 1, 2016 to account for any major unforeseen emergencies and will only be used for contingency purposes as construction will generally take place between 7:00 a.m. and 7:00 p.m., Monday to Saturday, in accordance with the Noise Control By-law 360-79, as amended. No work will take place on statutory holidays.

COMMENTS:

Compliance and Licensing Enforcement staff have reviewed the exemption request and the applicable provisions under the Noise Control By-law 360-79, as amended. The exemption request is before General Committee as the time period of one year exceeds the maximum six-month time period permitted in the by-law. The by-law prohibits the proposed noise that would be emanating from the construction work, if audible at a point of reception within a residential area as follows:

- between the hours of 7:00 p.m. to 7:00 a.m., Monday to Saturday; and,
- All day Sundays and statutory holidays.

The applicant's exemption letter also states that noise management is an extremely important consideration to them, as well as their employer Enbridge Gas Distribution, and it is their desire to minimize inconvenience to residents and businesses located in proximity to the construction area. In this regard, they further advise that general

construction notices are being delivered in March 2015, informing of the commencement of construction and notification will have also been provided to the affected area Ward Councillors. In addition, should the exemption be granted, further notifications will be undertaken by the applicant in April 2015.

Compliance and Licensing Enforcement staff recommend that the exemption be granted, as it will only be used for contingency purposes to address any major unforeseen emergencies.

FINANCIAL IMPACT: Not Applicable.

CONCLUSION: This report responds to the request received by Compliance and Licensing Enforcement staff from Michels Canada Co. for a one year noise exemption under the Noise Control By-law 360-79, as amended, for the construction work related to the installation of the Enbridge Gas Distribution natural gas pipeline.

ATTACHMENTS: Appendix 1: Documentation dated March 4, 2015 from Michels Canada Co.



Martin Powell, P. Eng.

Commissioner of Transportation and Works

*Prepared By: Douglas Meehan, Manager, Compliance and
Licensing Enforcement*



APPENDIX 1

March 4, 2015

City of Mississauga
Transportation and Works Department
Compliance and Licensing Enforcement
300 City Centre Drive
Mississauga, ON
L5B 3C1

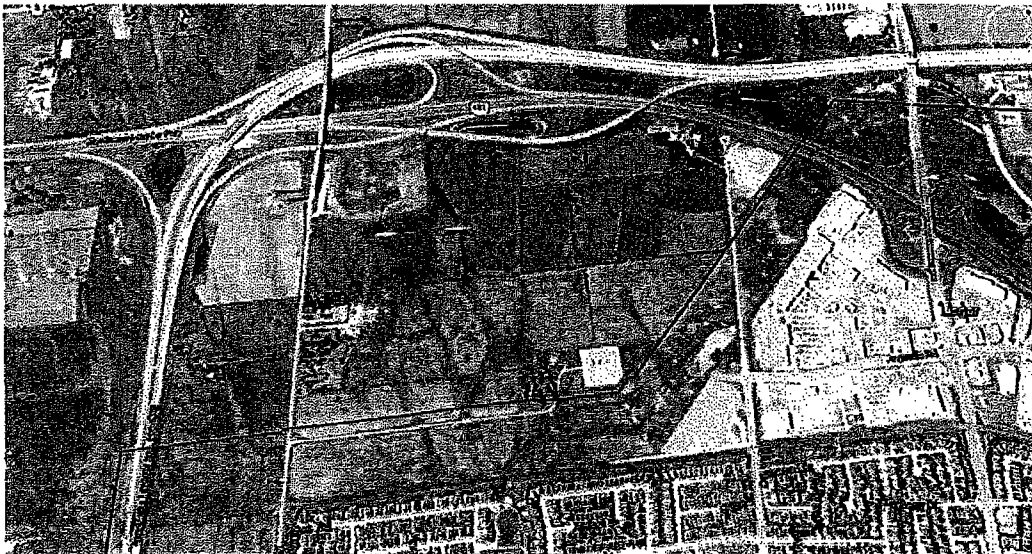
Attn: Doug Meehan

Dear Mr. Meehan:

RE: Application for Noise By-Law Exemption in the City of Mississauga

Michels Canada Co. (Michels) has been contracted by Enbridge Gas Distribution to install new natural gas pipeline in the Greater Toronto Area, including a section within the limits of the City of Mississauga. Enbridge received approval from the Ontario Energy Board to proceed with the GTA Project on January 30, 2014. The GTA project is approximately 50 km of new large diameter pipe that will upgrade the natural gas distribution system in the GTA that serves Brampton, Mississauga, Vaughan, Richmond Hill, Markham and Toronto.

As a component of this upgrade, Enbridge will be installing new natural gas pipeline in the City of Mississauga.





10d

The following information is submitted in support of the above:

Location of Activity:

The new natural gas pipeline will be installed within the Infrastructure Ontario utility corridor between Highway 407 to the west and Highway 401 to the east. The alignment will cross Ninth Line and Tenth Line.

Name / Address of Applicant:

Michels Canada Co.
1102-16 Avenue
Nisku, AB
T9E0A9

Attn: Darel Malcolmson

Type of Activity:

Michels will be installing approximately 2450 metres of new 42 inch diameter natural gas pipeline within the City of Mississauga. The new pipe will be installed using a conventional trenching construction method (open-cut).

Dates / Duration of Activity:

The Noise By-law exemption requested is for the period between May 1, 2015 and May 1, 2016.

Time / Duration of Activity:

Construction will generally take place between 7:00 A.M. and 7:00 P.M., Monday through Saturday in accordance with Noise Control By-law 360-79. Michels is seeking a Noise By-Law exemption to permit work between 7:00 P.M. and 7:00 A.M. and on Sundays. No work will take place on Statutory Holidays.

Reasons for Application:

Michels is applying for a noise exemption to account for any major unforeseen emergencies. This exception will be only used for contingency purposes.

Description of Sound / Construction Equipment to be used:

The noise emitted will be liken to that on any typical pipeline construction project including, equipment back-up alarm, light plants and generator vibration/noise, moving of equipment etc. Activities producing noise will include pile hammering, trenching, radio communication, sand blasting, ultra sound scan, automated welding, water pumping, air compressor operation, and various pieces of equipment and personnel. Vehicle movements should be arranged so as to minimize the back-up warning device. Crews are to take appropriate measures to eliminate all unnecessary noise and noise barriers will be erected if necessary.



Notification:

Noise management is an extremely important consideration to Michels and its employer Enbridge. While the construction operations will take place within a designated utility corridor, residences and businesses are located in proximity, namely to the south, between Highway 407 and Ninth Line.

It is the desire of Michels and Enbridge to minimize inconvenience to the surrounding community as a result of the pipeline installation. In consideration of the stakeholders in proximity to construction, general construction notices will have been delivered in March 2015 informing of the commencement of construction. Notification has also been provided to the municipally elected officials in Mississauga whom represent constituents that will be impacted by construction. Should a noise exemption be issued, further notifications will be undertaken by Michels in April 2015.

Supervisor of Activity:

This contract will be administered for Enbridge by Michels. The following will serve as the point of contact to address any noise complaints should they arise.

Jonathan Yu

780-699-0292

If you require any further information regarding this request, please contact the undersigned

Sincerely,

Darel Malcolmson

Construction Manager

Cc: Darel Malcolmson, Michels Canada Co.
Mark Wilson, Enbridge Gas Distribution
Mary Kantorek, Enbridge Gas Distribution

PERMIT REQUESTED BY: JONATHAN YU – 780-699-0292



Corporate Report

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MG.23.REP
RT.10.Z-39E
RT.10.Z-45W
RT.10.Z-46E

DATE: March 10, 2015

General Committee

MAR 25 2015

TO: Chair and Members of General Committee
Meeting Date: March 25, 2015

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

SUBJECT: **Proposed Exemption to Noise Control By-law 360-79,
Mississauga Road at Argentia Road, Creditview Road at Argentia
Road and Erin Mills Parkway north of Eglinton Avenue West
(Wards 9 and 11)**

RECOMMENDATION: That McNally Construction Inc. be granted an exemption from Noise By-law 360-79, as amended, to allow for extended tunnelling construction work of the existing West Trunk Sanitary System between Highway 401 and Queen Elizabeth Way (QEW) at the following locations:

- a. East side of Mississauga Road south of Argentia Road, commencing at 7:00 p.m. on Tuesday, April 7, 2015 and ending at 7:00 a.m. on Thursday, December 31, 2016.
- b. East side of Creditview Road north of Argentia Road, commencing at 7:00 p.m. on Tuesday, April 7, 2015 and ending at 7:00 a.m. on Thursday, December 31, 2016.
- c. East side of Erin Mills Parkway approximately 220 metres (721.8 feet) north of Eglinton Avenue West, commencing at 7:00 p.m. on Tuesday, September 1, 2015 and ending at 7:00 a.m. on Thursday, December 31, 2016.

BACKGROUND:

McNally-Kiewit-Aecon Partnership, on behalf of the Regional Municipality of Peel, intends to proceed with the next phase of the existing sanitary trunk sewer system expansion.

The purpose for the Noise By-law exemption is to facilitate a shaft sinking and tunnelling operation to/from the above specified locations.

COMMENTS:

McNally Construction Inc., on behalf of the Regional Municipality of Peel, has requested an exemption from Noise Control By-law 360-79, as amended to allow for a two shift tunnelling and shaft sinking operation between the shaft locations. The proposed construction hours are specified as 7:00 a.m. to 3:30 p.m. for the day shift operations following 3:30 p.m. to 12:00 a.m. (midnight) afternoon shift. Some occasional construction activities outside the specified hours may occur as the need arises.

It should also be noted that McNally-Kiewit-Aecon Partnership have been approved and currently are proceeding with tunneling works at the existing shafts located at various locations along Erin Mills Parkway.

By allowing a two shift operation and these limited overnight work activities, the duration of the project will be significantly reduced.

Prior to the commencement of construction, the Region of Peel will inform the residents directly affected of the planned construction activities.

The local Ward Councillors have been made aware of the proposed exemption from Noise Control By-law 360-79, as amended.

FINANCIAL IMPACT: Not Applicable.

CONCLUSION:

In order to minimize impacts the construction work may have on City of Mississauga residents and to reduce the duration of the project, the Transportation and Works Department supports the Noise By-law exemption to allow for extended tunnelling construction work of the existing West Trunk Sanitary System between Highway 401 and Queen

11b

Elizabeth Way (QEW) at the following locations:

- a. East side of Mississauga Road south of Argientia Road, commencing at 7:00 p.m. on Tuesday, April 7, 2015 and ending at 7:00 a.m. on Thursday, December 31, 2016.
- b. East side of Creditview Road north of Argientia Road, commencing at 7:00 p.m. on Tuesday, April 7, 2015 and ending at 7:00 a.m. on Thursday, December 31, 2016.
- c. East side of Erin Mills Parkway approximately 220 metres (721.8 feet) north of Eglinton Avenue West, commencing at 7:00 p.m. on Tuesday, September 1, 2015 and ending at 7:00 a.m. on Thursday, December 31, 2016.

ATTACHMENTS:

Appendix 1: Location Map: Noise Control By-law Exemption – Mississauga Road south of Argientia Road (Wards 9 and 11)

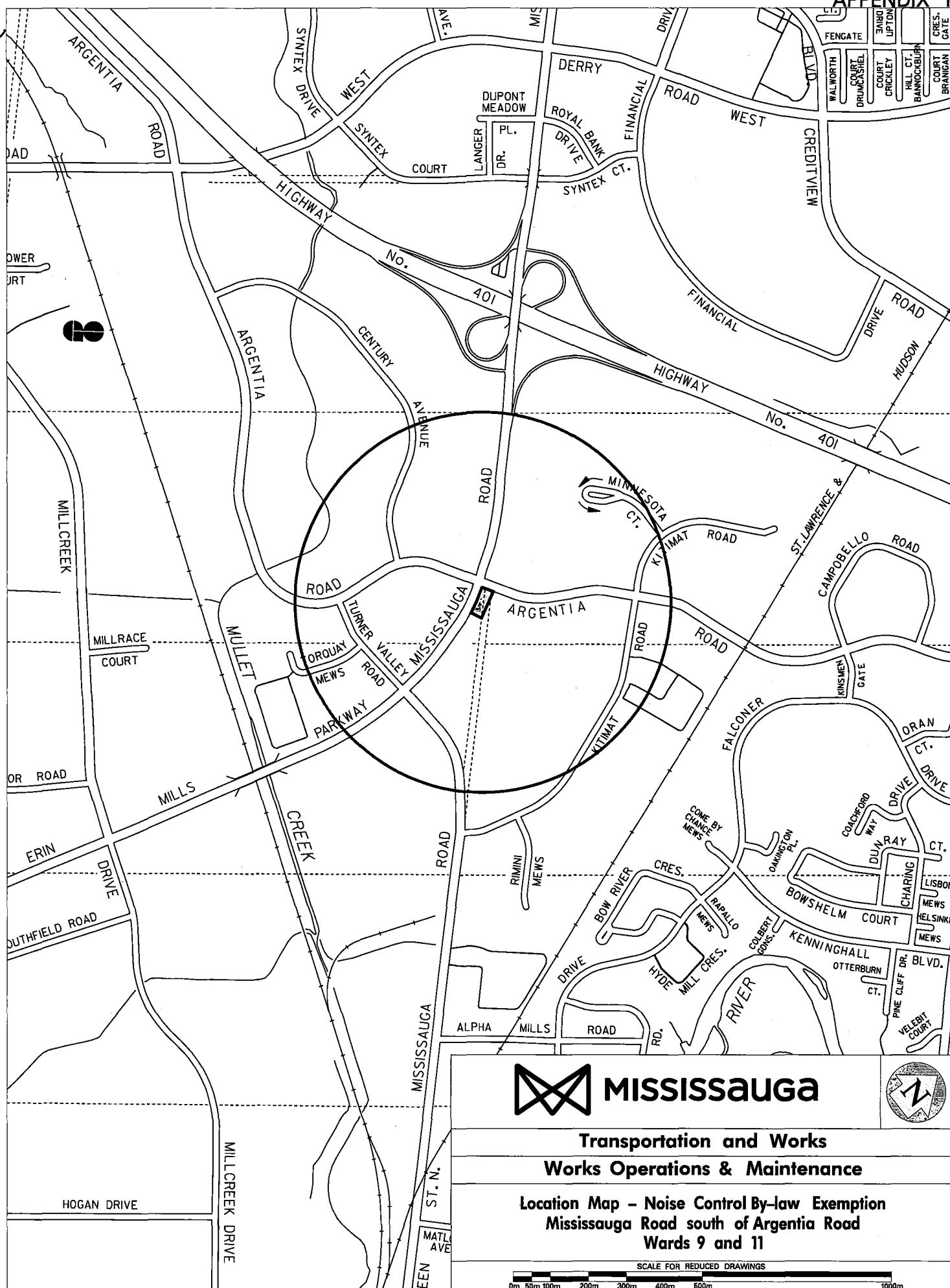
Appendix 2: Location Map: Noise Control By-law Exemption – Creditview Road north of Argientia Road (Ward 11)

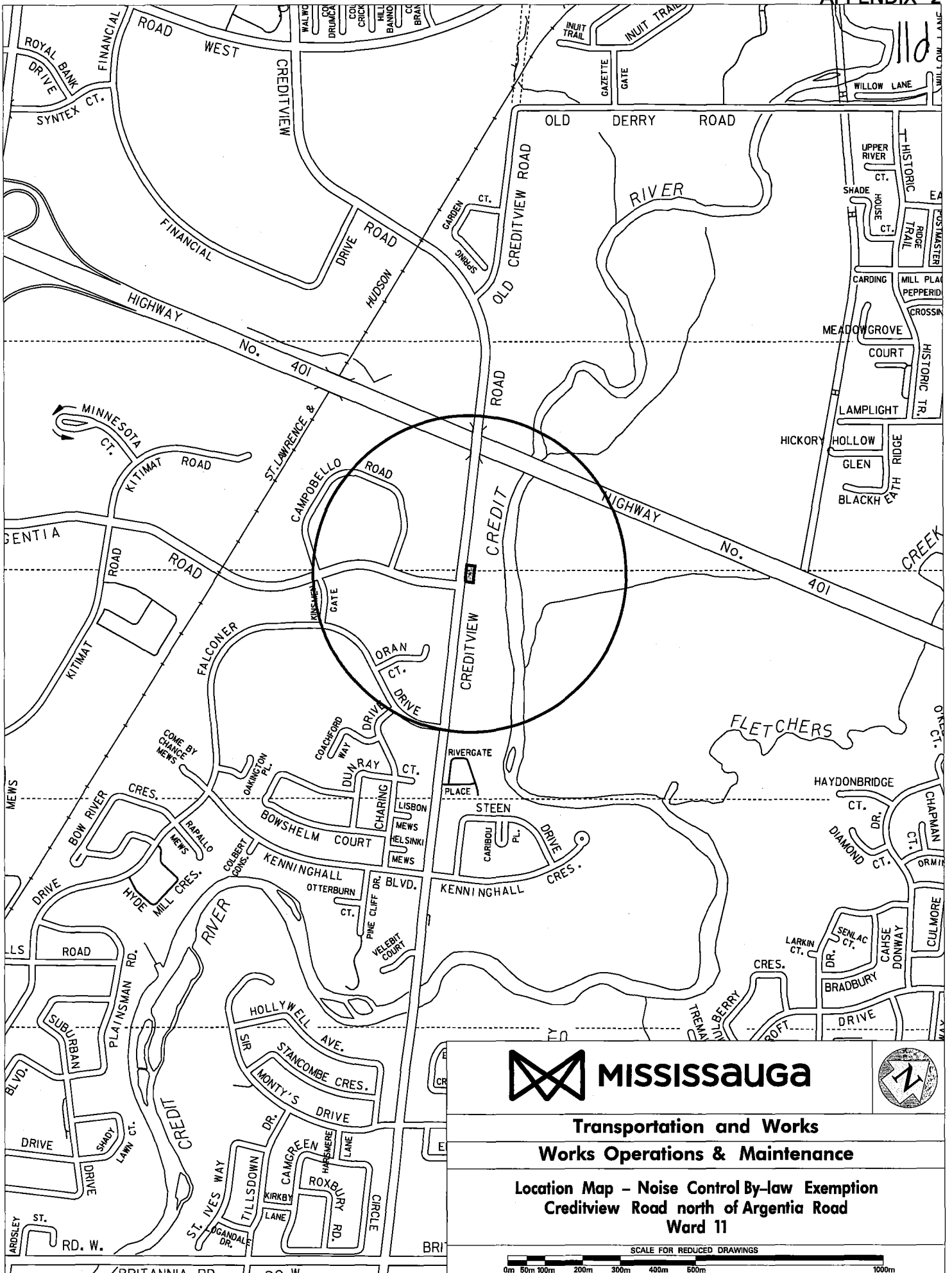
Appendix 3: Location Map: Noise Control By-law Exemption – Erin Mills Parkway north of Eglinton Avenue West (Wards 9 and 11)



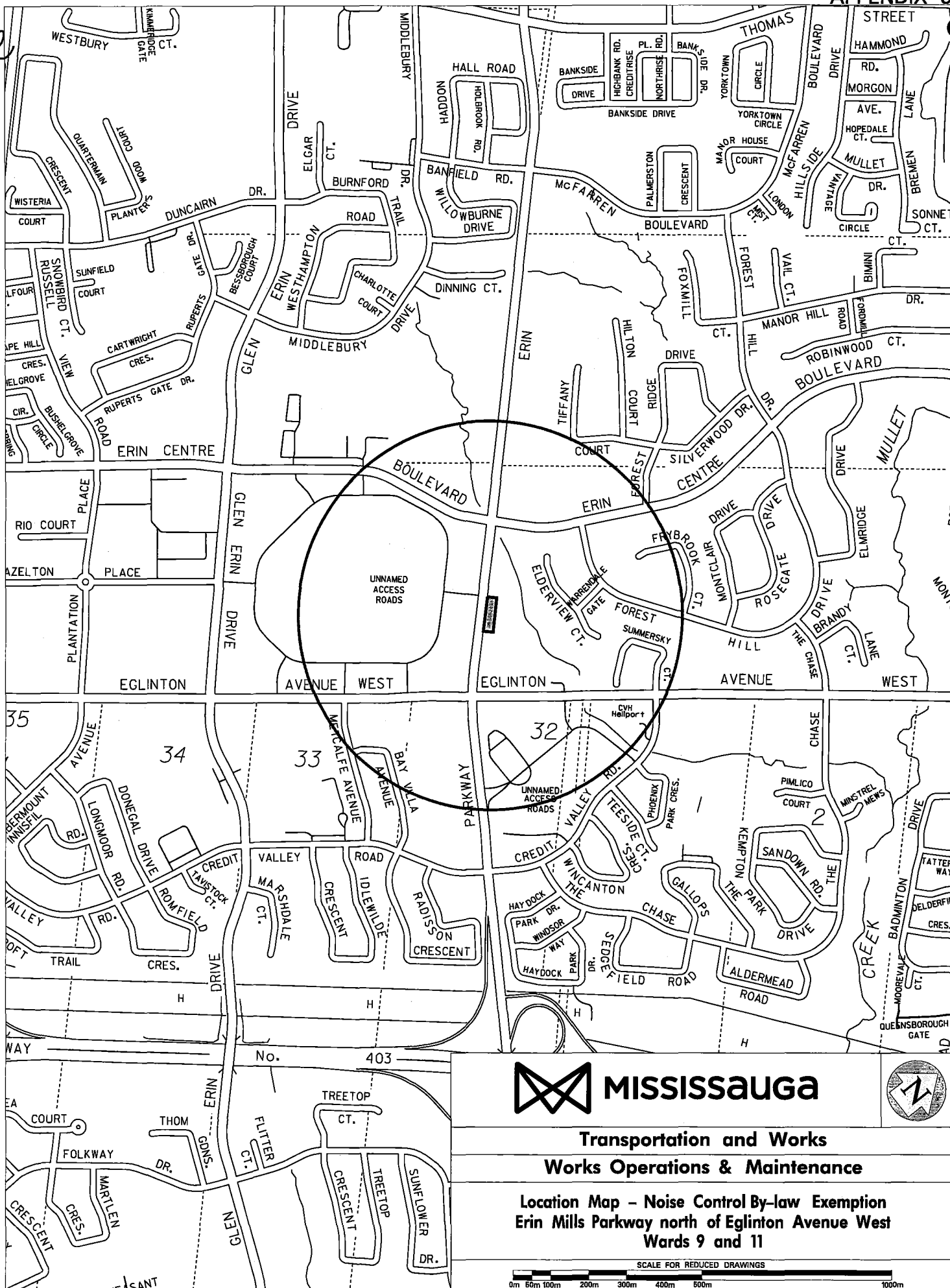
Martin Powell, P.Eng.
Commissioner of Transportation and Works

Prepared By: Darek Koziol, Traffic Operations Technologist





11e



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Transportation and Works

Works Operations & Maintenance

**Location Map - Noise Control By-law Exemption
Erin Mills Parkway north of Eglinton Avenue West
Wards 9 and 11**

SCALE FOR REDUCED DRAWINGS

0m 50m 100m 200m 300m 400m 500m 1000m



Corporate Report

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MG.23.REP

SP-13/175

12

DATE: March 11, 2015

TO: Chair and Members of General Committee
Meeting Date: March 25, 2015

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

SUBJECT: Notice Agreement Between the City of Mississauga
and Manuel Amendoeira and Jose Amendoeira
410 Atwater Avenue
Site Plan Application SP-13/175 (Ward 1)

General Committee

MAR 25 2015

RECOMMENDATION: That a by-law be enacted to authorize the Commissioner of Transportation and Works and the City Clerk to execute and affix the Corporate Seal to the Notice Agreement between Manuel Amendoeira and Jose Amendoeira and The Corporation of the City of Mississauga to the satisfaction of the City Solicitor as outlined in the Corporate Report dated March 11, 2015 from the Commissioner of the Transportation and Works Department.

BACKGROUND: Manuel Amendoeira and Jose Amendoeira are the owners of a parcel of land located at 410 Atwater Avenue, Mississauga, Ontario, L5G 2A3, described as PIN 13472-0010, Lot 157, Plan F-20, in the City of Mississauga (the 'Development Lands'). Manuel Amendoeira and Jose Amendoeira have submitted a Site Plan Application to construct a two-storey detached residential single family dwelling on the above-noted Development Lands.

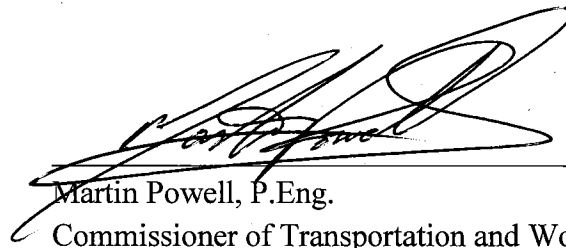
COMMENTS: The proposed development is located within the floodplain for Cooksville Creek; therefore an agreement will be required to advise the current and future owners of the Development Lands of the potential for flooding from Cooksville Creek, and to save the

City harmless from any acts, actions, damages or costs which may arise in the future as a result of the approval of the application and location of the Development Lands within the floodplain. This agreement will be registered on title.

FINANCIAL IMPACT: Not applicable.

CONCLUSION: The Notice Agreement between The Corporation of the City of Mississauga and Manuel Amendoeira and Jose Amendoeira will advise the current and future owners of the potential for flooding from Cooksville Creek, and will save the City harmless. The Notice Agreement has been approved by Legal Services.

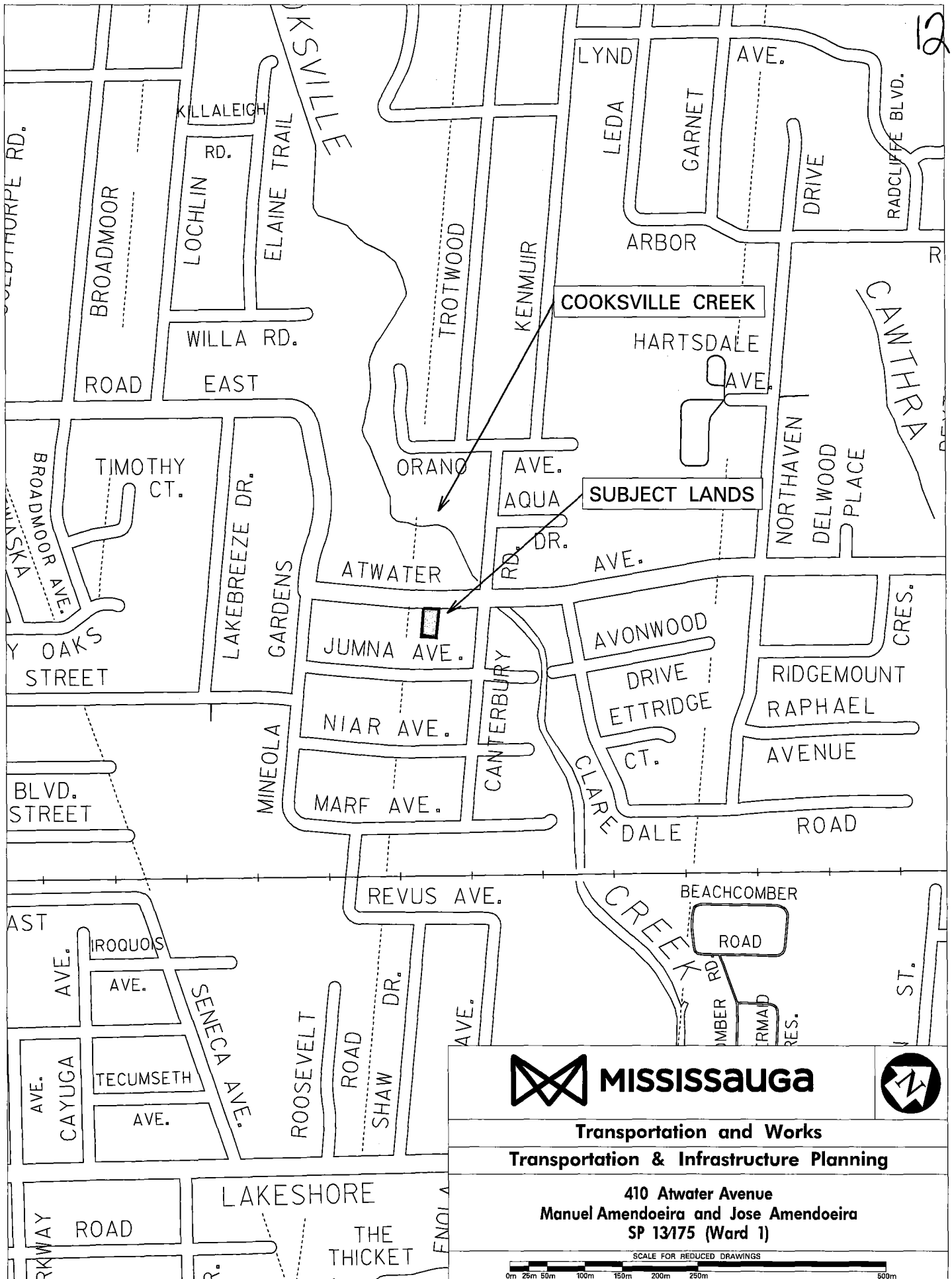
ATTACHMENTS: Appendix A – Site Location Map – 410 Atwater Avenue



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

*Prepared By: Ryan Au
Development Engineering Technician*

12b



MISSISSAUGA



**Transportation and Works
Transportation & Infrastructure Planning**

**410 Atwater Avenue
Manuel Amendoeira and Jose Amendoeira
SP 13/75 (Ward 1)**





Corporate Report

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MG.23.REP

SP-13/184

13

DATE: March 11, 2015

General Committee

MAR 25 2015

TO: Chair and Members of General Committee
Meeting Date: March 25, 2015

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

SUBJECT: **Notice Agreement Between the
City of Mississauga and The Regional Municipality of Peel
3515 Wolfedale Road
Site Plan Application SP-13/184 (Ward 6)**

RECOMMENDATION: That a by-law be enacted to authorize the Commissioner of Transportation and Works and the City Clerk to execute and affix the Corporate Seal to the Notice Agreement between The Regional Municipality of Peel and The Corporation of the City of Mississauga to the satisfaction of the City Solicitor as outlined in the Corporate Report dated March 11, 2015 from the Commissioner of the Transportation and Works Department.

BACKGROUND: The Regional Municipality of Peel are the owners of a parcel of land located at 3515 Wolfedale Road, Mississauga, Ontario, L5C 2V6, described as PIN 13366-0085, Part of Lot 21, Concession 1, North of Dundas Street, Toronto Township, designated as Parts 1 and 2 on Reference Plan 43R-17040, in the City of Mississauga (the 'Development Lands'). The Regional Municipality of Peel has submitted a Site Plan Application to permit the expansion, renovation and construction of the Public Works Facility on the above-noted Development Lands.

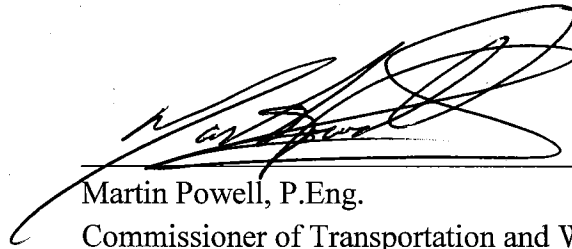
COMMENTS: The proposed development is located within the floodplain for Wolfedale Creek; therefore an agreement will be required to advise

the current and future owners of the Development Lands of the potential for flooding from the Wolfedale Creek, and to save the City harmless from any acts, actions, damages or costs which may arise in the future as a result of the approval of the application and location of the Development Lands within the floodplain. This agreement will be registered on title.

FINANCIAL IMPACT: Not applicable.

CONCLUSION: The Notice Agreement between The Corporation of the City of Mississauga and The Regional Municipality of Peel will advise the current and future owners of the potential for flooding from the Wolfedale Creek, and will save the City harmless. The Notice Agreement has been approved by Legal Services.

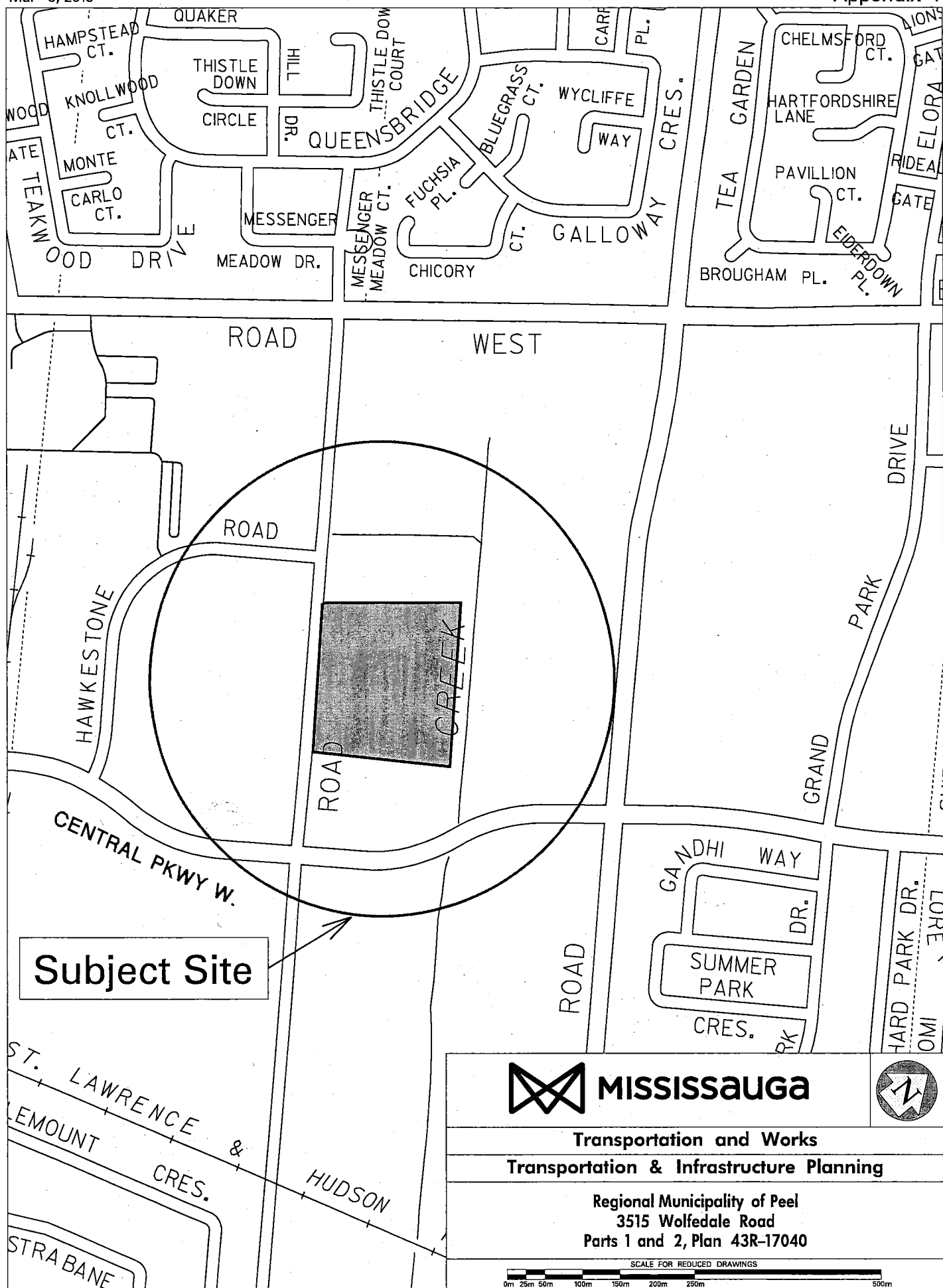
ATTACHMENTS: Appendix A – Site Location Map – 3515 Wolfedale Road



Martin Powell, P.Eng.

Commissioner of Transportation and Works

*Prepared By: John Salvino
Development Engineering Technician*





Corporate Report

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MG.23.REP
SP-13/131

14

DATE: March 18, 2015

General Committee

MAR 25 2015

TO: Chair and Members of General Committee
Meeting Date: March 25, 2015

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

SUBJECT: Notice Agreement Between the
City of Mississauga and Nezihi Gamsiz and Ann McMenemy
1125 Willow Lane
Site Plan Application SP-13/131 (Ward 11)

RECOMMENDATION: That a by-law be enacted to authorize the Commissioner of Transportation and Works and the City Clerk to execute and affix the Corporate Seal to the Notice Agreement between Nezihi Gamsiz and Ann McMenemy and The Corporation of the City of Mississauga to the satisfaction of the City Solicitor as outlined in the Corporate Report dated March 18, 2015 from the Commissioner of the Transportation and Works Department.

BACKGROUND: Nezihi Gamsiz and Ann McMenemy are the owners of a parcel of land located at 1125 Willow Lane, Mississauga, Ontario, L5W 1A1, described as PIN 14085-0249, Part of Lots 77, 78, 79, 80 and 81 and Part of Lot 87, all on Plan TOR-5 as in VS334927, in the City of Mississauga (the 'Development Lands'). Nezihi Gamsiz and Ann McMenemy have submitted a Site Plan Application to construct a detached garage and two-storey residential addition to the existing residential dwelling on the above-noted Development Lands.

COMMENTS: The proposed development is located within the floodplain for the Credit River, therefore an agreement will be required to advise the

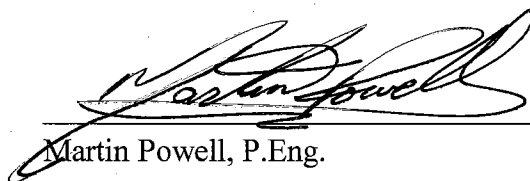
14a

current and future owners of the Development Lands of the potential for flooding from the Credit River, and to save the City harmless from any acts, actions, damages or costs which may arise in the future as a result of the approval of the application and location of the Development Lands within the floodplain. This agreement will be registered on title.

FINANCIAL IMPACT: Not applicable.

CONCLUSION: The Notice Agreement between The Corporation of the City of Mississauga and Nezihi Gamsiz and Ann McMenemy will advise the current and future owners of the potential for flooding from the Credit River, and will save the City harmless. The Notice Agreement has been approved by Legal Services.

ATTACHMENTS: Appendix A – Site Location Map – 1125 Willow Lane

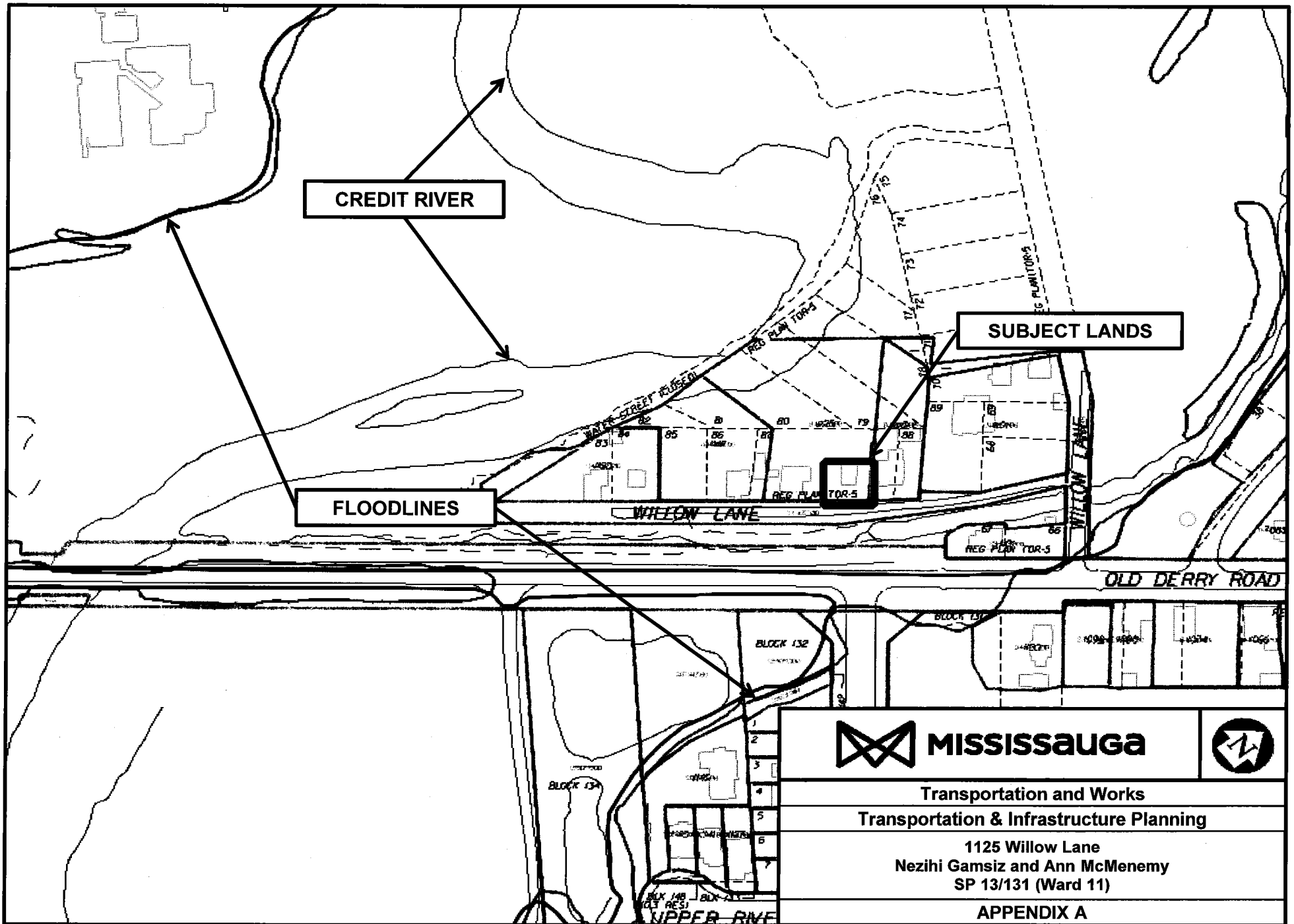
A handwritten signature in black ink, appearing to read 'Martin Powell', is written over a horizontal line.

Martin Powell, P.Eng.

Commissioner of Transportation and Works

Prepared By: Ryan Au

Development Engineering Technician





Corporate Report

Clerk's Files

Originator's Files MG.23.REP

15

DATE: March 10, 2015

General Committee

MAR 25 2015

TO: Chair and Members of General Committee
Meeting Date: March 25, 2015

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

SUBJECT: Consulting Services for the Detailed Condition Assessment for
Ten Corrugated Metal Trunk Storm Sewers
(Wards 1, 2, 3, 7)

- RECOMMENDATION:**
1. That PN 15-144 "Condition Assessment for Ten Metal Trunk Storm Sewers" be established with a gross and net budget of \$200,000; and
 2. That a by-law be enacted to fund PN 15-144 "Condition Assessment for Ten Metal Trunk Storm Sewers" with \$200,000 from the Capital Reserve Fund (Account #33121).

BACKGROUND: The "Storm Trunk Sewer Replacement – Hurontario Street to Cooksville Creek" report, dated December 3, 2014, identified that a trunk storm sewer located from Hurontario Street (south of Burnhamthorpe Road East) to Cooksville Creek, had reached the end of its design life, was in very poor condition and required replacement. At that time, staff had indicated that there were likely additional trunk storm sewers of the same age and material that would require further investigation. As a result, an additional ten locations constructed around the same timeframe have been identified.

Almost two kilometres (1.25 miles) of corrugated metal trunk storm

sewer (CMTSS) have been identified, with sizes ranging from 0.5 metres (1.6 feet) to 3.3 metres (10.8 feet) in diameter. The CMTSS were installed as early as 1961 and are located beneath several City roads as well as a number of private properties where the City maintains easements.

The CMTSS locations are listed in Appendices 1-8.

COMMENTS:

Typically CMTSS's have an expected design life of 40 years. Given that the CMTSS's identified have surpassed their design life, the need to determine renewal, rehabilitation and/or maintenance measures through a detailed assessment is required. These pipes drain large areas and should they fail, the potential damage to public and private property is great. To minimize risk and ensure that the proper renewal, rehabilitation and/or maintenance schedules are created, the assessment activities should proceed expeditiously. The estimated cost of assessing these ten CMTSS locations is \$200,000. Fifty percent of the estimated cost is for the initial assessment and plan, the remainder is to be used for emergency works including but not limited to, urgent maintenance works, additional structural assessment and design works. Staff are working expeditiously with Materiel Management and the body of work is expected to be tendered in a competitive bid process.

FINANCIAL IMPACT:

A new project (PN15-144) has been created for the detailed condition assessment of the ten CMTSS locations. The project requires \$200,000 and will be funded from the Capital Reserve Fund. Any additional capital renewal, rehabilitation and/or maintenance works identified by the consultant will be addressed in the 2016-2025 Business Plan and Budget and will be funded from the Stormwater Charge Program.

CONCLUSION:

The CMTSS's indicated in this report have reached or surpassed their design life and may require rehabilitation to prevent significant damage to public and private property as well as reduce threats to public safety. While the up-front cost of a detailed inspection may be high, the ability to proactively plan for large scale rehabilitation

measures in the future will be a benefit to the City.

ATTACHMENTS:

Appendix 1 – CMTSS Locations Requiring Detailed Condition Assessment

Appendix 2 – Trunk Storm Sewer ID# T0009

Appendix 3 – Trunk Storm Sewer ID# T0049

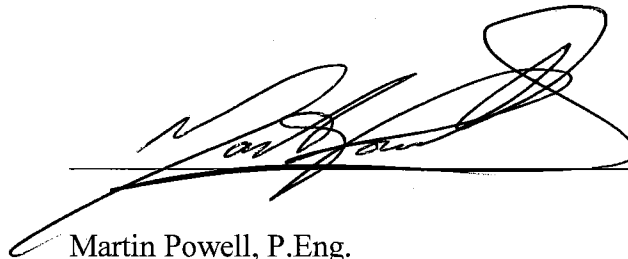
Appendix 4 – Trunk Storm Sewer ID# T0125 and T0126

Appendix 5 – Trunk Storm Sewer ID# T0021, T0127 and T0129

Appendix 6 – Trunk Storm Sewer ID# T0128

Appendix 7 – Trunk Storm Sewer ID# T0130

Appendix 8 – Trunk Storm Sewer ID# T0131

A handwritten signature in black ink, appearing to read 'Martin Powell', is written over a horizontal line.

Martin Powell, P.Eng.

Commissioner of Transportation and Works

*Prepared by: Michael Long, CET
Transportation Infrastructure Technologist*

CMTSS Locations Requiring Detailed Condition Assessment

- 15c
1. ID# T0009
Deborah Drive – Applewood Creek MTSS
Inlet: Storm Sewer West side of Deborah Drive
Outlet: Applewood Creek East side of Myron Drive
 2. ID# T0021
Shardawn Mews – Credit River Tributary MTSS
Inlet: Municipal ditch on East side of Shardawn Mews
Outlet: Credit River Tributary South side of Shardawn Mews
 3. ID# T0049
Universal Drive – Etobicoke Creek MTSS
Inlet: Storm Sewer on West side of Universal Drive
Outlet: Municipal ditch on North side of Universal Drive
 4. ID# T0125
Balsam Avenue – Turtle Creek Tributary MTSS
Inlet: Turtle Creek Tributary South side of Balsam Avenue
Outlet: Turtle Creek Tributary South side of CN tracks
 5. ID# T0126
Balsam Avenue – Turtle Creek Tributary MTSS
Inlet: Storm Sewer on South side of Balsam Ave
Outlet: Turtle Creek on South side of CN tracks
 6. ID# T0127
Queensway – The Credit River MTSS
Inlet: Storm Sewer on South side of Queensway
Outlet: The Credit River
 7. ID# T0128
Talka Court – Credit River Tributary MTSS
Inlet: Storm Sewer on South side of Talka Court
Outlet: Credit River Tributary
 8. ID# T0129
Oneida Cres – T0128 MTSS
Inlet: Storm Sewer on Oneida Cres
Outlet: Trunk Sewer East side of Shardawn Mews
 9. ID# T0130
Oneida Court – Storm water management pond MTSS
Inlet: Storm Sewer on Oneida Court
Outlet: Storm water management pond on Golf course
 10. ID# T0131
Heartwood Court – The Credit River MTSS
Inlet: Storm Sewer on Heartwood Court
Outlet: The Credit River



15e



This is not a Plan of Survey



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Transportation and Works
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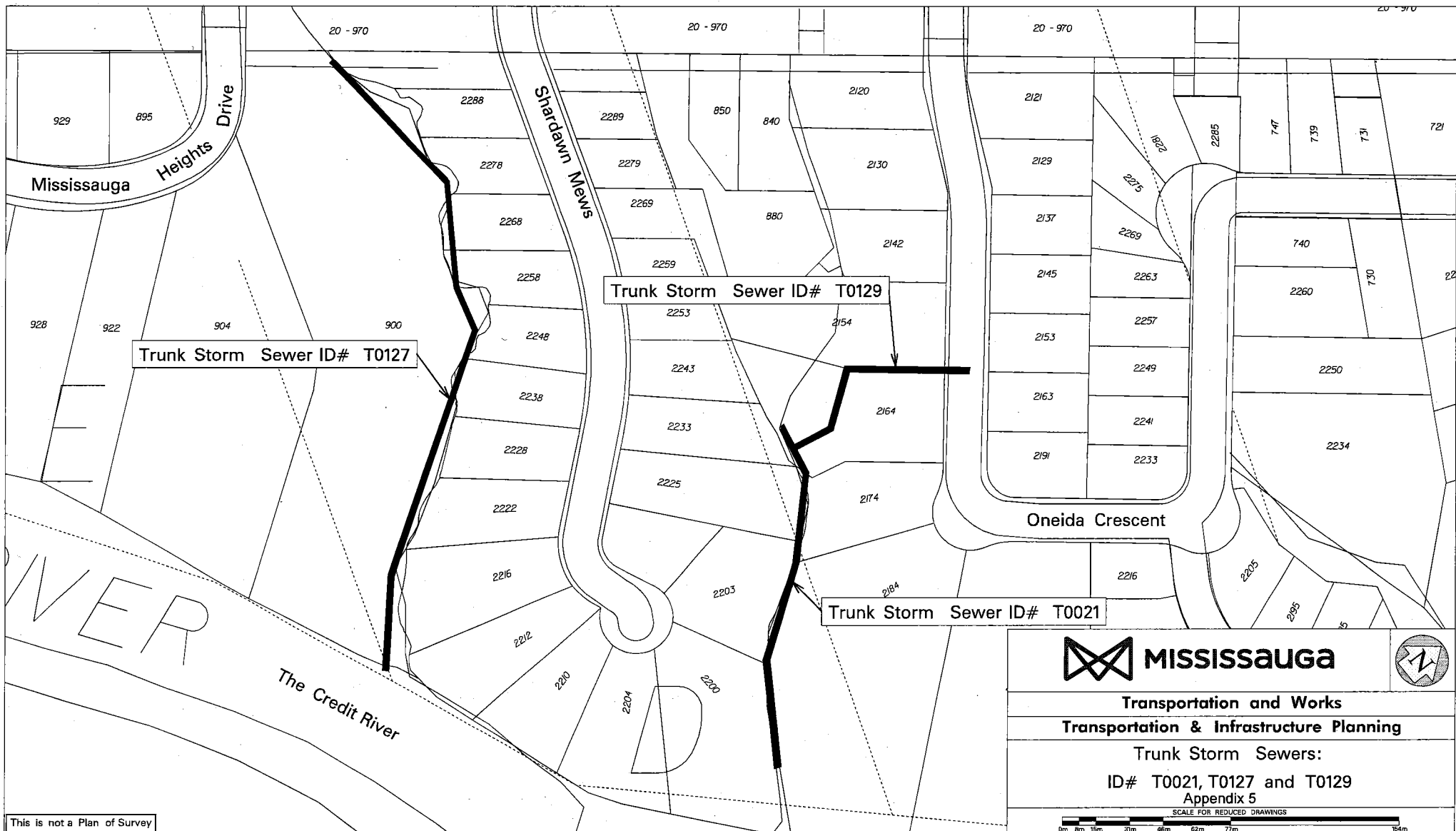
Trunk Storm Sewer ID# T0049
Appendix 3





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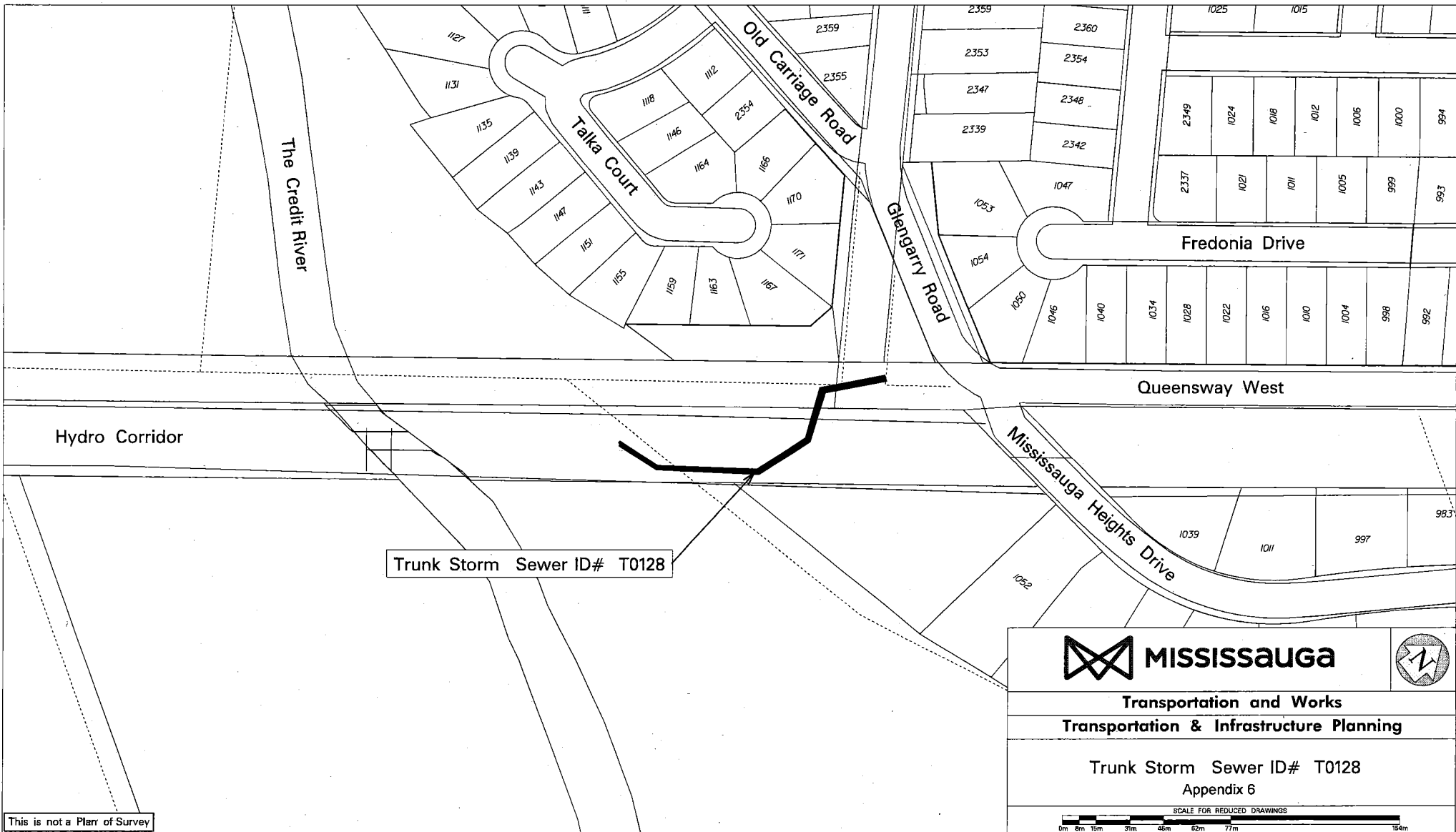
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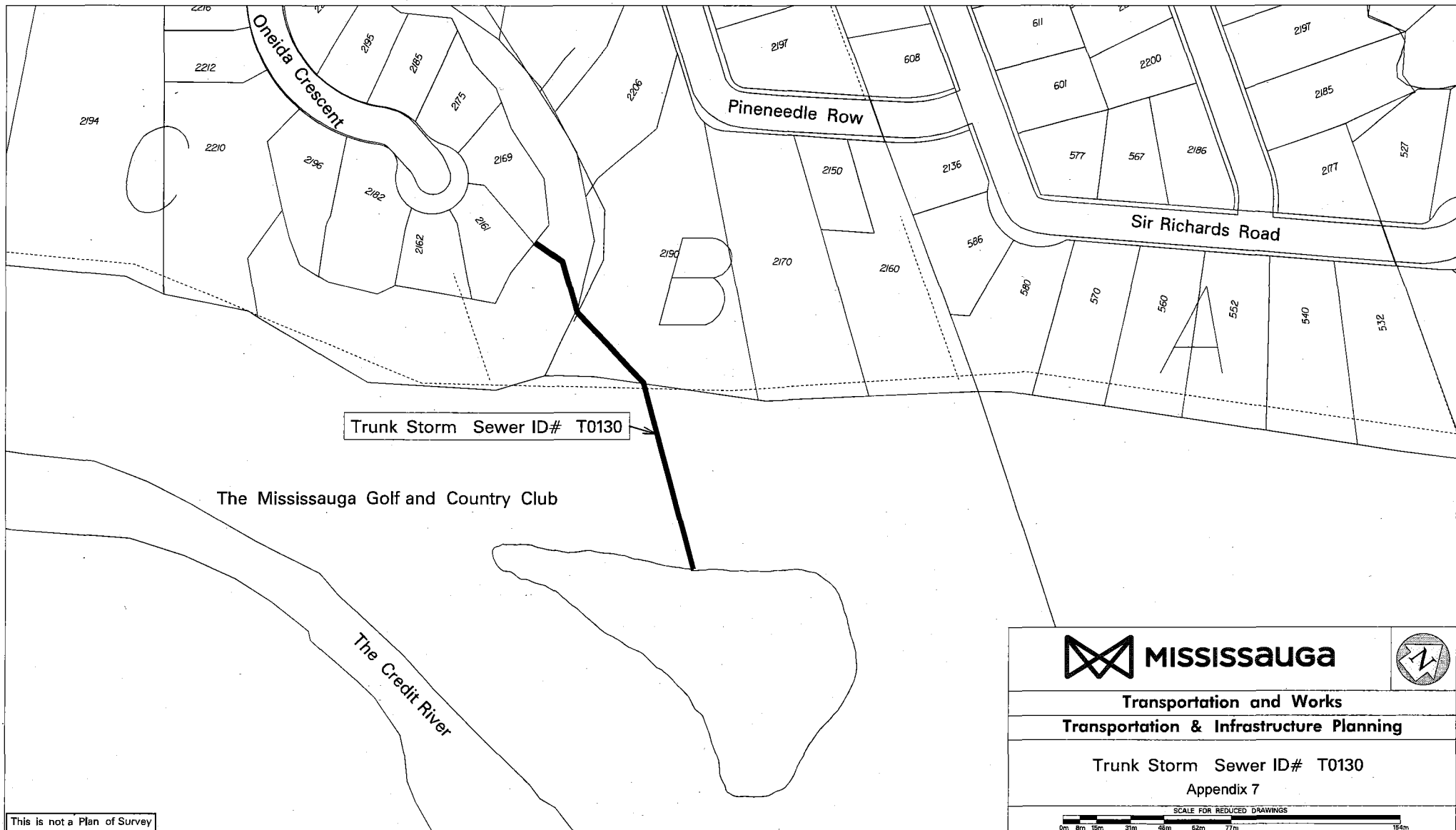
Trunk Storm Sewers:
ID# T0021, T0127 and T0129
Appendix 5

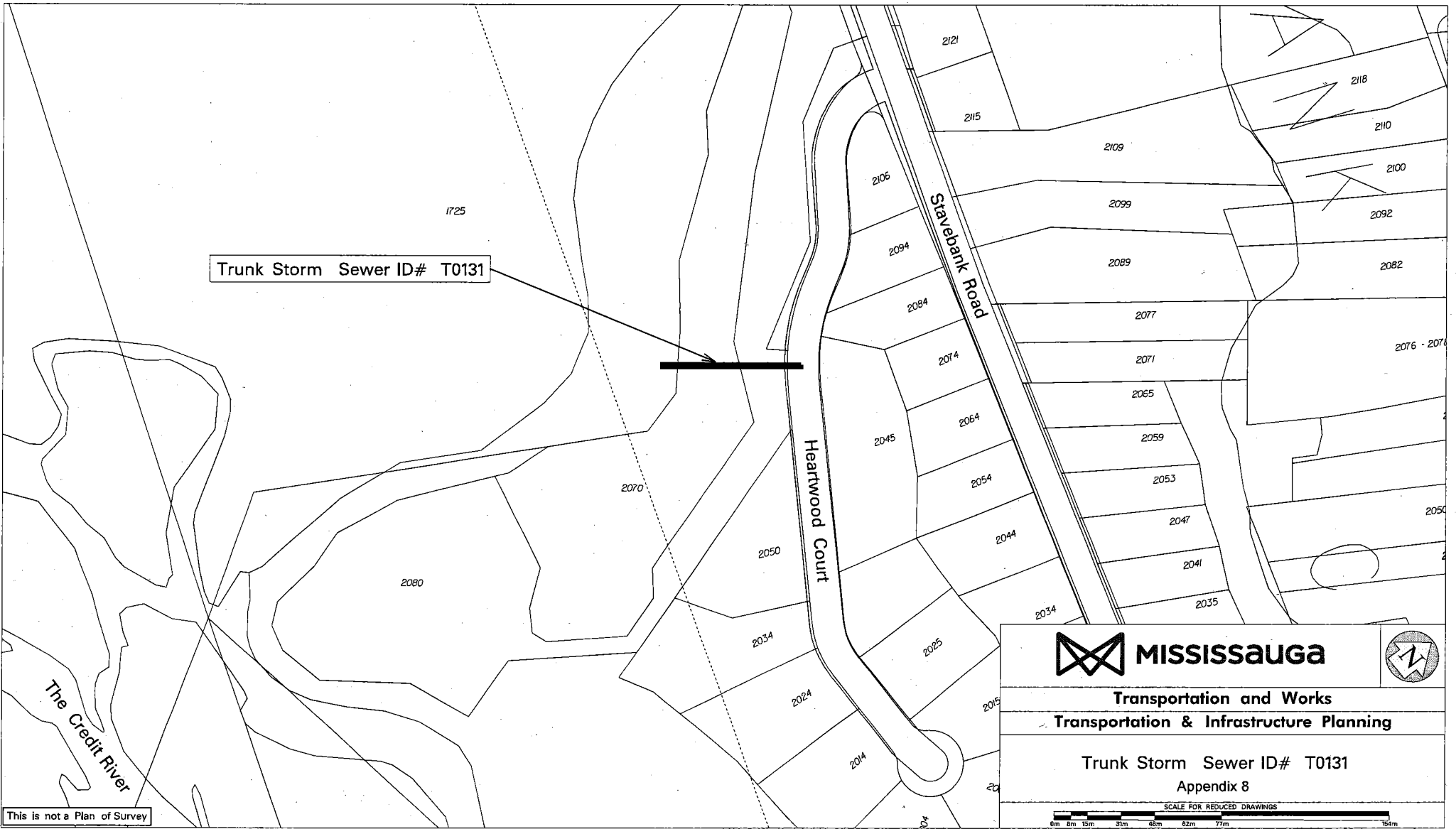
SCALE FOR REDUCED DRAWINGS
0m 8m 15m 31m 62m 77m 154m



15h

151





15j



Corporate Report

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16

DATE: March 10, 2015

General Committee

MAR 25 2015

TO: Chair and Members of General Committee
Meeting Date: March 25, 2015

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

SUBJECT: 2015 Noise Attenuation Barrier Replacement/Retrofit Program
Wards 3, 6, and 11

RECOMMENDATION: That the proposed 2015 Noise Attenuation Barrier Replacement/Retrofit Program, as outlined in the report dated March 10, 2015 from the Commissioner of Transportation and Works, be approved.

**REPORT
HIGHLIGHTS:**

- This report identifies the following noise attenuation barrier locations proposed for construction works in 2015:
 - Burnhamthorpe Road East (North and south side) – Fieldgate Drive easterly to Hydro Corridor
 - Burnhamthorpe Road West (North side) – Behind (1184-1168) Shagbark Crescent
 - Creditview Road (East side) – Behind (1224-1184) Shagbark Crescent
 - Creditview Road (East side) – Behind (4136-4100) Deer Run Court and beside 1255 Shagbark Crescent
 - Creditview Road (East Side) – From 1486 Emerson Lane to Bancroft Drive
 - Creditview Road (East side) – Behind (1474-1506) Estes Crescent and beside 1497 Bancroft Drive

BACKGROUND:

The Transportation and Works Department reviews and prioritizes the construction of noise attenuation barriers in accordance with Policy 09-03-03, Noise Attenuation Barriers on Major Roadways, as follows:

- Existing noise attenuation barriers in a deteriorated condition are replaced at 100% City cost, based on priority. These are relocated from private property to the municipal right-of-way where possible, and maintained by the City.
- New noise attenuation barriers on arterial roadways may be constructed by the City, at 100% City cost, as part of a significant capital improvement project if they are warranted in accordance with the Ministry of the Environment and Climate Change noise standards. Usually there are private fences in such locations, which are replaced and relocated from private property to the municipal right-of-way where possible, and maintained by the City.

In 2013, a condition assessment of the City's noise attenuation barriers identified that 7.5% or 4.1 kilometres (2.54 miles) of the existing inventory will require replacement over the next seven years. The projected funding contained in the capital budget forecast is sufficient to do this work.

COMMENTS:

Candidates for the 2015 Noise Attenuation Barrier Replacement/Retrofit Program have been assessed based upon their existing condition, safety considerations and installation criteria. Barriers recommended for replacement are those in the poorest condition, either crumbling or falling down and which meet the installation criteria set out in Policy 09-03-03.

Also, in advance of planned major resurfacing works for Burnhamthorpe Road East in 2017, the existing private fencing along the south side and north side of the road between Fieldgate Drive and easterly to the Hydro corridor in Ward 3 will be upgraded to a noise attenuation barrier as part of the 2015 program. This location was identified in the Development Charges Background Study and is to be funded by Development Charges.

The following provides a description of the priority locations for the 2015 Noise Attenuation Replacement/Retrofit Program:

Appendix	Ward	Description	Length
1	3	Burnhamthorpe Road East (North & South Side) – Fieldgate Drive easterly to Hydro Corridor	720m (2362ft)
2	6	Burnhamthorpe Road West (North Side) – Behind (1184–1168) Shagbark Crescent	106m (348ft)
2	6	Creditview Road (East Side) – Behind (1224–1184) Shagbark Crescent	160m (525ft)
2	6	Creditview Road (East Side) – Behind (4136–4100) Deer Run Courtt & Beside 1255 Shagbark Crescent	190m (623ft)
3	1	Creditview Road (East Side) – From 1486 Emerson Lane to Bancroft Drive	120m (394ft)
3	1	Creditview Road (East Side) – Behind (1474–1506) Estes Crescent & Beside 1497 Bancroft Drive	254m (833ft)
Total			1550m (5085ft)

Site drawings showing the proposed locations for these replacement barriers are attached as Appendices 1 to 3.

A number of permanent easements totalling approximately 350 metres (1148 feet) are being secured from 25 affected homeowners with backyards abutting Creditview Road (Appendix 2). These easements are being acquired to minimize impact to existing mature trees during the installation of the concrete noise attenuation barriers.

**FINANCIAL
IMPACT:**

A budget of \$770,000 was approved in the 2015 Capital Budget under PN 15-161 for noise attenuation barrier replacement and retrofit. \$753,200 of these funds will be used to fund the proposed replacement noise attenuation barriers on Burnhamthorpe Road West and Creditview Road (Appendices 2-3). An additional \$605,000 from Development Charges will be used for the proposed Burnhamthorpe Road East retrofit location (Appendix 1). An amount of \$16,800, the balance of the \$770,000 budget, is being reserved to complete a location identified for a 50/50 cost sharing arrangement with a private homeowner under the Noise Attenuation Barrier Retrofit Program – Local Improvement. This location will be the subject of a separate report to General Committee.

CONCLUSION:

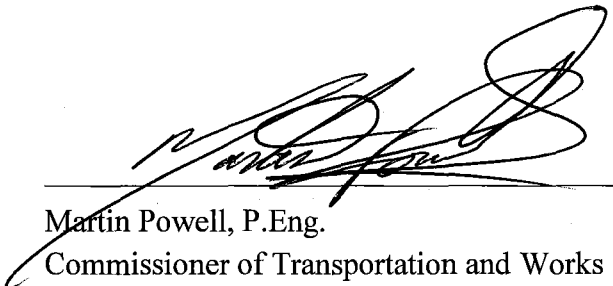
The proposed 2015 Noise Attenuation Barrier Replacement/Retrofit Program addresses urgent noise attenuation barrier replacement needs and the installation of a new noise attenuation barrier along a section of Burnhamthorpe Road East in advance of an arterial road resurfacing project.

ATTACHMENTS:

Appendix 1: Burnhamthorpe Road East (Ward 3) Noise Attenuation Barriers

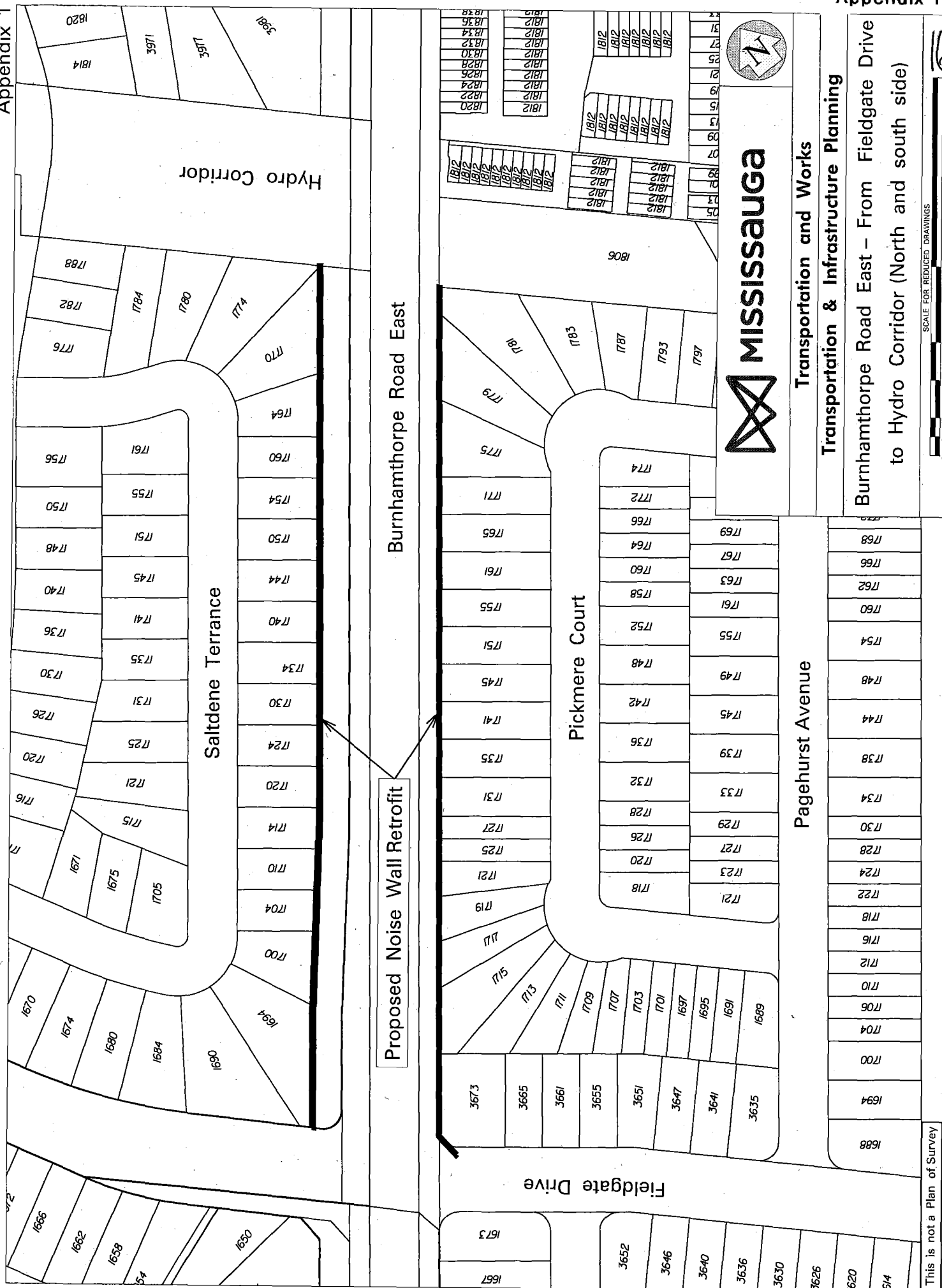
Appendix 2: Creditview Road (Ward 6) Noise Attenuation Barriers

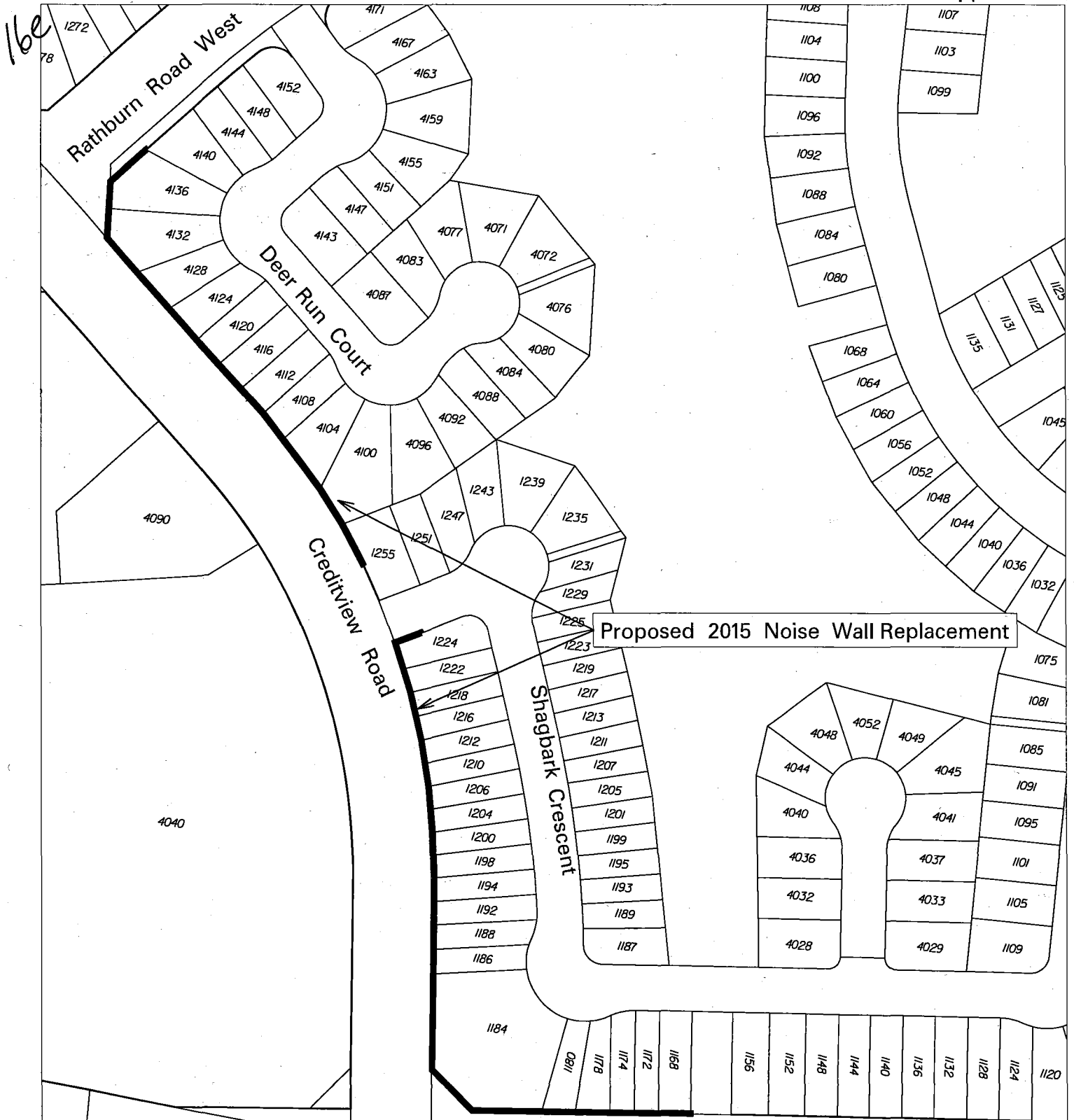
Appendix 3: Creditview Road (Ward 11) Noise Attenuation Barriers



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

*Prepared by: Michael Long, C.E.T.
Transportation Infrastructure Technologist
Transportation Asset Management*





Burnhamthorpe Road West

1180 - 1300

This is not a Plan of Survey



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Transportation and Works

Transportation & Infrastructure Planning

Creditview Road – Burnhamthorpe Road West
to Rathburn Road West (East side)
Burnhamthorpe Road West – Creditview Road
easterly to pedestrian walkway (North side)

SCALE FOR REDUCED DRAWINGS



16f





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17

DATE: March 10, 2015

TO: Chair and Members of General Committee
Meeting Date: March 25, 2015

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

SUBJECT: **2015 Intersection Capital Works Program
(Ward 5)**

General Committee

MAR 25 2015

RECOMMENDATION: That the proposed 2015 Intersection Capital Works Program, as outlined in the report dated March 10, 2015 from the Commissioner of Transportation and Works, be approved.

BACKGROUND: The Intersection Capital Works Program includes funding for the modification of intersections with the focus on improving safety, traffic flow and capacity. These are typically related to the addition of turn lanes to improve road capacity or to support the installation of traffic signals and to reduce conflicts for pedestrians and motorists.

COMMENTS: The location recommended for inclusion in the 2015 Intersection Capital Works Program is Torbram Road at Anson Drive. This location is recommended on the basis of improving traffic flow and for reasons of safety.

The Active Transportation Office and the Traffic Signals Section are collaborating on this project which includes the installation of new traffic signals, a new left-turn lane in the northbound direction and a right-turn lane in the southbound direction. To accommodate the new design, the sidewalk on the east side of Torbram Road will be

realigned to improve pedestrian safety.

FINANCIAL IMPACT: Development Charges funding in the amount of \$495,000 is available in PN-15-101 to complete this project that is estimated to cost \$300,000.

CONCLUSION: The Transportation and Works Department continues to undertake various improvements to intersections to improve safety and traffic flow. The recommended 2015 program represents a priority location which will benefit from alterations in keeping with these objectives.

ATTACHMENTS: Appendix 1 – Proposed 2015 Intersection Improvement
Torbram Road at Anson Drive



Martin Powell, P. Eng.

Commissioner of Transportation and Works

*Prepared By: Michael Long, CET
Transportation Infrastructure Technologist*

Proposed 2015 Intersection Improvement

ANSON DRIVE

LUCKNOW DRIVE

TORBRAM



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Transportation & Infrastructure Planning

Torbram Road at Anson Drive
Appendix 1

SCALE FOR REDUCED DRAWINGS



1710



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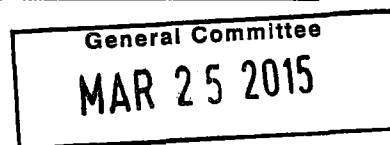
18

DATE: March 3, 2015

TO: Chair and Members of General Committee
Meeting Date: March 25, 2015

FROM: Paul A. Mitcham, P. Eng., MBA
Commissioner of Community Services

SUBJECT: City initiated lifting of the "H" holding provisions
Marina Park (P-112), 15 Front Street South
(Ward 1)



- RECOMMENDATION:**
1. That boat launch ramps be retained in Marina Park (P-112) as outlined in the corporate report dated March 3, 2015 from the Commissioner of Community Services.
 2. That the Planning and Building Department be directed to commence a city initiated lifting of the "H" holding provisions on Marina Park (P-112).

**REPORT
HIGHLIGHTS:**

- Boat launch ramps are included in the master plan for Marina Park;
- Archaeological evidence of early to mid-nineteenth century facilities has been registered with Ontario Archaeological Sites;
- The above two points were conditions to be resolved prior to the lifting of the "H" holding provisions;
- That the Planning and Building Department be directed to lift the "H" holding provisions to allow for the future development of the park site.

BACKGROUND:

Marina Park (P-112) (15 Front St. S.) is located on the east side of Front Street South, south of Lakeshore Road West (See Appendix 1). The riverfront spans approximately 264 metres (866 feet) of shoreline. The park is presently used for charter boat docks, public boat launch ramps and parking.

The property is a major focal point along the City of Mississauga's waterfront park system. It is located within the Old Port Credit Heritage Conservation District. The property is closely associated with the Mississaugas of the New Credit First Nation who fished and camped in the area before participating in the development of harbour facilities with European settlers. Today, the park continues to be a popular destination to launch both motorized and non-motorized boats and for charter boats.

Future Park development of the site is largely predicated upon the recommendations of the Port Credit Local Area Plan, Zoning, the Waterfront Parks Strategy, and pre design studies including the Port Credit Harbour West Parks Class Environmental Assessment.

The Port Credit Local Area Plan

Section 5.31.1 of the Port Credit Local Area Plan stipulates that Marina Park is to be developed as an integral component of the Port Credit Harbour and Historical Village in terms of complementary uses and design while recognizing its potential to establish a vibrant river and village edge.

Section 5.31.2 of the Port Credit Local Area Plan specifies that prior to development; Council will approve a master plan in consultation with the public that addresses the future layout of the site, archaeological resource assessment, historical interpretation opportunities and the feasibility of a river trail.

Zoning Bylaw

As indicated in Appendix 2, the site is presently zoned Open Space (H-OS2-09) and Greenbelt (H-G1-11). The "H" holding provisions will be lifted upon the approval of a master plan by Council and the completion of an archaeological resource assessment.

The Waterfront Parks Strategy

The Waterfront Parks Strategy ("Strategy") was approved by Council on March 26, 2008 and included a conceptual master plan for Marina Park, (See Appendix 3). The conceptual master plan recommended that the existing boat launch ramps be moved off site and that the park become a multi-use civic space for festivals, farmer's markets etc. The Strategy also recommended that a non-motorized boat launch be incorporated into the Port Credit Memorial Park (West) shoreline and be considered at Hacienda Bay in JC Saddington Park.

The approval of the Strategy (GC-0197-2008), included the following recommendation with regard to the boat launch ramps:

"That prior to the finalization of a plan for the development of Marina Park, the proposed elimination of the boat launch ramps be subject to a further review of launch ramp use demand, the accommodation of capacity elsewhere and public consultation; and that the decision on the future of the launch ramps within Marina Park shall be approved by Council."

Port Credit Harbour West Parks Class Environmental Assessment

Following the approval of the Strategy, the Community Services Department completed a series of pre design studies for the development of Marina Park including a Class Environmental Assessment (Class EA) to inform infrastructure improvements along the west side of the Port Credit Harbour. The Class EA included agency, stakeholder and public consultation as well as field and technical investigations to evaluate the natural heritage, shoreline, site infrastructure needs and grade changes required to flood proof the park. The Notice of study Completion, dated November 20, 2013 is attached in Appendix 4.

COMMENTS:**BOAT LAUNCH RAMPS**

As per Council's direction, the Community Services Department completed an analysis of the use of the existing boat launch ramps in 2009.

The analysis indicated that there is sufficient capacity at Lakefront Promenade Park to accommodate the boat traffic from Marina Park.

During the summer of 2012, a parking survey was undertaken at the boat launch ramps at Marina and Lakefront Promenade Parks. There continues to be excess capacity for trailer parking at the Lakefront Promenade Park boat launch ramps.

However, recognizing the historical use of the Port Credit Harbour for fishing and boating, and the desire by the community to keep the "Port" in Port Credit, the Class EA determined that the existing boat launch ramps would remain in Marina Park.

The study further recommended that the existing launch ramps be used solely for motorized boats and that a separate facility for launching non-motorized boats be incorporated into the future park design. Marina Park is the preferred location for a non-motorized boat launch as it offers a sheltered location on the water, proximity to parking and space for supporting activities.

ARCHAEOLOGICAL RESOURCE ASSESSMENT

A Stage 1 Archaeological Resource Assessment considered the proximity of previously registered archaeological sites, the original environmental setting of the property and its nineteenth and twentieth century development history. The report concluded that there is potential for the presence of significant archaeological resources associated with the development of Port Credit's harbour. A Stage 2 Archaeological Resource Assessment was subsequently carried out in the park. This field investigation yielded evidence of the early to mid-nineteenth century facilities in various locations.

These remains have been registered in the Ontario Archaeological Sites Database as the James Taylor site (AjGv-71). These findings can be used for interpretative purposes in the detailed design of the Marina Park development.

A Stage 3 or 4 Archaeological Resource Assessment may be required if any further archaeological resources are discovered during construction.

MARINA PARK MASTER PLAN

The Class EA recommendations resulted in a master plan for Marina Park as shown in the large block concept plan for the Port Credit

18d

Harbour West Parks in Appendix 5. The basis for the plan comes from the Waterfront Parks Strategy's recommendations as well as public input, the Class EA recommendations and associated programming. The plan is also in alignment with Inspiration Port Credit. The difference between the Strategy master plan (Appendix 3) and the Class EA concept plan (Appendix 5) are the retention of the existing launch ramps for motorized boats, a parking area for boat trailers and vehicles and a non-motorized boat launch. Other recommended park elements include multi-use civic space, retention of the charter boat docks and streetscape improvements. Public access along the water's edge will be enhanced including an underpass connection to Port Credit Memorial Park (West) and an elevated, fixed walkway connection to JC Saddington Park.

The proposed layout and program will be finalized during the detailed design of the park redevelopment anticipated in 2016. The public will continue to be consulted during the detailed design process.

REMOVAL OF THE HOLDING PROVISIONS

The conditions to remove the "H" holding Provisions from the Zoning By-law have been addressed through the completion of the boat launch study, archeological resource assessments and the master plan for Marina Park as shown in the large block concept plan for the Port Credit Harbour West Parks.

It is therefore appropriate to initiate the process to remove the "H" holding provisions.

STRATEGIC PLAN:

The master plan for Marina Park as shown in the Port Credit Harbour West Parks large block concept plan (Appendix 5) supports the Mississauga Strategic Plan's Strategic Pillars for Change.

Connect: The master plan promotes the protection and enhancement of the City's waterfront while providing public access along the water's edge and creating multi use civic spaces for recreation, tourism and economic development. The proposed improvements will maintain and strengthen the City's historical connection to Lake Ontario.

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Green: The master plan will protect, enhance and connect the natural environment and promote development that makes use of sustainable green infrastructure.

FINANCIAL IMPACT: There is no financial impact in removing the “H” holding provisions.

CONCLUSION: The Waterfront Parks Strategy (2008) identified a vision for Mississauga’s waterfront and made recommendations for the development of Marina Park. The strategy’s vision was advanced through pre design studies (including archeological resource assessments) that provide a framework for the shoreline and associated infrastructure improvements. The master plan includes the retention of the boat launch ramps as shown in the large block concept plan for the Port Credit Harbour West Parks (Appendix 5).

The holding provision conditions have been satisfied and that the Planning and Building Department be directed to lift the “H” holding provisions to allow for the future development of the park site.

ATTACHMENTS:

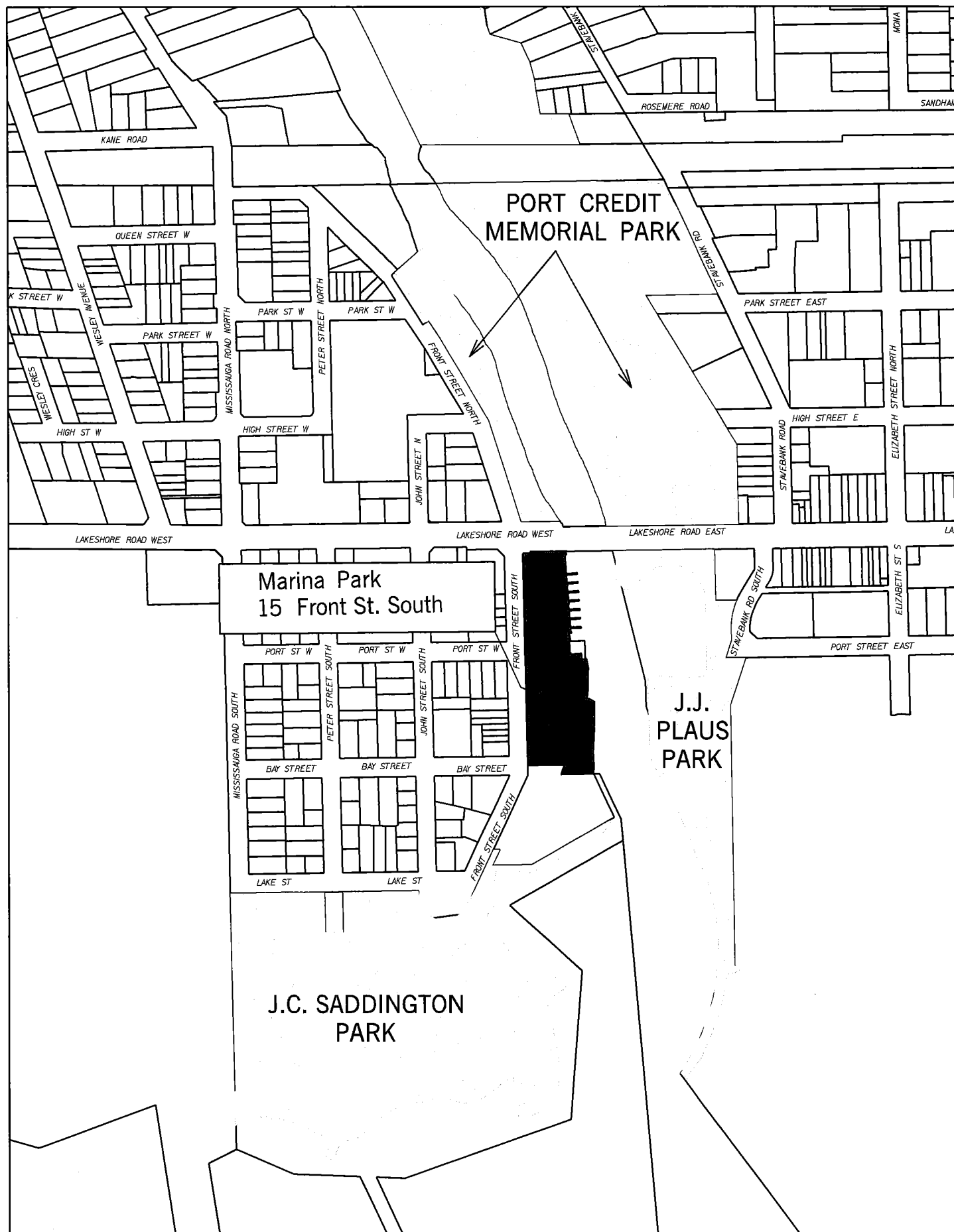
- Appendix 1: Park Location Map
- Appendix 2: Marina Park Zoning By-law Provisions
- Appendix 3: Marina Park Master Plan, Waterfront Parks Strategy (2008)
- Appendix 4: Notice of completion – Port Credit Harbour West Parks Class EA
- Appendix 5: Port Credit Harbour Est Parks Large Block Concept Plan (2013)



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

Prepared By: Jane Darragh, OALA, MCIP, Planner

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Location Map for Marina Park
15 Front St. South



189 Zoning By-law provisions that apply to Marina Park (P-112):

9.2.3.9 **H-OS2-9**

In an OS2-9 zone, the permitted uses and applicable regulations shall be specified for an OS2 zone except that the following additional uses/ regulations shall apply:

Additional Permitted Uses

- 9.2.3.9.1 (1) Office
 (2) Medical Office
 (3) Retail Store
 (4) Commercial School
 (5) Banquet Hall/ Convention Centre/ Conference Centre
 (6) Restaurant
 (7) Take-out Restaurant
 (8) Academy for the Performing Arts

Holding Provision

The holding symbol "H" is to be removed from the whole or any part of the lands zoned H-OS2-9 ...upon satisfaction of the following requirements:

- (1) A Master Plan be approved by the City of Mississauga;
- (2) An Archaeological Assessment be approved by the Provincial Government

10.2.2.11 **G1-11**

In a G1-11 zone, the permitted uses and applicable regulations shall be specified for a G1 zone except that the following additional uses/ regulations shall apply:

Additional Permitted Use

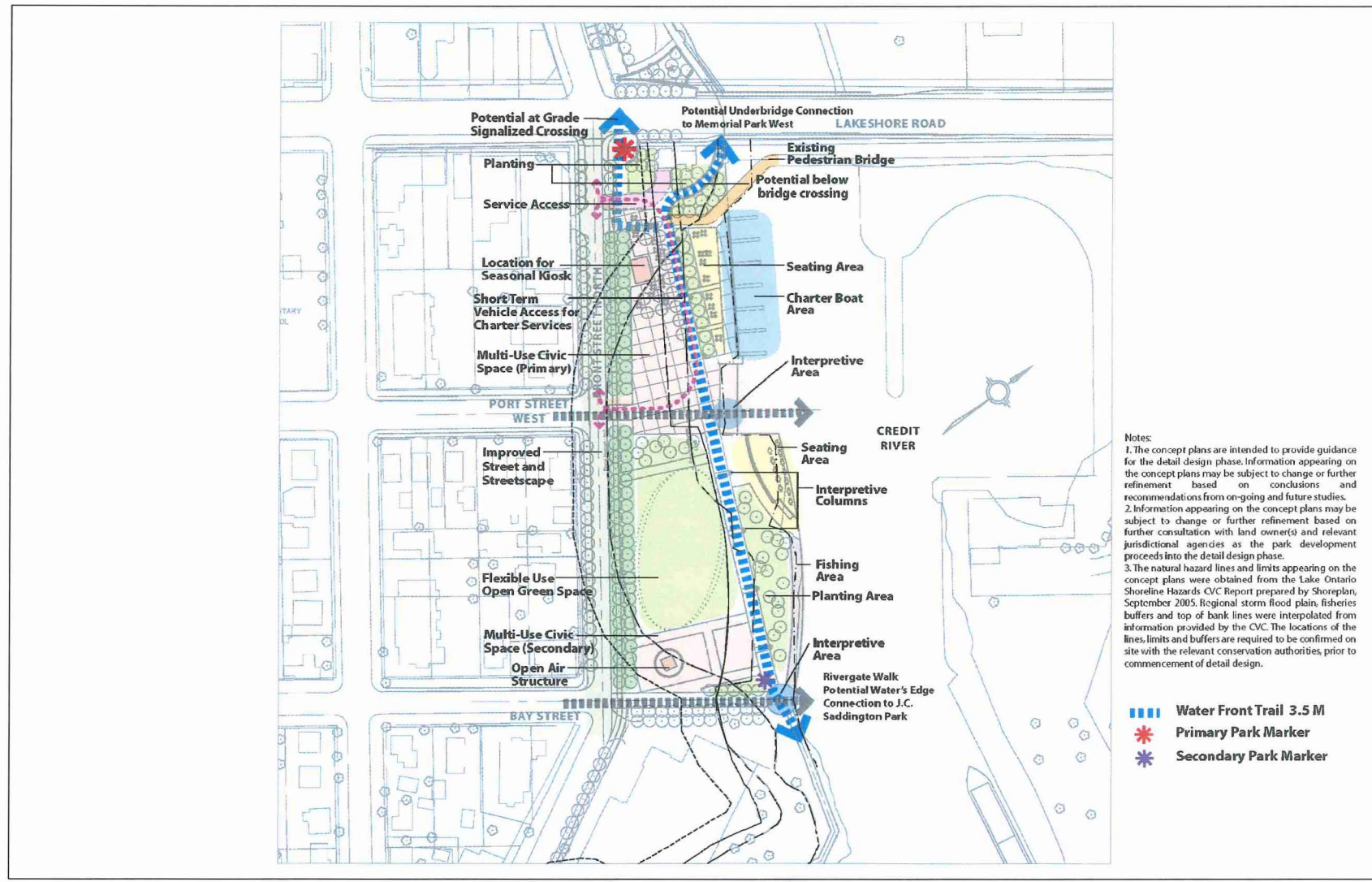
- 10.2.2.11.1 (1) Marina

Holding Provision

The holding symbol "H" is to be removed from the whole or any part of the lands zoned G1-11...upon satisfaction of the following requirements:

- (1) A Master Plan be approved by the City of Mississauga;
- (2) An Archaeological Assessment be approved by the Provincial Government

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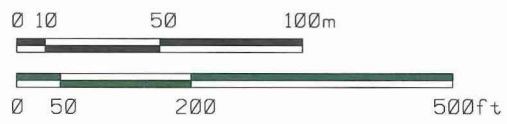


Notes:

1. The concept plans are intended to provide guidance for the detail design phase. Information appearing on the concept plans may be subject to change or further refinement based on conclusions and recommendations from on-going and future studies.
2. Information appearing on the concept plans may be subject to change or further refinement based on further consultation with land owner(s) and relevant jurisdictional agencies as the park development proceeds into the detail design phase.
3. The natural hazard lines and limits appearing on the concept plans were obtained from the Lake Ontario Shoreline Hazards CVC Report prepared by Shoreplan, September 2005. Regional storm flood plain, fisheries buffers and top of bank lines were interpolated from information provided by the CVC. The locations of the lines, limits and buffers are required to be confirmed on site with the relevant conservation authorities, prior to commencement of detail design.

- Water Front Trail 3.5 M
- * Primary Park Marker
- * Secondary Park Marker

Marina Park Master Plan
Waterfront Park Strategy (2008)



PUBLIC NOTICE

NOTICE OF STUDY COMPLETION

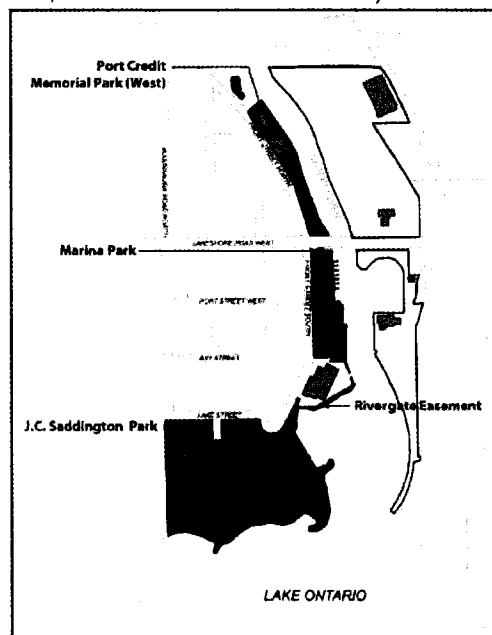
Port Credit Harbour West Parks Pre-Design Study & Environmental Study Report

The City of Mississauga completed a Municipal Class Environmental Assessment (Municipal Class EA) for the Port Credit Harbour West Parks, which includes Port Credit Memorial Park, Marina Park, J.C. Saddington Park, and the Rivergate easement. The Pre-Design Study & Environmental Study Report (ESR) was undertaken to assess the shoreline, natural heritage and servicing infrastructure needs of the three parks and the Rivergate easement, and to refine the concepts established in the Waterfront Parks Strategy (2008) through detailed technical investigations.

The Study was conducted in accordance with the planning process for **Schedule B** and **Schedule C** projects, as outlined in the Municipal Class EA (October 2000, as amended in 2007 and 2011). After a comprehensive evaluation of alternatives, the ESR recommends the following preferred alternatives for the redevelopment of the Port Credit Harbour West Parks:

- Combination of both hard and natural shoreline treatments in Port Credit Memorial Park (West);
- Underpass pedestrian connection between Port Credit Memorial Park (West) and Marina Park;
- Shoreline improvements and flood proofing of both the north and south ends of Marina Park;
- Non-motorized boat launch dock in the south end of Marina Park;
- Elevated fixed pedestrian walkway at the Rivergate easement connecting Marina Park and J.C. Saddington Park.
- Cobble beach at Hacienda Bay;
- Cobble beach with an extended central headland at the south end of J.C. Saddington Park; and
- Naturalized pond at J.C. Saddington Park.

Next steps in the redevelopment of the Port Credit Harbour West Parks will be to complete the Phase II Environmental Site Assessment for J.C. Saddington Park, resolve the proposed shoreline improvements through detailed design and obtain additional approvals prior to construction.

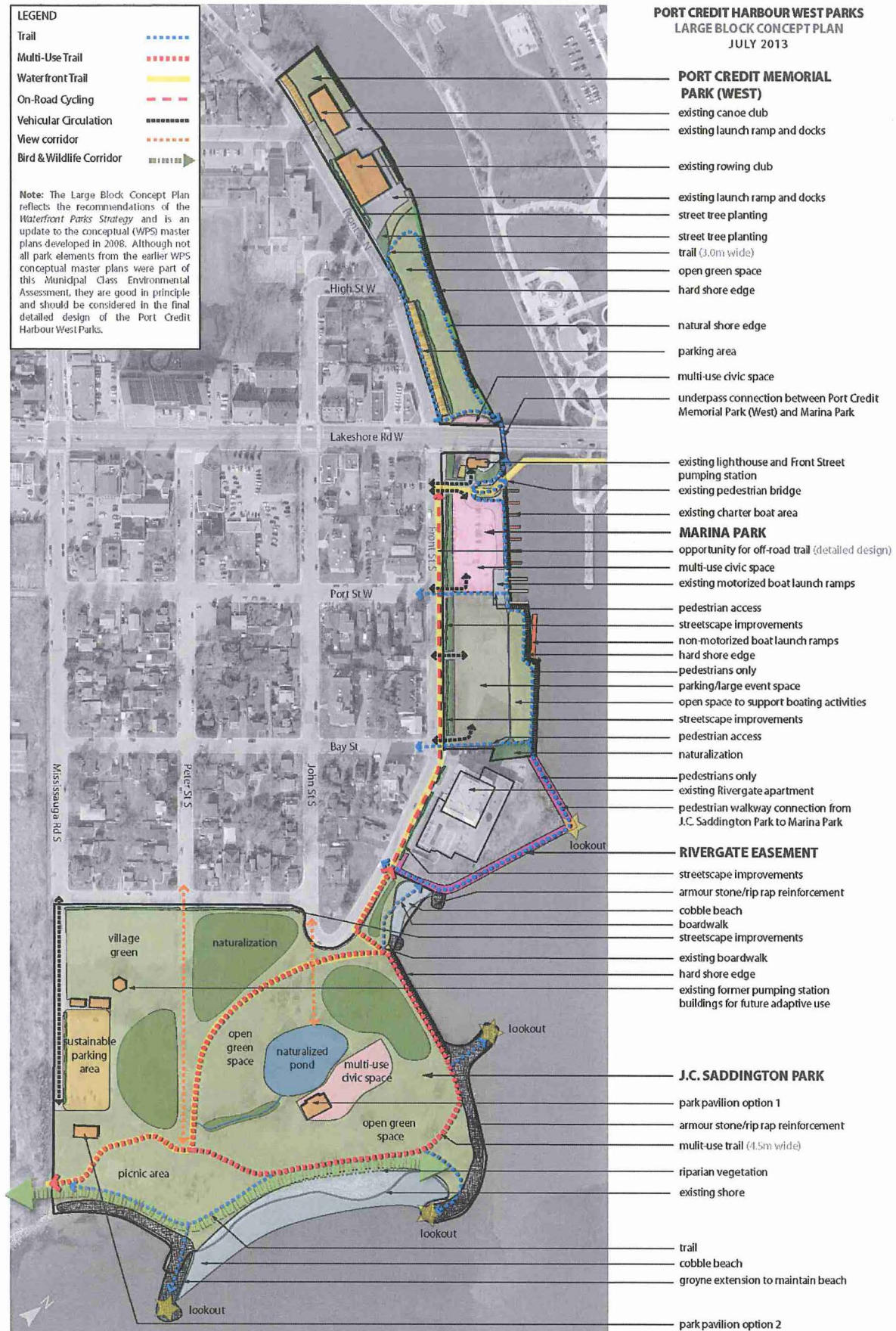


By the way of this notice, the Pre-Design Study & ESR is placed on record for a 30-day public review period (beginning on **November 20, 2013** and ending on **December 20, 2013**) at the following locations during normal business hours:

Office of the City Clerk City of Mississauga 300 City Centre Drive Mississauga, ON, L5B 3C1 Monday - Friday: 8:30 a.m. to 4:30 p.m.	Port Credit Library 20 Lakeshore Road East Mississauga, ON, L5G 1C8 Monday: closed, Tuesday - Thurs: 10:00 am to 9:00 pm, Friday: 10:00 am to 6:00 pm Saturday: 9:00 am to 5:00 pm, Sunday: 1:00 pm to 5:00 pm
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Anyone with an interest in the study is encouraged to review the Pre-Design Study & ESR and provide comments to the City of Mississauga (see below for contact information). If any concerns cannot be resolved by the City of Mississauga during the 30-day review period, a request can be made in writing to the Minister of the Environment for the project to comply with Part II of the Environmental Assessment Act (referred to as a Part II Order). Requests for a Part II Order must be received by the Minister, at the address below, by **December 20, 2013**. A copy of the request must also be sent to the City of Mississauga Project Manager. If no request is received by **December 20, 2013**, the City of Mississauga intends to proceed with the preferred alternatives as outlined in the ESR.

The Honourable Jim Bradley Minister of the Environment 77 Wellesley Street West 11th Floor, Ferguson Block Toronto, ON, M7A 2T5	Jane Darragh, OALA, MCIP, RPP Project Manager, Planner, Park Planning Section Parks and Forestry Division City of Mississauga 201 City Centre Drive, Suite 900 Mississauga, ON, L5B 2T4
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Corporate Report

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DATE: March 4, 2015

TO: Chair and Members of the General Committee
Meeting Date: March 25, 2015

FROM: Gary Kent
Commissioner of Corporate Services and Chief Financial Officer

SUBJECT: **Ice Storm Assistance Program Grant Agreement**

General Committee

MAR 25 2015

- RECOMMENDATION:**
1. That the Commissioner of Corporate Services and Chief Financial Officer and the City Clerk be authorized to enter into the Ice Storm Assistance Program Grant Agreement on behalf of the City of Mississauga with the Ministry of Municipal Affairs and Housing, in a form satisfactory to Legal Services.
 2. That City Council enact a by-law to authorize the Commissioner of Corporate Services and Chief Financial Officer and the City Clerk to execute and affix the corporate seal to the Ice Storm Assistance Program Grant Agreement between The Corporation of the City of Mississauga and Her Majesty The Queen In Right Of Ontario as represented by the Ministry of Municipal Affairs and Housing, including any amending agreements, in form satisfactory to the City Solicitor, as outlined in the Corporate Report from the Commissioner of Corporate Services and Chief Financial Officer, dated March 4, 2015
 3. That all necessary by-laws be enacted.

BACKGROUND: On December 22, 2013 the City of Mississauga and other municipalities in Southwestern Ontario were subjected to an extreme ice storm. The storm impacted all areas of the City with Meadowvale, Malton and Erin Mills having the most significant damage to the tree canopy.

The City submitted an Ontario Ice Storm Assistance Program (OISAP) claim to the Ministry of Municipal Affairs and Housing which totalled \$9,459,837.57.

COMMENTS:

Tree replacement costs were not (OISAP) eligible. The \$3,310,943.15 advance of final payment is dependent on the signing of the Grant Agreement outlined in this report

FINANCIAL IMPACT:

The City has made provisions in the 2014 Year End Financial Report for the receipt of this payment in the amount of \$3,310,943.15.

The remaining balance of \$6,149,344 owing to the City has been funded from both the Contingency Reserve and the Capital Reserve as approved by Council in staff report date April 10, 2014, "Ice Storm Recovery Update – Parks and Forestry". Once full payment is received from the Ministry of Municipal Affairs and Housing, the funds will be reimbursed to the appropriate Reserve

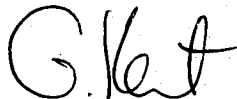
CONCLUSION:

The ice storm significantly impacted the City's tree canopy, with the damage being evident for many years to come.

The funding from the Province through the Ontario Ice Storm Assistance Program and the Ministry of Municipal Affairs and Housing will be based on a completed review process and on grant agreements executed jointly by the Ministry and the City. The \$3,310,943.15 is equal to 35% of the total claim and is an advance payment of the final payment. Once a full review is complete the City would be issued the remaining eligible funds.

ATTACHMENTS:

Appendix 1: Ice Storm Assistance Program Grant Agreement



Gary Kent

Commissioner of Corporate Services and Chief Financial Officer

Prepared By: Luigi Vernace CPA, CGA

Manager of Finance (Acting), Community Services

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ICE STORM ASSISTANCE PROGRAM
GRANT AGREEMENT

THIS AGREEMENT ("Agreement") made in triplicate as of the day of , 2015.

B E T W E E N:

HER MAJESTY THE QUEEN IN RIGHT OF ONTARIO
As represented by the Minister of Municipal Affairs and Housing

(referred to as the "**Ministry**")

AND:

THE CORPORATION OF THE CITY OF MISSISSAUGA

(referred to as the "**Claimant**")

WHEREAS the Claimant experienced costs as a result of the ice storm which occurred in December 2013;

AND WHEREAS the Province created an Ice Storm Assistance Program (the Program), which is administered by the Ministry and provides assistance to Claimants for Eligible Costs;

AND WHEREAS the Claimant submitted an expression of interest, which was accepted by the Ministry for assistance and submitted a claim to cover the Claimant's Eligible Costs incurred as a result of the ice storm.

NOW THEREFORE in consideration of their respective agreements set out below, the parties covenant and agree as follows:

1.0 DEFINITIONS

1.1 In this Agreement the following words shall have the following meanings:

- (a) "Agreement" means this Agreement entered into between the Ministry and the Claimant and all schedules and attachments to this Agreement and any instrument amending this Agreement;
- (b) "Claimant" means a municipality or conservation authority that submitted an expression of interest to the Program, was accepted by the Ministry and submitted a claim;
- (c) "Conflict of Interest" includes, but is not limited to, any circumstance where in relation to the performance of its obligations under this Agreement, the Claimant's other commitments, relationships or financial interests:

- (i) could or could be seen to exercise an improper influence over the objective, unbiased and impartial exercise of its independent judgment, or
 - (ii) could or could be seen to compromise, impair or be incompatible with the effective performance of its contractual obligations;
- (d) "Eligible Costs" means the eligible costs described in the Ministry's Ice Storm Assistance Program Guidelines dated September, 2014; and
- (e) "Grant Fund(s) (ing)" means funds that may be or are provided to the Claimant, as the context may require, by the Ministry pursuant to this Agreement.

2.0 GRANT FUNDING

- 2.1 The Ministry shall pay to the Claimant Grant Funding of up to \$9,459,837.57 (Nine Million, Four Hundred Fifty-Nine Thousand, Eight Hundred Thirty-Seven Dollars and Fifty-Seven Cents).

3.0 GRANT PAYMENTS

- 3.1 When both the Ministry and the Claimant have executed the Agreement, the Ministry will pay the Claimant an interim Grant Funding payment of \$3,310,943.15 (Three Million, Three Hundred Ten Thousand, Nine Hundred Forty-Three Dollars and Fifteen Cents).
- 3.2 Subject to subsection 3.1, the Ministry will determine the amount of the Claimant's final Grant Funding based on the Ministry's complete review of the Claimant's claim against Program criteria. The Ministry will make a final Grant Funding payment to the Claimant based on the Ministry's determination of the Claimant's Eligible Costs minus the amount of the interim Grant Funding payment made to the Claimant.
- 3.3 If the Ministry determines that the interim Grant Funding payment is more than the amount of assistance that the Claimant is eligible for under the Program, the Claimant agrees to pay the Ministry the amount of the Grant Funding overpayment within 30 days of receiving a Notice to pay from the Ministry in accordance with Article 9 of the Agreement.

4.0 CLAIMANT WARRANTIES

- 4.1 The Claimant warrants that it shall carry out the purposes of the Agreement in compliance with all applicable federal, provincial or municipal laws or regulations.

5.0 USE OF GRANT FUNDING

- 5.1 The Grant Funds are provided to the Claimant to reimburse the Claimant for its Eligible Costs.

6.0 REPORTING REQUIREMENTS FOR CLAIMANT AND DOCUMENT RETENTION

- 6.1 The Claimant shall submit to the Ministry, the Claimant's 2014 audited financial statements, as soon as the statements are available.
- 6.2 The Claimant shall maintain all necessary records associated with their claim to substantiate (a) all payments to the Claimant under this Agreement and (b) all expenditures of the Claimant for its Eligible Costs reimbursed by the Grant Funds, including copies of all supporting documentation, until told by the Ministry that the maintenance of these records is no longer required. The Claimant shall permit and assist the Ministry in conducting audits of the operations of the Claimant to verify (a) and (b) above. The Ministry shall provide the Claimant with at least ten (10) business day's prior notice of its requirement for such audit.

7.0 CONFLICT OF INTEREST

- 7.1 The Claimant shall:
- (a) avoid any Conflict of Interest in the performance of this Agreement; and
 - (b) disclose to the Ministry without delay any actual or potential Conflict of Interest that arises during the performance of this Agreement.

8.0 LIMITATION OF LIABILITY AND INDEMNITY

- 8.1 The Ministry, its officers, employees and agents shall not be liable for any incidental, indirect, special or consequential damages, injury or any loss or use or profit of the Claimant arising out of or in any way related to the Agreement.
- 8.2 The Claimant shall indemnify the Ministry, its officers, employees and agents from and against all costs incurred as a result of a claim or proceeding related to the Agreement.

9.0 REPAYMENT

- 9.1 The Ministry may require the Claimant to repay to the Ministry any amount of Grant Funds received by the Claimant if used by the Claimant in contravention of the Agreement or if the Ministry, acting reasonably, determines that the Claimant's claim for the Grant Funds was based on false or erroneous information.
- 9.2 The Ministry may demand interest on any amount owing by the Claimant at the then current rate charged by the Province of Ontario on accounts receivable.
- 9.3 If the Claimant fails to pay any amount owing to the Ministry under the Agreement, the Claimant acknowledges and agrees that the Ministry or the Minister of Finance may deduct any unpaid amount from any money payable to the Claimant by the Province of Ontario, or may exercise any other remedies available to the Ministry or the Minister of Finance to collect the unpaid amounts.

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- 9.4 The Claimant shall pay any amount owing to the Ministry under this Agreement by cheque payable to the "Minister of Finance" and mailed to the Ministry to the attention of the Ministry's Representative.

10.0 TERMINATION BY THE MINISTRY

- 10.1 The Ministry may in its sole discretion, without liability, cost or penalty, and without prejudice to any other rights or remedies of the Ministry under this Agreement or at law or in equity, terminate this Agreement at any time, for any reason, upon giving at least seven (7) days notice to the Recipient.

11.0 NOTICES

Means for Notice

- 11.1 Notices shall be in writing and shall be delivered by email, mail, courier or personal delivery and shall be addressed to the Ministry and the Claimant respectively as follows or as either Party designates to the other by Notice:

To the Ministry:

Ministry of Municipal Affairs and Housing
Ice Storm Assistance Program
Municipal Programs and Education Branch
16th Floor, 777 Bay Street
Toronto, ON M5G 2E5
Attention: Shawn Parry, Manager
shawn.parry@ontario.ca

And to the Ministry:

icestorm.program@ontario.ca

and to the Claimant at:

The Corporation of the City of Mississauga
Corporate Services, Legislative Services
2nd Floor, 300 City Centre Drive
Mississauga, ON L5B 3C1
Attention: Crystal Greer, Clerk
crystal.greer@mississauga.ca

- 11.2 Notices shall be deemed to have been given (a) in the case of mail, five (5) business days after such notice is mailed (b) in the case of courier, two (2) business days, after such notice is mailed; or (c) in the case of email or personal delivery, one (1) business day after such notice is received by the other party.

12.0 GOVERNING LAW

- 12.1 This Agreement and the rights, obligations and relations of the parties hereto shall be governed by and construed in accordance with the laws of the Province of Ontario.

13.0 ENTIRE AGREEMENT

- 13.1 This Agreement constitutes the entire Agreement between the parties with respect to the subject matter contained in the Agreement and supersedes all prior oral or written representations and Agreements.
- 13.2 This Agreement may only be modified by a written Agreement duly executed by the parties.

14.0 CLAIMANT'S POWER TO ENTER INTO AGREEMENT

- 14.1 The Claimant represents and warrants that it has the full right and power to enter into the Agreement and that it is not party to any other agreement that would in any way interfere with the rights of the Ministry under the Agreement. The parties both represent that their respective representatives have the authority to legally bind them.

15.0 CLAIMANT NOT A PARTNER OR AGENT

- 15.1 Nothing in the Agreement shall have the effect of creating a partnership or agency relationship between the Ministry and the Claimant.

16.0 RESPONSIBILITY OF THE CLAIMANT

- 16.1 The Claimant agrees that it is liable for the acts and omissions of its officers, employees, agents, partners, affiliates, volunteers and subcontractors. The Claimant shall be liable for all damages, costs, expenses, losses, claims or actions of any kind arising from any breach of the Agreement resulting from the actions of the above mentioned individuals and entities.

17.0 AGREEMENT BINDING AND SURVIVAL

- 17.1 The Agreement shall operate to the benefit of and be binding upon the parties and their successors, executors, administrators and their permitted assigns.
- 17.2 The provisions of Articles 4.0 (Claimant Warrants), 5.0 (Use of Grant Funding), 6.0 (Reporting Requirements for the Claimant and Document Retention), 8.0 (Limitation of Liability and Indemnity), 9.0 (Repayment), 12.0 (Governing Law), 16.0 (Responsibility of the Claimant) and 17.0 (Agreement Binding and Survival) shall survive termination or expiry of this Agreement for a period of ten (10) years from the date of expiry or termination of this Agreement.

18.0 CONDONATION NOT A WAIVER

18.1 Any failure by the Ministry to insist in one or more instances upon strict performance by the Claimant of any of the terms or conditions of the Agreement shall not be construed as a waiver by the Ministry of its right to require strict performance of any such terms or conditions, and the obligations of the Claimant with respect to such performance shall continue in full force and effect.

19.0 SEVERABILITY

19.1 If any term or condition of the Agreement is to any extent invalid or unenforceable, the remainder of the Agreement shall not be affected thereby.

20.0 FORCE MAJEURE

20.1 Neither party shall be liable for damages caused by delay or failure to perform its obligations under the Agreement where such delay or failure is caused by an event beyond its reasonable control.

IN WITNESS WHEREOF the parties hereto have executed and affixed their seals to the Agreement.

HER MAJESTY THE QUEEN IN RIGHT OF ONTARIO
As represented by the Minister of Municipal Affairs and Housing

The Honourable Ted McMeekin

Date of Signature: _____

THE CORPORATION OF THE CITY OF MISSISSAUGA

Signature
Name: Gary Kent
Title: Commissioner of Corporate Services and Chief Financial Officer
Date of Signature: _____

Witness

Signature
Name: Crystal Greer
Title: Clerk
Date of Signature: _____

Witness



Corporate Report

Clerk's Files

Originator's
Files

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DATE: February 26, 2015

TO: Chair and Members of General Committee
Meeting Date: March 25, 2015

FROM: Gary Kent
Commissioner of Corporate Services and Chief Financial Officer

SUBJECT: **2014 Statement of Remuneration and Expenses**

General Committee

MAR 25 2015

RECOMMENDATION: That the 2014 Statement of Remuneration and Expenses detailed in Appendix 1 attached to the report dated February 26, 2015 from the Commissioner of Corporate Services and Chief Financial Officer be received.

BACKGROUND: In accordance with the *Municipal Act 2001*, S.O. 2001, C.25, Section 284, a statement of remuneration and expenses paid to Members of Council, local boards and committees in the preceding year must be submitted to Council by March 31 of each calendar year.

Under the Municipal Act, a Business Improvement Area is a board of management and therefore considered a local board of the municipality and must be included in this report to Council.

Only members of local boards and committees that received payment in the form of remuneration and/or expenses in 2014 are listed in this report. All other committee or board members not in receipt of compensation were excluded.

FINANCIAL IMPACT: The remuneration and expenses paid to all elected officials are in accordance with City of Mississauga By-law 511-2002.

All elected official expenditures are within the budgets approved for 2014.

CONCLUSION: Appendix 1 itemizes the 2014 remuneration and expenses of the Mayor, Members of Council, and members of local boards and committees, that are appointed by Council, including Enersource Corporation.

Remuneration and expenses have been included for Streetsville and Port Credit Business Improvement Areas. Clarkson and Malton Business Improvement Areas had no remuneration or expenses to report for 2014.

This summary does not include remuneration paid by the Region of Peel. This information is published separately by the Region of Peel.

This report and the 2014 Mayor and Members of Council Expenditure Statements will be posted on the City's website following receipt of this report by Council.

ATTACHMENTS: Appendix 1: 2014 Statement of Remuneration and Expenses



Gary Kent
Commissioner of Corporate Services and Chief Financial Officer

Prepared By: Mark Beauparlant, Manager, Corporate Financial Services

MEMBERS OF COUNCIL AND COMMITTEES
FOR THE CITY OF MISSISSAUGA
STATEMENT OF REMUNERATION AND EXPENSES
FOR THE YEAR ENDED DECEMBER 31, 2014

MEMBERS OF COUNCIL

		TOTAL SALARY	SEVERENCE *	FRINGE BENEFITS **	CAR ALLOWANCE	CONSTITUENCY EXPENSES	
						ACTUAL	BUDGET
McCallion, H.	Mayor	127,959.17	139,374.00	5,091.29	n/a	40,451.08	47,483.26
Crombie, B.	Mayor	10,721.08		2,226.69	1,442.00	5,360.52	5,566.66
Tovey, J.	Ward 1	82,831.74		21,110.24	17,304.00	7,779.41	27,200.00
Mullin, P.	Ward 2	76,428.20	83,246.00	17,606.52	15,862.00	12,842.27	24,566.63
Ras, K.	Ward 2	6,403.54		1,451.21	1,442.00	258.92	4,233.33
Fonseca, C.	Ward 3	82,831.74		21,110.24	17,304.00	19,392.28	28,700.00
Dale, F.	Ward 4	77,388.73	83,246.00	20,140.83	16,048.06	12,589.57	27,316.67
Crombie, B.	Ward 5	76,428.20		19,620.29	15,862.00	19,517.13	27,041.63
Parrish, C.	Ward 5	6,403.54		156.90	1,442.00	4,085.44	4,458.33
Starr, R.	Ward 6	82,831.74		6,952.76	17,304.00	23,779.03	28,900.00
Iannicca, N.	Ward 7	82,831.74		21,110.24	17,304.00	27,445.20	32,300.00
Mahoney, K.	Ward 8	76,428.20	83,246.00	20,032.02	15,862.00	8,638.86	26,583.26
Mahoney, M.	Ward 8	6,403.54		1,451.21	1,442.00	377.08	4,416.66
Saito, P.	Ward 9	82,831.74		21,110.24	17,304.00	23,143.03	27,900.00
McFadden, S.	Ward 10	82,831.74		21,110.24	17,304.00	27,700.00	27,700.00
Carlson, G.	Ward 11	82,831.74		21,110.24	17,304.00	19,917.30	27,000.00

* Severence paid in 2014 to 2017

** Benefit coverage costs in accordance with members of Council Remuneration By-law (#05-11-2002).

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MEMBERS OF COUNCIL AND COMMITTEES

FOR THE CITY OF MISSISSAUGA

STATEMENT OF REMUNERATION AND EXPENSES

FOR THE YEAR ENDED DECEMBER 31, 2014

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ACCESSIBILITY ADVISORY COMMITTEE - CITY APPOINTED MEMBERS

	TRANSHelp / TAXI	CONFERENCE EXPENSES
Chafe, C.	58.50	150.00
Husain, N.	58.50	
Khedr, R.	111.00	
Lowe, C.	70.01	150.00

BUSINESS IMPROVEMENT ASSOCIATION - PORT CREDIT

	TOTAL SALARY	FRINGE BENEFITS	MILEAGE EXPENSES	CONFERENCE EXPENSES
Baird, T.				647.66
Bozzo, J.				647.66
Edwards, C.				647.66
Gordon, T.	36,000.00	2,556.32		1,979.59
Klein, H.				733.66
Laidlow, B	31,801.95	2,237.98		1,979.59
Morewood, M.				647.66
Timms, E.	71,506.63	3,603.77	673.17	2,041.56
Tsolakis, H.	2,310.00	51.63		

MEMBERS OF COUNCIL AND COMMITTEES
FOR THE CITY OF MISSISSAUGA
STATEMENT OF REMUNERATION AND EXPENSES
FOR THE YEAR ENDED DECEMBER 31, 2014

BUSINESS IMPROVEMENT ASSOCIATION - STREETSVILLE

	TOTAL SALARY	FRINGE BENEFITS	MILEAGE EXPENSES	PARKING EXPENSES	CONFERENCE EXPENSES
Bunting, Kim	27,400.00	1,897.50			
Scott, S.	3,960.00	260.34			
Trewartha, A. B.	54,000.00	3,704.65	166.87	34.75	799.00

COMMITTEE OF ADJUSTMENT - CITY APPOINTED MEMBERS

	TOTAL SALARY	FRINGE BENEFITS	MILEAGE EXPENSES
Bennett, R.	8,728.00	208.96	1,720.00
Dahonick, L.	4,264.00	235.73	840.00
George, D.	9,140.00	218.80	1,800.00
Kennedy, D.	8,736.00	602.51	1,720.00
Patrizio, S.	8,320.00	545.64	1,640.00
Robinson, J.	8,328.00	560.60	1,640.00
Thomas, J.	8,728.00	559.59	1,720.00

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MEMBERS OF COUNCIL AND COMMITTEES
FOR THE CITY OF MISSISSAUGA
STATEMENT OF REMUNERATION AND EXPENSES
FOR THE YEAR ENDED DECEMBER 31, 2014

ENERSOURCE CORPORATION - CITY APPOINTED DIRECTORS

	HONORARIUMS	MEETING PER DIEM	OTHER EXPENSES
D'Ambrosio, C.	8,250.03	10,200.00	181.82
Beasley, G.	12,999.96	11,400.00	1,691.82
Kuga Pikulin, L.	11,000.04	12,600.00	181.82
Loberg, N.	43,936.08		1,674.68
McCallion, H.	11,000.04	6,000.00	181.82
MacCallum, R.	12,999.96	14,400.00	181.82
Mahoney, K.		12,600.00	181.82
Saito, P.		16,800.00	181.82
Starr, R.		11,400.00	181.82
Warner, D.	11,000.04	7,800.00	611.12

MISSISSAUGA APPEAL TRIBUNAL

	MEETING PER DIEM
Amoah, J.	700.00
Chung, R.	700.00
Laverriere, L.	600.00
Lyn, L.	700.00
Rokerya, R.	300.00

MEMBERS OF COUNCIL AND COMMITTEES
FOR THE CITY OF MISSISSAUGA
STATEMENT OF REMUNERATION AND EXPENSES
FOR THE YEAR ENDED DECEMBER 31, 2014

MISSISSAUGA CYCLING ADVISORY COMMITTEE

	MILEAGE EXPENSES	PARKING EXPENSES	TRANSPORTATIO N OTHER
Buchanan, R.	147.84		
deCloe, J.	141.02	9.00	10.80
Morris, D.		25.21	
Nayer, I.	123.52	13.70	
Wachman, J.	83.17	40.12	

MISSISSAUGA PUBLIC LIBRARY BOARD

	PARKING EXPENSES
Carvalho, D.	34.50
Chopra, R.	34.50
Ferreira, P.	34.50
Hutchinson, B.	34.50
Ohori, V.	34.50
Rangrez, I.	34.50

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MEMBERS OF COUNCIL AND COMMITTEES**FOR THE CITY OF MISSISSAUGA
STATEMENT OF REMUNERATION AND EXPENSES
FOR THE YEAR ENDED DECEMBER 31, 2014****PROPERTY STANDARDS COMMITTEE - CITY APPOINTED MEMBERS**

	MEETING PER DIEM
Jasiniski, T.	200.00
Nanan, S.	200.00
Shalamay, G.	100.00
Willchuk, D.	50.00
Zoerb, M.	150.00

TRAFFIC SAFETY COUNCIL - CITY APPOINTED MEMBERS

	MILEAGE EXPENSES	CONFERENCE EXPENSES
Brennan, D.		
Goegan, L.	897.43	1,286.80
George, D.		1,324.04
Kumra, S.	69.06	1,243.54
Myrdal, A.	34.04	
Relf, H.		
Suess, D.	292.26	
Swedak, B.	663.29	1,160.76
Westbrook, P.	845.99	501.42



Corporate Report

Clerk's Files

Originator's
Files

PO.11.CRE

General Committee

MAR 25 2015

DATE: February 25, 2015

TO: Chair and Members of General Committee
Meeting Date: March 25, 2015

FROM: Gary Kent
Commissioner of Corporate Services and Chief Financial Officer

SUBJECT: **Proposed Surplus Land Declaration – 2000 Credit Valley Road
Parking Spot, described as Unit 152, Level A, PCP No.294
(Ward 8)**

- RECOMMENDATION:**
1. That the City owned property of land located at 2000 Credit Valley Road, West of Credit Valley Road, south of Eglinton Avenue West, be declared surplus to the City's requirements. The City owned property is legally described as Unit 152, Level A, Peel Condominium Plan No. 294. Firstly, Part Lot 15, RCP 1003, Parts 1,3,4,5,6 & 7 on 43R-12196; Secondly, Part Block 64, Plan 43M-548, Part 2 on 43R-12196, in the City of Mississauga, Regional Municipality of Peel, Ward 8.
 2. That Realty Services staff be authorized to proceed to dispose of the subject lands to be declared surplus at fair market value.
 3. That all steps necessary to comply with the requirements of Section 2.(1) of City Notice By-law 215-08 be taken, including giving notice to the public by posting a notice on the City of Mississauga's website for a two week period, where the expiry of the two week period will be at least one week prior to the execution of an agreement for the sale of the subject lands under delegated authority.

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BACKGROUND:

The City owned property is a parking spot which was vested into City ownership on September 5th, 2014 as a result of a failed Tax Sale. The parking space is described as Unit 152, Level A of a parking garage located at 2000 Credit Valley Road. The property in which the subject parcel is located is owned by Peel Condominium Corporation No. 294 (PCC No. 294).

A Tax Sale process was conducted by the City on the subject property in accordance with the *Municipal Act, 2001* on December 6th, 2013 to recover unpaid property taxes but there were no bids received. PUCC No. 294, although interested in the parking space, was not willing to pay the overdue tax owing plus penalty and interest for the parking space in the amount of \$21,577.92.

As a result of the failed tax sale, the City registered a Tax Deed pursuant to Bylaw 0211-2009 on September 5th, 2014 vesting the subject property in the name of the City. Vesting the subject property in the City's name allowed the City to write off the overdue taxes and no further taxes will accumulate.

Given the above, it is recommended that the lands be declared surplus to the City's needs for the purpose of a potential sale to PUCC No. 294 or on the open market.

COMMENTS:

Realty Services has completed its circulation and received confirmation from all City departments that they have no objection to the subject lands being declared surplus for the purpose of a potential sale.

Prior to completion of this proposed transaction under Delegated Authority, public notice will have been given by the posting of a notice of proposed sale on the City of Mississauga's website for a two week period, where the expiry of the two week period will be at least one week before the execution of the agreement for the sale of the said land. This notice satisfies the requirements of the City Notice By-law 0215-2008 as amended by By-law 0376-2008.

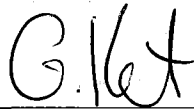
FINANCIAL IMPACT: The sale of the subject property will generate revenue for the City and reduce the potential for maintenance concerns.

CONCLUSION:

It is appropriate to declare the subject City property surplus and offer it for sale at fair market value to the condominium corporation or on the open market. The sale of the subject lands will be subject to any easement protection that may be required.

ATTACHMENTS:

Appendix 1: Approximate location of the proposed lands to be declared surplus, located on the east side of Credit Valley Road south of Eglinton Avenue West (Ward 8).



Gary Kent

Commissioner of Corporate Services and Chief Financial Officer

Prepared By: Erny Ferreira, Real Estate Analyst-Appraiser

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APPENDIX 1



This is not a Plan of Survey



MISSISSAUGA



Corporate Services

Realty Services

PO.11.CRE - 2000 Credit Valley Rd
Proposed Surplus Land Declaration

SCALE FOR REDUCED DRAWINGS



REPORT 1-2015

General Committee

MAR 25 2015

TO: CHAIR AND MEMBERS OF GENERAL COMMITTEE

The Public Vehicle Advisory Committee presents its first report for 2015 and recommends:

PVAC-0001-2015

That the deputation made by Dr. Dan Hara, President, Hara Associates Inc. regarding the Taxi Plate Issuance Model be received.

(PVAC-0001-2015)

PVAC-0002-2015

That the deputation made by Zachary Killam, CEO, Play Charging, regarding in-taxi charging devices be referred to staff to bring back a report on in-taxi charging devices.

(PVAC-0002-2015)

PVAC-0003-2015

That the deputation made by Amandeep Mann, taxicab driver, with respect to tint-free provisions in the Public Vehicle Licensing By-law 420-04, as amended, be received and Mr. Mann is further advised to supply medical documentation to be reviewed by Councillor Parrish and Councillor Starr.

(PVAC-0003-2015)

PVAC-0004-2015

1. That the report from the Commissioner of Transportation and Works, dated February 18, 2015 entitled "Mobile Licensing Enforcement Practices for the Taxicab and Limousine Industries" be received for information;
2. That staff provide an update to the Public Vehicle Advisory Committee in 2016.

(PVAC-0004-2015)

PVAC-0005-2015

1. That Council request the Ministry of Transportation for the Province of Ontario pass legislation and/or regulations to address taxicab mobile applications such as Uber as outlined in the report from the Commissioner of Transportation and Works, dated February 18, 2015 entitled "Regulation of Taxicab Mobile Applications".

2. That a copy of the report from the Commissioner of Transportation and Works, dated February 18, 2015 entitled "Regulation of Taxicab Mobile Applications", be forwarded to the Minister of Transportation, Province of Ontario.

(PVAC-0005-2015)

PVAC-0006-2015

1. That the email dated February 11, 2015 from Baljit Pandori, Elected at Large, regarding Uber Taxi be received;
2. That the matter be referred to staff to prepare an updated report with respect to Uber and Uber X taxis.

(PVAC-0006-2015)

PVAC-0007-2015

1. That the email dated February 11, 2015 from Peter Pellier regarding a moratorium on the issuance of A-Plates be received;
2. That a three month moratorium on the issuance of A-Plates be enacted and that five (5) current Temporary A-Plate applicants be exempt from the moratorium.

(PVAC-0007-2015)

PVAC-0008-2015

That the email dated February 10, 2015 from Al Cormier, Citizen Member, regarding taxi meter rates be received.

(PVAC-0008-2015)

PVAC-0009-2015

That the email dated February 25, 2015 from Mark Sexsmith regarding an information session for the Pan Am Games being held at Hershey Sportzone be received.

(PVAC-0009-2015)

PVAC-0010-2015

That the letter dated March 3, 2015 from Crystal Greer, Director Legislative Services and City Clerk, regarding the 2015 Public Vehicle Advisory Committee elections be received.

(PVAC-0010-2015)

PVAC-0011-2015

That the Public Vehicle Advisory Committee Action List for 2015 be received.

(PVAC-0011-2015)

REPORT 1 - 2015

General Committee

MAR 25 2015

TO: CHAIR AND MEMBERS OF COUNCIL

The Museums of Mississauga Advisory Committee presents its first report for 2015 and recommends:

MOMAC-0001-2015

That Jeremy Harvey be appointed Chair of the Museums of Mississauga Advisory Committee for the term ending November 2018, or until a successor is appointed.
(MOMAC-0001-2015)

MOMAC-0002-2015

That Joseph Zammit be appointed Vice Chair of the Museums of Mississauga Advisory Committee for the term ending November 2018, or until a successor is appointed.
(MOMAC-0002-2015)

MOMAC-0003-2015

That the approval of the Draft Terms of Reference of the Museums of Mississauga Advisory Committee (MOMAC) be deferred until the next MOMAC meeting scheduled on June 16, 2015.
(MOMAC-0003-2015)

MOMAC-0004-2015

That the Museums and Heritage Strategic Plan Information Session held on September 15, 2014, and the verbal update dated March 9, 2015 from Paul Damaso, Acting Director, Culture Division, be received for information.
(MOMAC-0004-2015)

MOMAC-0005-2015

That the Update with respect to the Museums of Mississauga Advisory Committee 2014 Priorities and Work Plan dated December 2, 2014, from J. Harvey, Chair, be received.
(MOMAC-0005-2015)

MOMAC-0006-2015

That the 2014-2018 Museums of Mississauga Advisory Committee Achievements and Objectives from J. Harvey, Chair, be received, and that the 2015-2018 Objectives be brought back to the next MOMAC meeting scheduled on June 16, 2015.
(MOMAC-0006-2015)

MOMAC-0007-2015

That the Memorandum dated March 3, 2015 from Mumtaz Alikhan, Legislative Coordinator, entitled *2015 Museums of Mississauga Advisory Committee Meeting Dates*, be received.
(MOMAC-0007-2015)

MOMAC-0008-2015

That the letter dated October 3, 2014 from the Minister of Tourism, Culture and Sport, advising that a grant to the Museums of Mississauga in the amount of \$53,953 has been approved under the Community Museum Operating Grant (CMOG) Program for the 2014-2015 fiscal year, be received for information.

(MOMAC-0008-2015)

REPORT 2-2015

General Committee

MAR 25 2015

TO: CHAIR AND MEMBERS OF GENERAL COMMITTEE

The Heritage Advisory Committee presents its second report for 2015 and recommends:

HAC-0004-2015

That Councillor George Carlson be appointed Chair of the Heritage Advisory Committee for the term ending November 30, 2018, or until a successor is appointed.

(HAC-0004-2015)

HAC-0005-2015

That Rick Mateljan be appointed Vice-Chair of the Heritage Advisory Committee for the term ending November 30, 2018, or until a successor is appointed.

(HAC-0005-2015)

HAC-0006-2015

That Matthew Wilkinson, Rick Mateljan and David Dodaro, Members of the Heritage Advisory Committee, be appointed to serve on the Designated Heritage Property Grant Assessment Panel for the term ending November 30, 2018.

(HAC-0006-2015)

HAC-0007-2015

1. That the Corporate report from the Commissioner of Community Services dated February 17, 2015 entitled *Proposed Heritage Designation and Alteration, Scruton House, 307 Queen Street South (Ward 11)*, be received;
2. That the designation under the *Ontario Heritage Act* of the Scruton House, 307 Queen Street South, for its physical/design, historical/associative and contextual value, be deferred until a redesign of the proposed restoration and addition is conducted;
3. That the City accept a 2015 Designated Heritage Property Grant application for the subject address within the timelines allotted, conditional upon (at minimum) the property being designated under the *Ontario Heritage Act*.

(HAC-0007-2015)

HAC-0008-2015

That the properties located at 5175 and 5215 Mississauga Road, which are listed on the City's Heritage Register, are not worthy of heritage designation, and consequently, that the owner's request to demolish proceed through the applicable process.

(HAC-0008-2015)

HAC-0009-2015

That the property at 169 Donnelly Drive, which is listed on the City's Heritage Register, is not worthy of heritage designation, and consequently, that the owner's request to demolish proceed through the applicable process.

(HAC-0009-2015)

HAC-0010-2015

1. That the property at 1312 Stavebank Road, which is listed on the City's Heritage Register, is not worthy of heritage designation, and consequently, that the owner's request to demolish proceed through the applicable process.
2. That an interpretive plaque, recognizing the residency of artist Thomas Keith Roberts at the subject property, be installed at the public right-of-way at the owner's expense, with approval and text/image design by the City.

(HAC-0010-2015)

HAC-0011-2015

That the request to alter the property at 4300 Riverwood Park Lane, as described in the report from the Commissioner of Community Services, dated February 17, 2015, be approved and that the appropriate City officials be authorized and directed to take the necessary action to give effect thereto.

(HAC-0011-2015)

HAC-0012-2015

That the property at 973 Tennyson Avenue, which is listed on the City's Heritage Register, is not worthy of heritage designation, and consequently, that the owner's request to demolish proceed through the applicable process.

(HAC-0012-2015)

HAC-0013-2015

That the Memorandum dated February 17, 2015 from Paula Wubbenhorst, Senior Heritage Coordinator, with respect to the proposed renovation of the existing house located at 866 Tennyson Avenue, listed on the City's Heritage Register, be received for information.

(HAC-0013-2015)

HAC-0014-2015

That the Memorandum dated March 3, 2015 from Mumtaz Alikhan, Legislative Coordinator, entitled 2015 Heritage Advisory Committee Meeting Dates, be received for information.

(HAC-0014-2015)

**MISSISSAUGA CYCLING
ADVISORY COMMITTEE**

March 10, 2015

REPORT 3 - 2015

General Committee

MAR 25 2015

TO: CHAIR AND MEMBERS OF GENERAL COMMITTEE

The Mississauga Cycling Advisory Committee presents its third report for 2015 and recommends:

MCAC-0008-2015

That Donnie Morris be appointed as Chair of the Mississauga Cycling Advisory Committee for a term of office to November 30, 2018, or until a successor is appointed.
(MCAC-0008-2015)

MCAC-0009-2015

That Irwin Nayer be appointed as Vice-Chair of the Mississauga Cycling Advisory Committee for a term of office to November 30, 2018, or until a successor is appointed.
(MCAC-0009-2015)

MCAC-0010-2015

That Dorothy Tomiuk be appointed as Chair of the Tour de Mississauga Subcommittee of the Mississauga Cycling Advisory Committee for a term of office to November 30, 2018, or until a successor is appointed.
(MCAC-0010-2015)

MCAC-0010-2015

That Joanne deCloe be appointed as Chair of the Communications & Promotions Subcommittee of the Mississauga Cycling Advisory Committee for a term of office to November 30, 2018, or until a successor is appointed.
(MCAC-0010-2015)

MCAC-0011-2015

That Donald Morris be appointed as Chair of the Network & Technical Subcommittee of the Mississauga Cycling Advisory Committee for a term of office to November 30, 2018, or until a successor is appointed.
(MCAC-0011-2015)

MCAC-0012-2015

That MiWay respond to the Mississauga Cycling Advisory Committee by April 30, 2015 with respect to the Transitway being made available for the Tour de Mississauga on September 20, 2015.
(MCAC-0012-2015)

**MISSISSAUGA CYCLING
ADVISORY COMMITTEE****March 10, 2015**

MCAC-0013-2015

That authority be given in the event that the City of Mississauga receives silver status for the Bicycle Friendly Award that Irwin Nayer attend the Bike Summit held being April 1, 2015 and that the \$500.00 registration fee be covered by the Mississauga Cycling Advisory Committee 2015 budget.

(MCAC-0013-2015)

MCAC-0014-2015

That the Mississauga Cycling Advisory Committees work plan be deferred to a future meeting for discussion.

(MCAC-0014-2015)

MCAC-0015-2015

That the 2015 Mississauga Cycling Advisory Committee Calendar of Events be received as amended.

(MCAC-0015-2015)