

City of Mississauga Agenda



General Committee

Date

September 9, 2015

Time

9:00 AM

Location

Council Chamber, 2nd Floor, Civic Centre,
300 City Centre Drive, Mississauga, ON L5B3C1

Members

Mayor Bonnie Crombie

Councillor Jim Tovey	Ward 1
Councillor Karen Ras	Ward 2
Councillor Chris Fonseca	Ward 3 (Chair)
Councillor John Kovac	Ward 4
Councillor Carolyn Parrish	Ward 5
Councillor Ron Starr	Ward 6
Councillor Nando Iannicca	Ward 7
Councillor Matt Mahoney	Ward 8
Councillor Pat Saito	Ward 9
Councillor Sue McFadden	Ward 10
Councillor George Carlson	Ward 11

Contact

Sacha Smith, Legislative Coordinator, Legislative Services

905-615-3200 ext. 4516

Email sacha.smith@mississauga.ca

Find it online

<http://www.mississauga.ca/portal/cityhall/generalcommittee>

INDEX – GENERAL COMMITTEE – SEPTEMBER 9, 2015CALL TO ORDERAPPROVAL OF THE AGENDADECLARATIONS OF CONFLICT OF INTERESTPRESENTATIONSDEPUTATIONS

- A. Amrita Kumar-Ratta, Project Lead – Diversity and Inclusion Charter of Peel and Varsha Naik, Chair, Regional Diversity Roundtable, Varsha Naik with respect to the City's endorsement of the Diversity & Inclusion Charter of Peel.
- B. Haris Yaqeen, Chairman, University of Toronto Branch, Monarchist League of Canada with respect to acknowledgement of Her Majesty Queen Elizabeth II's reign on September 9, 2015 at 12 noon.
- C. Elliott Silverstein, Manager, Government Relations, CAA South Central Ontario (Information Item A)

MATTERS TO BE CONSIDERED

- 1. All-Way Stop – Foxwood Avenue and Lisgar Drive (Ward 10)
- 2. Speed Limit Review – Hickory Drive (Ward 3)
- 3. Closure of a Part of Caravelle Drive and Establishment of a New Portion of Caravelle Drive (Ward 5)
- 4. Temporary Road Closure of Satellite Drive between Eglinton Avenue East and Skymark Avenue for Construction of an Overpass Bridge for the Mississauga Transitway Project Procurement FA.49.315-12
- 5. Proposed Temporary Road Closure – Primate Road Immediately West of Dixie Road (Ward 1)

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6. Discontinuation of 2010 Rebate Program – Flooding Remediation and Action Plan (Wards 1, 3, 4, 5, 6 and 7)
7. Feasibility Study and Business Case of Constructing the Missing Link
8. Renaming of the Transit Bus/Maintenance Building at 975 Central Parkway West (Ward 6)
9. Proposed Municipal Walkway Closure – Idlewild Crescent to Crawford Walk (Ward 8)
10. A Cultural Policy
11. 2014 Annual Report – Information and Privacy Commissioner/Ontario
12. Proposed Closure of Part of Old Mill Lane Road Allowance and Surplus Declaration of City Owned Lands Located Adjacent to 7050 Old Mill Lane, for the Purpose of a Proposed Land Exchange with 7050 Old Mill Lane (Ward 11)
13. Surplus Land Declaration of a Portion of City Owned Property Municipally Known as 1455 Old Derry Road, for the Purpose of a Proposed Transfer to Sherazade Khursigara (Ward 11)
14. Delegation of Authority – Acquisition, Disposal, Administration and Lease of Land and Property – January 1, 2015 to June 30, 2015
15. Toronto Summer Olympic Bid for 2024

INFORMATION ITEMS

- A. Letter dated August 26, 2015 from the Teresa Di Felice, Director, Government and Community Relations and Driver Training, CAA with respect to City of Mississauga Towing Licensing By-law 521-04

ADVISORY COMMITTEE REPORTS

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COUNCILLORS' ENQUIRIES

OTHER BUSINESS/ANNOUNCEMENTS

CLOSED SESSION

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

- A. A proposed or pending acquisition or disposition of land by the municipality or local board
- Purchase of Vacant Land Located on the East Side of Creditview Road, South of Highway 401 from ATK Care Group Limited (Ward 11)
- B. The security of the property of the municipality or local board – Hershey Centre Naming Rights

ADJOURNMENT

CALL TO ORDERAPPROVAL OF THE AGENDADECLARATIONS OF CONFLICT OF INTERESTPRESENTATIONSDEPUTATIONS

- A. Amrita Kumar-Ratta, Project Lead – Diversity and Inclusion Charter of Peel and Varsha Naik, Chair, Regional Diversity Roundtable, Varsha Naik with respect to the City's endorsement of the Diversity & Inclusion Charter of Peel.
- B. Haris Yaqeen, Chairman, University of Toronto Branch, Monarchist League of Canada with respect to acknowledgement of Her Majesty Queen Elizabeth II's reign on September 9, 2015 at 12 noon.
- C. Elliott Silverstein, Manager, Government Relations, CAA South Central Ontario (Information Item A)

MATTERS TO BE CONSIDERED1. All-Way Stop – Foxwood Avenue and Lisgar Drive (Ward 10)

Corporate Report dated August 17, 2015 from the Commissioner of Transportation and Works with respect to an all-way stop at Foxwood Avenue and Lisgar Drive.

RECOMMENDATION

That an all-way stop control not be implemented at the intersection of Foxwood Avenue and Lisgar Drive as the warrants have not been met.

2. Speed Limit Review – Hickory Drive (Ward 3)

Corporate Report dated August 17, 2015 from the Commissioner of Transportation and Works with respect to a speed limit review of Hickory Drive.

RECOMMENDATION

That the statutory speed limit of 50 km/h be maintained on Hickory Drive.

3. Closure of a Part of Caravelle Drive and Establishment of a New Portion of Caravelle Drive (Ward 5)

Corporate Report dated August 10, 2015 from the Commissioner of Transportation and Works with respect to the closure of a part of Caravelle Drive and the establishment of a new portion of Caravelle Drive.

RECOMMENDATION

1. That a by-law be enacted authorizing the permanent closure of part of Caravelle Drive described as in the City of Mississauga, Municipality of Peel, (Geographic Township of Toronto Gore, County of Peel), Province of Ontario, and being composed of Part of Lot 9, Concession 7, Southern Division of the said Township, designated as Parts 8, 12, 13, 24, 25 and 39, on Reference Plan 43R-36494.
2. That a by-law be enacted authorizing the establishment of a public highway to be known as Caravelle Drive on those lands described as in the City of Mississauga, Municipality of Peel, (Geographic Township of Toronto Gore, County of Peel), Province of Ontario, and being composed of Part of Lot 9, Concession 7, Southern Division of the said Township, designated as Parts 2, 11, 14, 15, and 16, on Reference Plan 43R-36494.
3. That following Council's approval to close a portion of Caravelle Drive, that the Commissioner of Transportation and Works and the City Clerk be authorized to grant, execute and deliver such easements and rights as are necessary to preserve and protect the interest of public utilities with respect to the placement and maintenance of utilities within such closed public highway or parts thereof.
4. That City staff be authorized to register both bylaws on title against the subject lands in the appropriate Land Registry Office.

4. Temporary Road Closure of Satellite Drive between Eglinton Avenue East and Skymark Avenue for Construction of an Overpass Bridge for the Mississauga Transitway Project Procurement FA.49.315-12

Corporate Report dated August 25, 2015 from the Commissioner of Transportation and Works with respect to a temporary road closure of Satellite Drive between Eglinton Avenue East and Skymark Avenue.

RECOMMENDATION

That Dufferin Construction Company be granted permission to temporarily close Satellite Drive between Eglinton Avenue East and Skymark Avenue to undertake construction of an overpass bridge as part of the Mississauga Transitway project starting at 6:00 a.m. on Friday, September 25, 2015, and ending at 6:00 a.m. on Friday, April 29, 2016.

5. Proposed Temporary Road Closure – Primate Road Immediately West of Dixie Road (Ward 1)

Corporate Report dated August 19, 2015 from the Commissioner of Transportation and Works with respect to a proposed temporary road closure for Primate Road immediately west of Dixie Road.

RECOMMENDATION

That a by-law be enacted to implement the temporary road closure of Primate Road immediately west of Dixie Road commencing at 7:00 a.m. on Monday, September 21, 2015 and ending at 7:00 p.m. Friday, June 3, 2016.

6. Discontinuation of 2010 Rebate Program – Flooding Remediation and Action Plan (Wards 1, 3, 4, 5, 6 and 7)

Corporate Report dated August 27, 2015 from the Commissioner of Transportation and Works with respect to the discontinuation of the 2010 Rebate Program – Flooding Remediation and Action Plan.

RECOMMENDATION

That the City of Mississauga's participation in the 2010 Rebate Program that was jointly funded with the Region of Peel as part of a Flooding Remediation and Action Plan in response to the August 4, 2009 rainfall event be discontinued.

7. Feasibility Study and Business Case of Constructing the Missing Link

Corporate Report dated August 28, 2015 from the Commissioner of Transportation and Works with respect to the feasibility study and business case of the constructing the missing link.

RECOMMENDATION

1. That the Corporate Report dated August 28, 2015 from the Commissioner of Transportation and Works entitled *Feasibility Study and Business Case of Constructing the Missing Link*, and that the study prepared by IBI Group of the same name attached as Appendix 1, be endorsed in principle;
2. That a copy of this report be forwarded to the Provincial and Federal governments for consideration in order to achieve the following: two-way, all-day GO service between Union Station and Milton GO Station on the Milton GO Rail corridor; two-way, all-day GO service between Union Station and Kitchener via Malton on the Kitchener GO Rail corridor; as well as an expansion of GO Train service to Cambridge; and
3. That a copy of this report be forwarded to the City of Toronto, the Town of Milton, the City of Cambridge, Metrolinx, as well as Canadian National (CN) and Canadian Pacific (CP) railways.

8. Renaming of the Transit Bus/Maintenance Building at 975 Central Parkway West (Ward 6)

Corporate Report dated August 19, 2015 from the Commissioner of Community Services with respect to the renaming of the Transit Bus/Maintenance Building at 975 Central Parkway West.

RECOMMENDATION

1. That the Transit Bus/Maintenance Building at 975 Central Parkway West be renamed the "E.J. (Ed) Dowling Transit Facility".
2. That Council waive the requirement to notify all residents and ratepayer associations within a 400 ft (120 m) radius from the facility, 30 days prior to the renaming of the facility as outlined in the City's "Property and Facility Naming and Dedications" Corporate Policy 05-02-02; and

3. That Council waive the requirements that the recognition of an individual be posthumous as outlined in the City's "Property and Facility Naming and Dedications" Corporate Policy 05-02-02.

9. Proposed Municipal Walkway Closure – Idlewild Crescent to Crawford Walk (Ward 8)

Corporate Report dated August 18, 2015 from the Commissioner of Community Services with respect to the proposed municipal walkway closure between 4444 and 4448 Idlewild Crescent.

RECOMMENDATION

That the Crawford Walk (P-298) walkway connection located between 4444 and 4448 Idlewild Crescent be closed in accordance with Council Resolution 0118-2015 and that all required measures to complete the closure be undertaken.

10. A Cultural Policy

Corporate Report dated August 18, 2015 from the Commissioner of Community Services with respect to the proposed Cultural Policy.

RECOMMENDATION

That the Cultural Policy as outlined in the Corporate Report dated August 18, 2015 from the Commissioner of Community Services, be adopted.

11. 2014 Annual Report – Information and Privacy Commissioner/Ontario

Corporate Report dated July 9, 2015 from the Commissioner of Corporate Services and Chief Financial Officer with respect to the 2014 Annual Report – Information and Privacy Commissioner/Ontario.

RECOMMENDATION

That the report dated July 9, 2015 from the Commissioner of Corporate Services and Chief Financial Officer regarding the 2014 Annual Report of the Information and Privacy Commissioner/Ontario (IPC) be received for information.

12. Proposed Closure of Part of Old Mill Lane Road Allowance and Surplus Declaration of City Owned Lands Located Adjacent to 7050 Old Mill Lane, for the Purpose of a Proposed Land Exchange with 7050 Old Mill Lane (Ward 11)

Corporate Report dated August 14, 2015 from the Commissioner of Corporate Services and Chief Financial Officer with respect to a proposed closure of part of Old Mill Lane Road Allowance and Surplus Declaration of City owned lands located adjacent to 7050 Old Mill Lane for the purpose of a proposed land exchange with 7050 Old Mill Lane.

RECOMMENDATION

1. That a by-law be enacted authorizing the closure of part of the road allowance of Old Mill Lane north of Old Derry Road, located on the west side of Old Mill Lane and containing an area of 54.51 square metres (approximately 587 square feet), legally described as Part of Old Mill Lane Formerly Mill Street, Plan TOR 5, designated as Part 2 on Plan of Survey deposited in the Land Registry Office for the Land Titles Division of Peel (No.43) as Plan 43R-36450, in the City of Mississauga, Regional Municipality of Peel, in Ward 11.
2. That the City lands described as Part 2 on Reference Plan 43R-36450, be declared surplus to the City's requirements and, that all steps necessary to comply with the requirements of Public Notice Section 2.(1) of City Notice By-law 215-08 be taken, including giving notice to the public.
3. That the Realty Services Section of the Corporate Services Department be authorized to enter into negotiations for a Land Exchange Agreement between The Corporation of the City of Mississauga and Peter Panaritis and Paula Panaritis, owners of the property at 7050 Old Mill Lane, including all documents ancillary thereto, and, any amending agreements as may be required to exchange title to their respective lands.
4. That a by-law be enacted to establish Part 3 on Reference Plan 43R-36450 (the "Applicant's lands") as public highway to be incorporated as part of the Old Mill road allowance.

13. Surplus Land Declaration of a Portion of City Owned Property Municipally Known as 1455 Old Derry Road, for the Purpose of a Proposed Transfer to Sherazade Khursigara (Ward 11)

Corporate Report dated August 5, 2015 from the Commissioner of Corporate Services and Chief Financial Officer with respect to a surplus land declaration of a portion of City owned property at 1455 Old Derry Road for the purpose of proposed transfer to Sherazade Khursigara.

RECOMMENDATION

1. That a portion of City owned property, municipally known as 1455 Old Derry Road, containing an area of approximately 217.2 square metres (2337.92 square feet), be declared surplus to the City's requirements for the purposes of a transfer to Sherazade Khursigara.
The subject lands are legally described as Part of Block 31 on Plan 43M-1336, designated as Part 2 on Reference Plan 43R-35031, in the City of Mississauga, Regional Municipality of Peel, in Ward 11.
2. That all steps necessary to comply with the requirements of Section 2.(1) of City Notice By-law 215-2008 be taken, including giving notice to the public by posting a notice on the City of Mississauga's website for at least three weeks prior to the execution of an Agreement of Purchase and Sale for the subject land.

14. Delegation of Authority – Acquisition, Disposal, Administration and Lease of Land and Property – January 1, 2015 to June 30, 2015

Corporate Report August 6, 2015 from the Commissioner of Corporate Services and Chief Financial Officer with respect to the delegation of authority for the acquisition, disposal, administration and lease of land and property between January 1, 2015 to June 30, 2015.

RECOMMENDATION

That the report dated August 6, 2015 from the Commissioner of Corporate Services and Chief Financial Officer entitled, "Delegation of Authority-Acquisition, Disposal, Administration and Lease of Land and Property – January 1, 2015 to June 30, 2015", be received for information.

15. Toronto Summer Olympic Bid for 2024

Mayor Crombie has requested that Committee discuss the Toronto Summer Olympic Bid for 2024.

INFORMATION ITEMS

- A. Letter dated August 26, 2015 from the Teresa Di Felice, Director, Government and Community Relations and Driver Training, CAA with respect to City of Mississauga Towing Licensing By-law 521-04

ADVISORY COMMITTEE REPORTS

Traffic Safety Council Report 5-2015 June 24, 2015

RECOMMENDATIONS

TSC-0095-2015

That the presentation made by Rajv Sawhney, resident, with respect to walking route safety concerns associated with the removal of school bus service for students attending Meadowvale Village Public School be received.

(TSC-0095-2015)

TSC-0096-2015

1. That the request for a crossing guard at the intersection of Lamplight Way and Historic Trail, Sombrero Way and Nimbus Gate, and Sombrero Way and Harmony Hill, for students attending St. Julia Catholic School be denied as the warrants are not met.
2. That Transportation and Works be requested to install "No Stopping" corner prohibitions on Historic Trail and Lamplight Way, and on the south side of Lamplight Way across from the intersection for students attending St. Julia Catholic School.
3. That Parking Enforcement staff be requested to enforce "No Stopping" prohibitions from 3:10 p.m. to 3:30 p.m. at Historic Trail and Lamplight Way, and on the south side of Lamplight Way across from the intersection, once "No Stopping" signage is in place, for students attending St. Julia Catholic School.

4. That Student Transportation of Peel Region be requested to consider reinstating busing to students attending St. Julia Catholic School and Meadowvale Village Public School on a temporary basis for the duration of the construction when the date for the commencement of construction to remove the Second Line West bridge (over the 401) is announced by the Ministry of Transportation.
5. That Transportation and Works be requested to review the placement of the all way stop signs at the intersection of Second Line West and Sombrero Way for the students attending St. Julia Catholic School and Meadowvale Village Public School.

(Ward 11)

(TSC-0096-2015)

TSC-0097-2015

That the request for a crossing guard at the intersection of Rathburn Road and Perivale Road for the students attending St. David of Wales Catholic School be denied as the warrants are not met.

(Ward 6)

(TSC-0097-2015)

TSC-0098-2015

That the request for a crossing guard at the intersection of Tomken Road and Runningbrook Drive for the students attending Blessed Teresa of Calcutta Catholic School and Silverthorn Public School be denied as the warrants are not met.

(Ward 3)

TSC-0098-2015

TSC-0099-2015

1. That the request for a crossing guard at the intersection of Homelands Drive and Barcella Crescent for students attending St. Francis of Assisi Catholic School, Sheridan Park Public School and Thorn Lodge Public School be denied as the warrants are not met.
2. That Transportation and Works be requested to review the feasibility of extending the No U Turn zone and review all other signage in front of Homelands Senior Public School.

3. That Peel Regional Police be requested to monitor and enforce speeding violations in the school zone between 3:00 p.m. and 3:30 p.m. for students attending St. Francis of Assisi Catholic School, Sheridan Park Public School and Thorn Lodge Public School.

(Ward 2)

(TSC-0099-2015)

TSC-0100-2015

That the request for a crossing guard at the intersection of intersection of Darcel Avenue and Brandon Gate Drive for students attending Corliss Public School and Holy Cross Catholic School be denied as the warrants are not met.

(Ward 5)

(TSC-0100-2015)

TSC-0101-2015

That the request for a safety review at Canadian Martyrs Catholic School, received from the office of Councillor John Kovac on behalf of parents expressing their concerns with on-street parking, parking on school property and the Kiss & Ride area be received and referred to the Traffic Safety Council Site Inspection Subcommittee for a report back to the Traffic Safety Council

(Ward 4)

(TSC-0101-2015)

TSC-0102-2015

That the email dated June 19, 2015 from Alison Rea requesting the placement of a crossing guard at the intersection of Britannia Road West and Queen Street for students attending Dolphin Senior Public School be received and referred to the Traffic Safety Council Site Inspection Subcommittee for a report back to the Traffic Safety Council.

(Ward 11)

(TSC-0102-2015)

TSC-0103-2015

A report from the Manager of Parking Enforcement with respect to parking enforcement in school zones for the month of May 2015 be received for information.

(TSC-0103-2015)

TSC-0104-2015

That the verbal update from Sheelagh Duffin, Supervisor, Crossing Guards, Member of the Peel Regional Police School Safety Committee, regarding the draft brochure, be received for information.

(TSC-0104-2015)

TSC-0105-2015

Action Items List from the Transportation and Works Department for the months of May and June 2015 be received for information.

(TSC-0105-2015)

Environmental Advisory Committee Report 4-2015 July 7, 2015

RECOMMENDATIONS

EAC-0023-2015

1. That the Prezi presentation by Muneef Ahmad, Water Resources Engineer, Transportation and Works, entitled, "Sustainable Neighbourhood Retrofit Action Plan (SNAP)" to the Environmental Action Committee on July 7, 2015, be received;
2. That the Environmental Action Committee supports the initiatives of the Sustainable Neighbourhood Retrofit Action Plan (SNAP);
3. That the Environmental Action Committee encourages Council's endorsement of the Sustainable Neighbourhood Retrofit Action Plan (SNAP) initiatives.

(EAC-0023-2015)

EAC-0024-2015

That the Environmental Action Committee – Strategic Planning Session June 9, 2015 table of action items, be received.

(EAC-0024-2015)

EAC-0025-2015

That the EAC Inquiries chart, updated for the meeting of the Environmental Action Committee on July 7, 2015, be received.

(EAC-0025-2015)

Heritage Advisory Committee Report 6-2015 July 21, 2015**RECOMMENDATIONS****HAC-0041-2015**

That the Memorandum from Ruth Marland, Strategic Leader, Strategic Community Initiatives Division, Planning and Building, dated July 8, 2015 entitled *Inspiration Port Credit – 70 Mississauga Road South – Update for Information*, be received for information.

(HAC-0041-2015)

HAC-0042-2015

1. That the property at 915 North Service Road be designated under the Ontario Heritage Act for its physical/design, historical/associative and contextual value and that the appropriate City officials be authorized and directed to take the necessary action to give effect thereto.
2. That, if there are objections to the designation, City Council direct the City Clerk to refer the matter to the Conservation Review Board.

(HAC-0042-2015)

HAC-0043-2015

1. That the request to alter the property at 1066 Old Derry Road, as described in the report from the Commissioner of Community Services, dated June 30, 2015, be approved with the condition that the house setback from the street be reduced as outlined in this report;
2. That if a variance is required that the Committee of Adjustment be requested to consider waiving the fee of \$900 given that the Owner has previously paid this fee and is in compliance with the Zoning By-law;
3. That the Planning and Building Department be requested to issue a conditional building permit to the Owner to commence work on the project.

(HAC-0043-2015)

HAC-0044-2015

That the property at 109 Indian Valley Trail, 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-0044-2015)

HAC-0045-2015

1. That the Memorandum from Paula Wubbenhorst, Senior Heritage Coordinator, dated June 25, 2015 entitled Heritage Impact Assessment, 6985 Second Line West (Ward 11), be received for information.
2. That staff request that a more traditional window style be utilized.
(HAC-0045-2015)

HAC-0046-2015

That the following Citizen Members from the Meadowvale Heritage Village Association be appointed to the Meadowvale Village Heritage Conservation District Advisory Subcommittee for a term ending November, 2018, or until a successor is appointed:

1. Brian Carmody
2. Janet Clewes
3. Jim Holmes
4. Gord MacKinnon
5. John McAskin
6. David Moir
7. Colleen Newmarch
8. Terry Wilson
9. Greg Young

(HAC-0046-2015)

HAC-0047-2015

That the Memorandum from Cecilia Nin Hernandez, Heritage Coordinator, dated July 6, 2015 entitled UTM Study Information Item – The Impact of Deer Browsing and Movements in The Riverwood Conservancy, be received for information.

(HAC-0047-2015)

Mississauga Cycling Advisory Committee Report 7-2015 August 11, 2015RECOMMENDATIONS

MCAC-0034-2015

That Transportation and Works staff and Community Services staff be directed to identify heavily used trails to paint central lines and to consider budget and maintenance implications.

(MCAC-0034-2015)

MCAC-0035-2015

That the memorandum from Jacqueline Hunter, Active Transportation Technologist dated August 5, 2015 regarding the 2nd Quarterly Update on the Proposed 2015 Network Program be received.
(MCAC-0035-2015)

MCAC-0036-2015

That the Bicycle Friendly Communities application feedback be deferred to a future Mississauga Cycling Advisory Committee.
(MCAC-0036-2015)

MCAC-0037-2015

That the 2015 Mississauga Cycling Advisory Committee Work Plan be approved as presented.
(MCAC-0037-2015)

MCAC-0038-2015

That the 2015 Mississauga Cycling Advisory Committee Calendar of Events be received.
(MCAC-0038-2015)

Public Vehicle Advisory Committee Report 4-2015 August 12, 2015

RECOMMENDATIONS

PVAC-0030-2015

That the deputation and associated handout from Chris Schafer, Uber Public Policy Manager – Canada with respect to Uber operations, be received for information.
(PVAC-0030-2015)

PVAC-0031-2015

1. That the report from the Commissioner, Transportation and Works, dated July 21, 2015 and entitled “Changes to the Public Vehicle Licensing By-law 420-04, as amended, for the Licensing of Taxi and Limousine Drivers”, be received;
2. That staff incorporate comments received from the Public Vehicle Advisory Committee and prepare a report to be considered by General Committee on the recommended changes to the requirements for the licensing of taxi and limousine drivers.

(PVAC-0031-2015)

PVAC-0032-2015

1. That the report from the Commissioner of Transportation and Works, dated July 28, 2015 and entitled, "Engagement of Consulting Services for the Regulation of Taxicab Mobile Applications", be received;
 2. That staff amend the projected financial impact in the Request for Proposal to \$30,000;
 3. That staff proceed with the process to procure consulting services for the regulation of Taxicab Mobile Applications, in consultation with Councillor Starr and Councillor Parrish.
- (PVAC-0032-2015)

PVAC-0033-2015

That the Corporate Report dated July 7, 2015 from the City Solicitor entitled, "Uber Update", as presented to Council at their meeting on July 8, 2015, be received for information.

(PVAC-0033-2015)

PVAC-0034-2015

That the email dated July 24, 2015 from Mohammad Shabbeer, Taxicab Driver with respect to a change of the location for inspections, be received for information.

(PVAC-0034-2015)

PVAC-0035-2015

That the email dated August 4, 2015 from Mark Sexsmith, All Star Taxi with respect to an amendment to the Public Vehicle Licensing By-law 420-04, as amended regarding the "Definitions and Interpretation" section of the By-law, be referred to staff for consideration and report back to the Public Vehicle Advisory Committee.

(PVAC-0035-2015)

PVAC-0036-2015

That the memorandum dated July 8, 2015 from Karen Morden, Legislative Coordinator regarding the Terms of Reference for the Public Vehicle Advisory Committee, be received for information.

(PVAC-0036-2015)

PVAC-0037-2015

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

(PVAC-0037-2015)

COUNCILLORS' ENQUIRIESOTHER BUSINESS/ANNOUNCEMENTS

CLOSED SESSION

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

- A. A proposed or pending acquisition or disposition of land by the municipality or local board
- Purchase of Vacant Land Located on the East Side of Creditview Road, South of Highway 401 from ATK Care Group Limited (Ward 11)
- B. The security of the property of the municipality or local board – Hershey Centre Naming Rights

ADJOURNMENT

City of Mississauga

General Committee

SEP 09 2015

Corporate Report



MISSISSAUGA

Date: August 17, 2015

To: Chair and Members of General Committee

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

Originator's files:

MG.23.REP
RT.10.Z-56

Meeting date:

September 9, 2015

Subject

All-Way Stop - Foxwood Avenue and Lisgar Drive (Ward 10)

Recommendation

That an all-way stop control not be implemented at the intersection of Foxwood Avenue and Lisgar Drive as the warrants have not been met.

Background

Councillor McFadden has requested that the Transportation and Works Department submit a report to General Committee regarding the implementation of an all-way stop at the intersection of Foxwood Avenue and Lisgar Drive.

Currently, the intersection of Foxwood Avenue and Lisgar Drive operates as a three-leg intersection with a single stop control for eastbound motorists on Foxwood Avenue.

Comments

An A.M./P.M. manual turning movement count was completed on Saturday December 13, 2014, and on Tuesday December 16, 2014, at this intersection to determine if an all-way stop is warranted. The results are as follows:

Foxwood Avenue and Lisgar Drive:

Saturday December 13, 2014

Part A: Volume for All Approaches: 79%

Part B: Volume Splits: 65%

Tuesday December 16, 2014

Part A: Volume for All Approaches: 100%

Part B: Volume Splits: 62%

1a

In order for an all-way stop to be warranted, both Part A and Part B must equal 100 percent. Based on the results, an all-way stop is not warranted at the intersection of Foxwood Avenue and Lisgar Drive.

A review of the collision history at this intersection revealed no reported collisions within the past 3 years that are the type considered correctable by the use of an all-way stop. An all-way stop is therefore not warranted based on the collision history.

Financial Impact

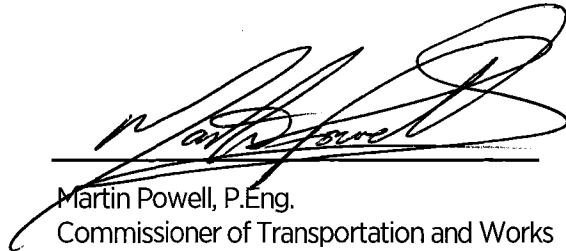
Not Applicable.

Conclusion

Based on the manual turning movement count, warrant and collision history, the Transportation and Works Department does not recommend the installation of an all-way stop at the intersection of Foxwood Avenue and Lisgar Drive.

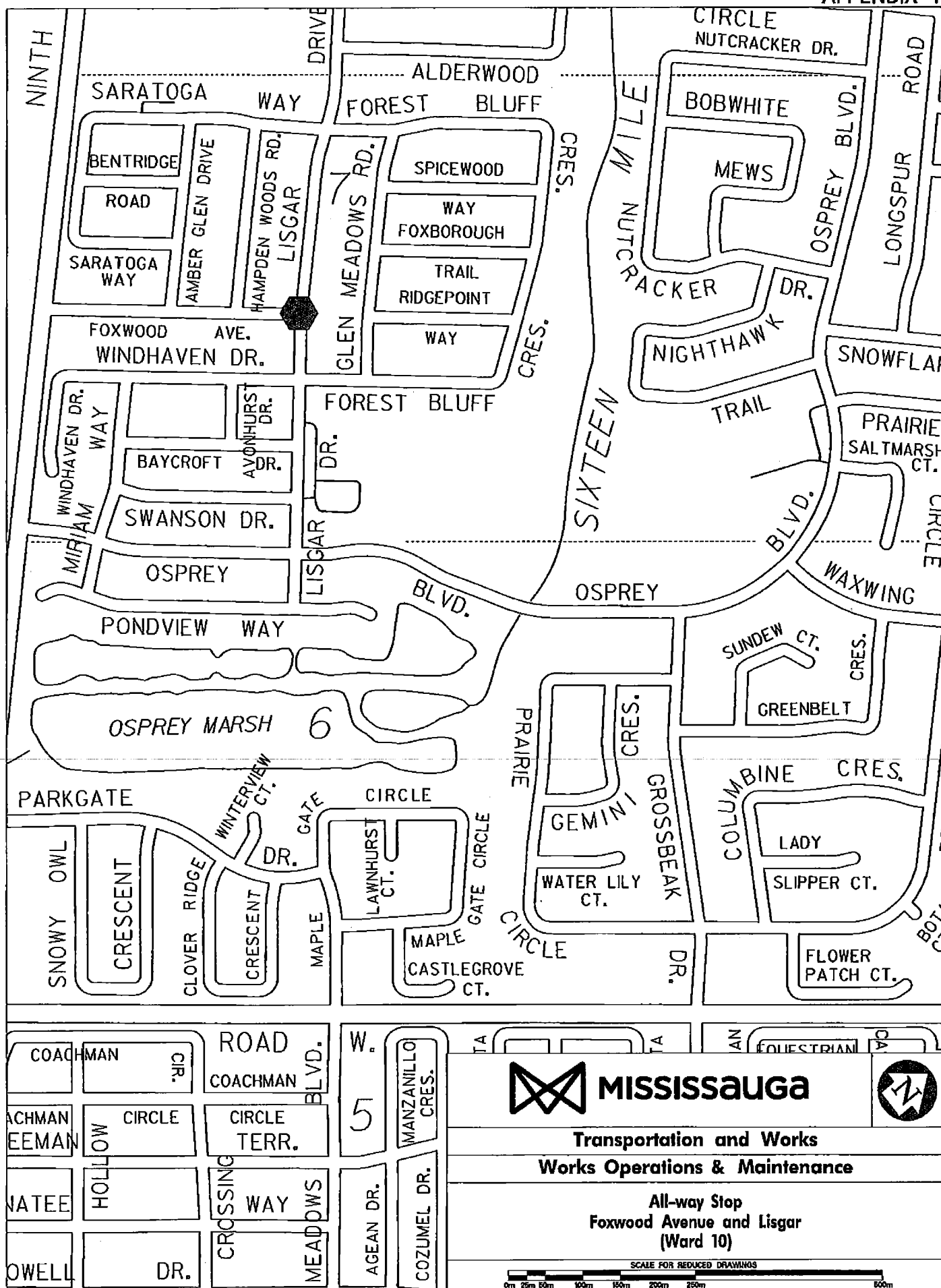
Attachments

Appendix 1: Location Map – All-Way Stop – Foxwood Avenue and Lisgar Drive (Ward 10)



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

Prepared by: Denna Yaunan, A.Sc.T., Acting Traffic Technologist



City of Mississauga

General Committee

SEP 09 2015

Corporate Report



MISSISSAUGA

Date: August 17, 2015

To: Chair and Members of General Committee

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

Originator's files:

MG.23.REP
RT.10.27

Meeting date:

September 9, 2015

Subject

Speed Limit Review – Hickory Drive (Ward 3)

Recommendation

That the statutory speed limit of 50 km/h be maintained on Hickory Drive.

Background

The residents of Hickory Drive submitted a petition to City Council on June 24, 2015, requesting a reduction in the speed limit on Hickory Drive from 50 km/h to 40 km/h. Subsequently, Councillor Fonseca directed Transportation and Works Department staff to submit a corporate report to General Committee regarding this matter.

Comments

The current City of Mississauga Corporate Policy 10-03-01 'Traffic Safety in School Zones' limits the use of 40 km/h to school zones on local and collector roadways or on roadways with less than acceptable geometrics, based on engineering standards. However, this policy is presently under review and a new "40 km/h Speed Limit" policy utilizing an evaluation process is being developed for consideration.

It is proposed that the evaluation process will consider multiple factors such as the horizontal and vertical alignment of the roadway, presence of a sidewalk, park/playground or a school fronting/abutting the roadway. These factors combined with current vehicle operating speeds which would be considered acceptable for a 40 km/h speed zone could justify a reduction in the speed limit to 40 km/h.

Hickory Drive is a linear two-lane undivided local roadway with direct residential frontage on both sides of the roadway with a statutory speed limit of 50 km/h. There is a sidewalk present on the west side of Hickory Drive; however, there are no schools, parklands or playgrounds fronting and/or abutting Hickory Drive.

The Transportation and Works Department staff conducted 24-hour speed studies on Hickory Drive to determine vehicle operating speeds. The results of the studies revealed that motorists travel at speeds appropriate for a 50 km/h speed limit zone. This is consistent with the current speed limit on Hickory Drive.

2a

and indicates an appropriate posted speed limit based on existing roadway characteristics. The geometrics on this roadway are also similar to many other roadways in the City of Mississauga with a statutory 50 km/h speed limit.

A review of the collision history for the past three years did not reveal any speed related motor vehicle collisions on Hickory Drive.

Financial Impact

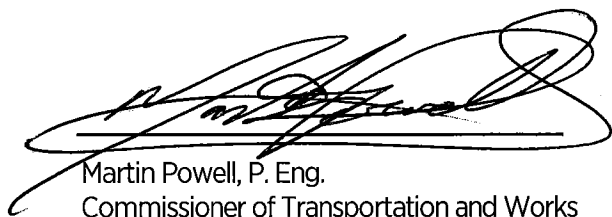
Not Applicable.

Conclusion

Based on the results of a technical review, the Transportation and Works Department does not recommend lowering the existing statutory 50 km/h speed limit on Hickory Drive to 40 km/h.

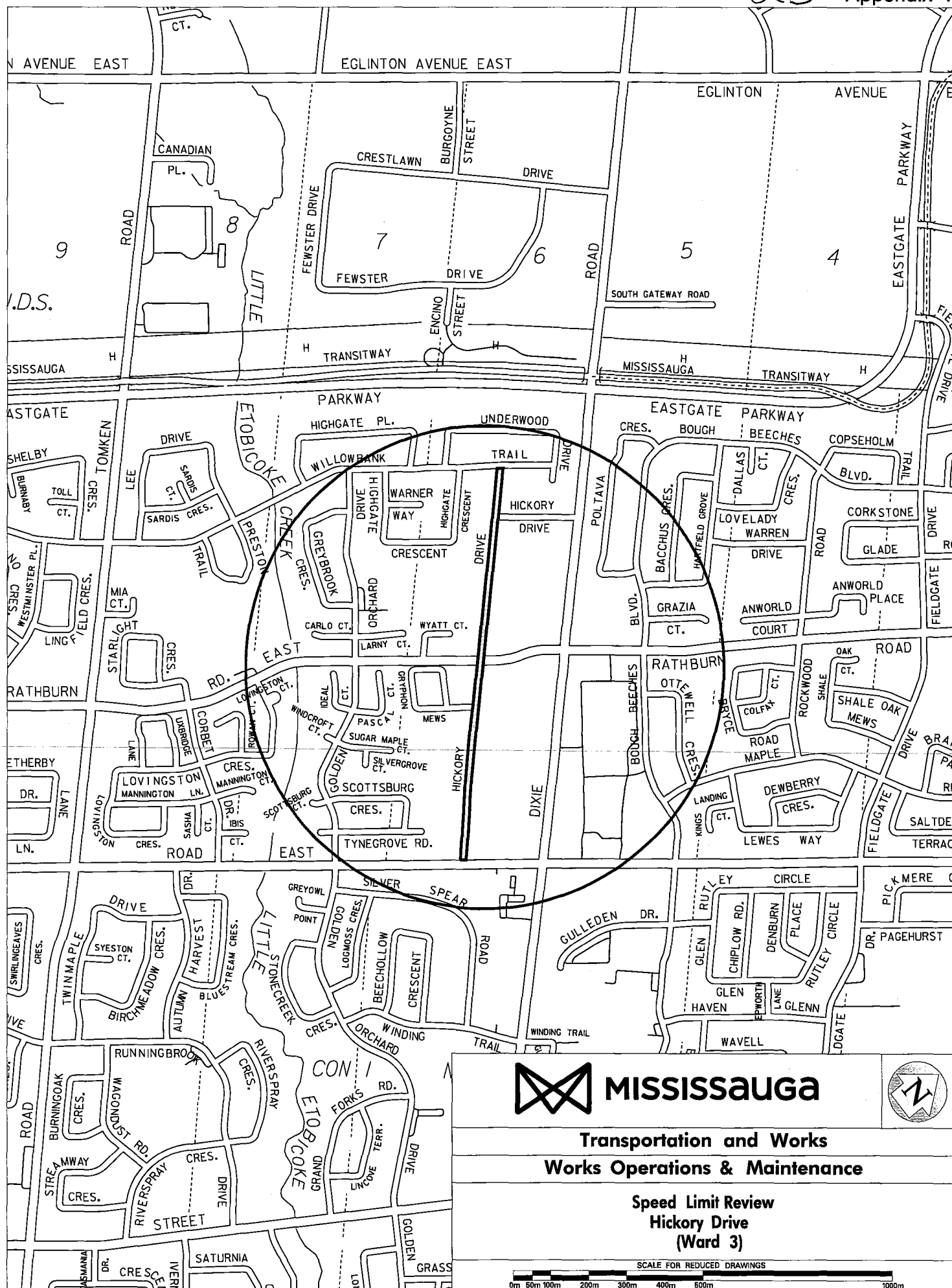
Attachments

Appendix 1: Location Map: 40 km/h Speed Limit Review
Hickory Drive (Ward 3)

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 Pest, Traffic Technician



City of Mississauga

General Committee

SEP 09 2015

Corporate Report



MISSISSAUGA

Date: August 10, 2015

To: Chair and Members of General Committee

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

Originator's files:

MG.23.REP
CARAVELLE

Meeting date:

September 9, 2015

Subject

Closure of a Part of Caravelle Drive and Establishment of a new portion of Caravelle Drive (Ward 5)

Recommendation

1. That a by-law be enacted authorizing the permanent closure of part of Caravelle Drive described as in the City of Mississauga, Municipality of Peel, (Geographic Township of Toronto Gore, County of Peel), Province of Ontario, and being composed of Part of Lot 9, Concession 7, Southern Division of the said Township, designated as Parts 8, 12, 13, 24, 25 and 39, on Reference Plan 43R-36494.
2. That a by-law be enacted authorizing the establishment of a public highway to be known as Caravelle Drive on those lands described as in the City of Mississauga, Municipality of Peel, (Geographic Township of Toronto Gore, County of Peel), Province of Ontario, and being composed of Part of Lot 9, Concession 7, Southern Division of the said Township, designated as Parts 2, 11, 14, 15, and 16, on Reference Plan 43R-36494.
3. That following Council's approval to close a portion of Caravelle Drive, that the Commissioner of Transportation and Works and the City Clerk be authorized to grant, execute and deliver such easements and rights as are necessary to preserve and protect the interest of public utilities with respect to the placement and maintenance of utilities within such closed public highway or parts thereof.
4. That City staff be authorized to register both bylaws on title against the subject lands in the appropriate Land Registry Office.

Background

Council approved General Committee Report GC-0324-2015 for the City to enter into a Land Exchange Agreement with Orlando Corporation. Orlando requires a portion of Caravelle Drive to facilitate a development at 6700 and 6800 Northwest Drive and therefore requests the City to close this portion of the road and transfer it to them. In exchange for the portion of Caravelle Drive (lands to be closed), Orlando will build and construct a new portion of Caravelle Drive (lands to be established) and convey these lands to the City.

Comments

Transportation and Works has completed its circulation and confirms no objections were received for the closure of the above-mentioned road allowance.

Notice of closure contemplated in this report is complete and satisfies the requirements of the City Notice By-law 0215-2008 as amended by By-law 0376-2008.

Utility companies have been circulated to determine if they require easement protection under the portion of Caravelle Drive to be closed. Three utility companies responded positively indicating that they will require temporary easements until such time as they can install new equipment within the portion of Caravelle Drive to be established by by-law.

Once the closure is completed, easements will be granted to protect existing services as required, within the newly closed road allowance.

Financial Impact

Not Applicable.

Conclusion

To complete the Land Exchange Agreement, a portion of Caravelle Drive as described above is required to be permanently closed. Once the closure of the road allowance is completed, easements will be granted to protect existing services as required. Prior to transferring the closed portion of Caravelle Drive to Orlando, the new portion of Caravelle Drive will be established so as not to interrupt service for vehicular traffic.

3b

General Committee

August 10, 2015

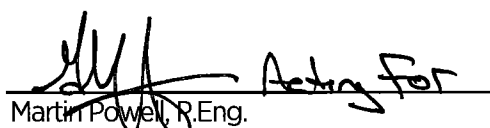
3

Originators files: MG.23.REP
CARAVELLE

Attachments

Appendix 1: Sketch showing the portion of Caravelle Drive to be closed and the new portion of Caravelle Drive to be established.

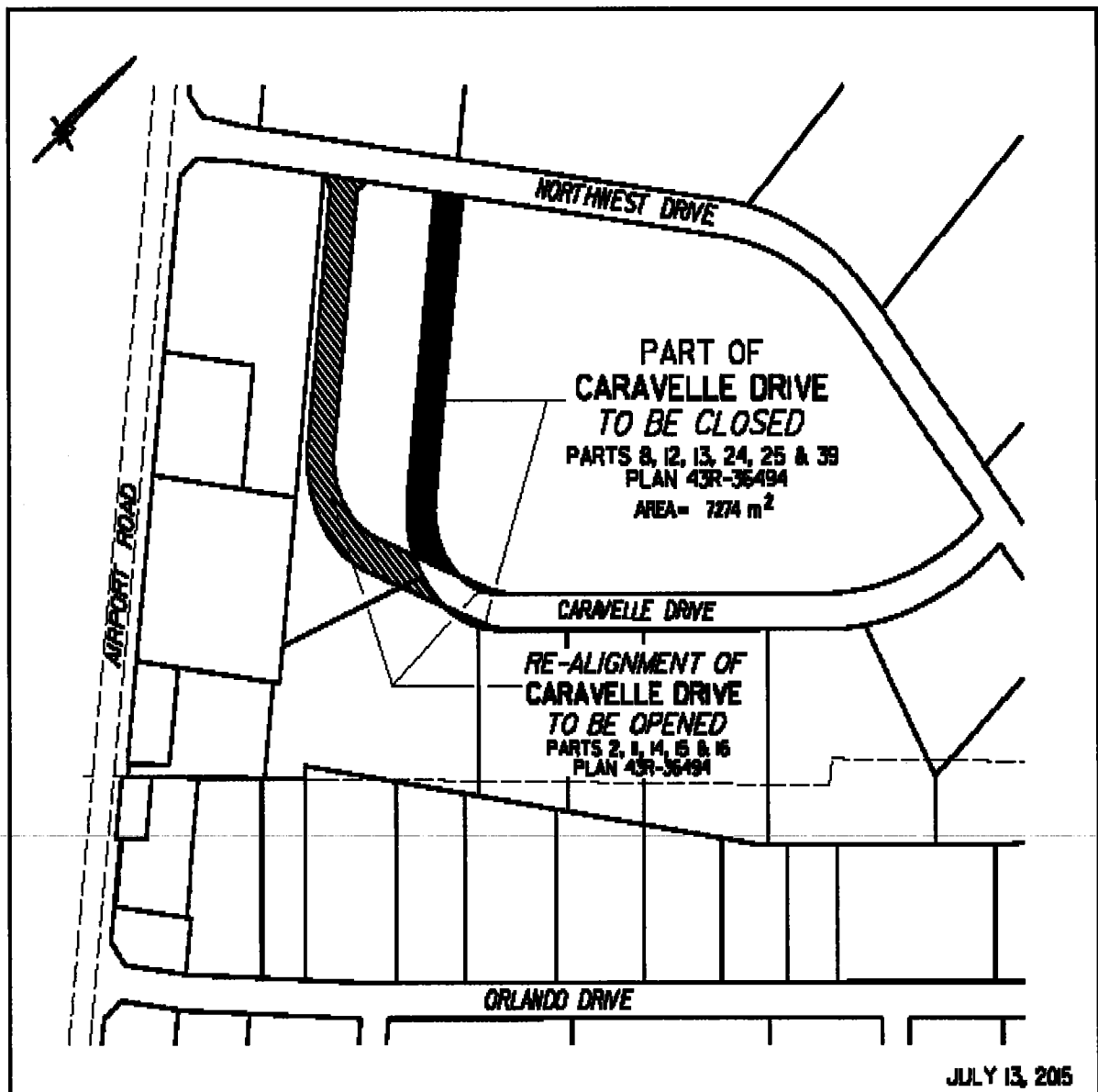
Appendix 2: Reference Plan 43R-36494 (Ward 5).


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

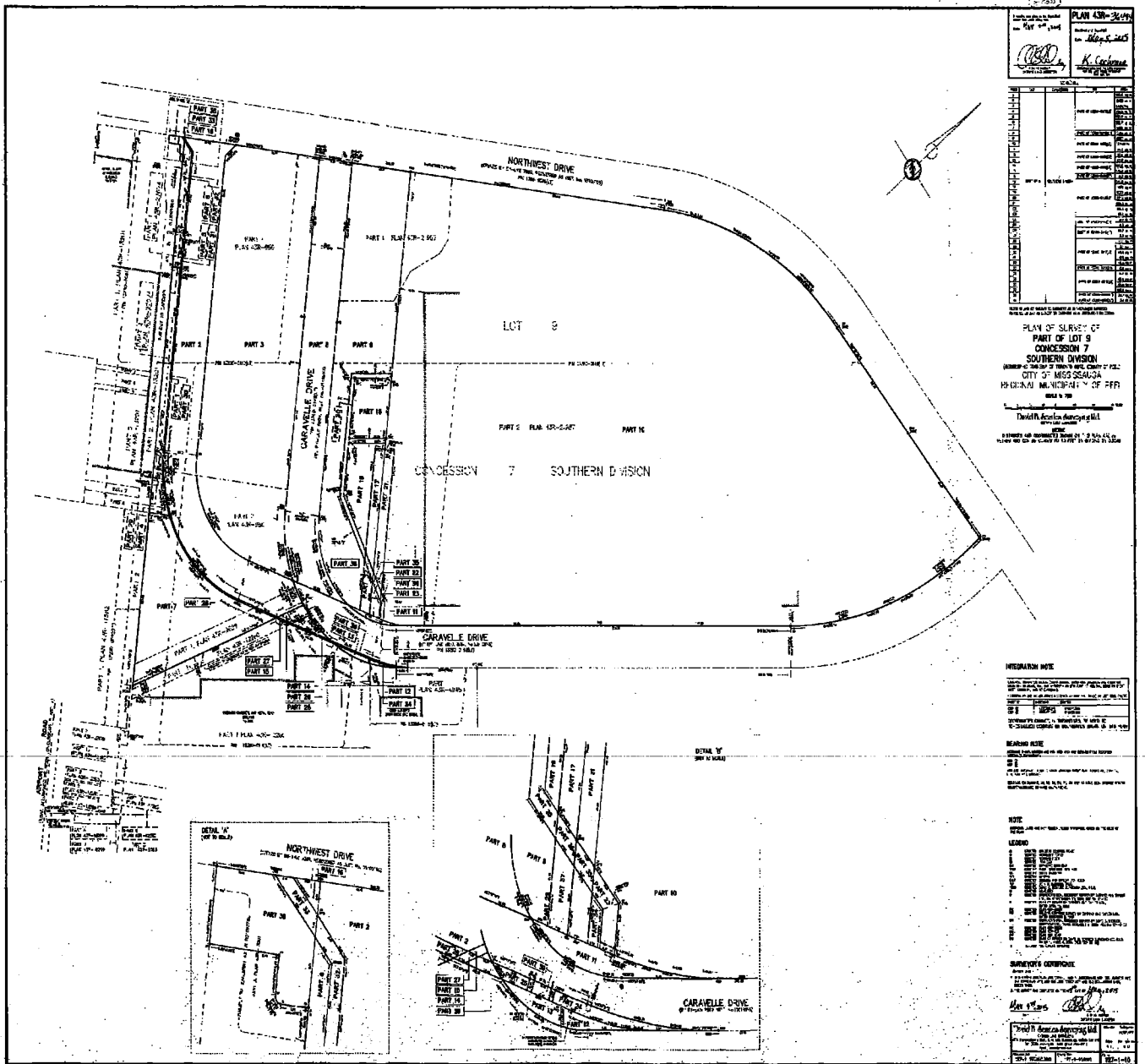
Prepared by: Al Jeraj, City Surveyor

3c

APPENDIX 1



APPENDIX 2



SEP 09 2015

City of Mississauga

Corporate Report



MISSISSAUGA

Date: August 25, 2015	Originator's files: MG.23.REP
To: Chair and Members of General Committee From: Martin Powell, P.Eng. Commissioner of Transportation and Works	Meeting date: September 9, 2015

Subject

Temporary Road Closure of Satellite Drive between Eglinton Avenue East and Skymark Avenue for Construction of an overpass bridge for the Mississauga Transitway Project Procurement FA.49.315-12 (Wards 3 & 5)

Recommendation

That Dufferin Construction Company be granted permission to temporarily close Satellite Drive between Eglinton Avenue East and Skymark Avenue to undertake construction of an overpass bridge as part of the Mississauga Transitway project starting at 6:00 a.m. on Friday, September 25, 2015, and ending at 6:00 a.m. on Friday, April 29, 2016.

Background

The Corporation of the City of Mississauga has retained Dufferin Construction Company (Dufferin) to construct the third segment of the Mississauga Transitway from Etobicoke Creek to Commerce Boulevard.

Part of the work includes the construction of an overpass bridge at Satellite Drive. In order to allow Dufferin to safely complete the work, the Contract allows for temporary closure of Satellite Drive while maintaining access via adjacent side streets.

It should be noted that construction will be taking place concurrently along the transitway parallel to Eglinton Avenue East from Eastgate Parkway to Commerce Boulevard. All side streets will be grade separated. There is a provision in the contract that limits local road closures so that adjacent local roads cannot be closed at the same time.

The City has a mandate not to close adjacent roads. Spectrum Way, immediately west of Satellite Drive, was reopened in May 2015 and Orbitor Drive is set to reopen on September 18, 2015. This arrangement will allow Satellite Drive to close on September 25, 2015.

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Comments

Dufferin has requested permission to close Satellite Drive between Eglinton Avenue East and Skymark Avenue while maintaining access to local traffic only from/to Skymark Avenue from 6:00 a.m. on Friday, September 25, 2015 and ending at 6:00 a.m. on Friday, April 29, 2016 to undertake the construction of an overpass bridge. Traffic can be efficiently detoured via adjacent roads (i.e. Spectrum Way, Skymark Avenue, and Orbitor Drive).

Advanced warning signage, notices and website notification will be implemented as part of the communication plan. All traffic, including pedestrians, will be required to use an alternate route. A number of MiWay bus routes will be detoured to best accommodate the closure. All emergency services, 311 Customer Service Centre and adjacent local businesses will be notified.

The area Ward Councillors have also been made aware of the temporary road closure.

Financial Impact

There is no financial impact.

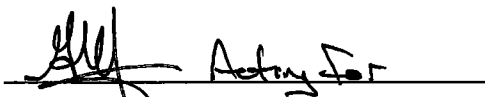
Conclusion

The Transportation and Works Department supports the temporary closure of Satellite Drive between Eglinton Avenue East and Skymark Avenue starting at 6:00 a.m. on Friday, September 25, 2015, and ending at 6:00 a.m. on Friday, April 29, 2016.

Attachments

Appendix 1: Location Map

Appendix 2: Detour Plan

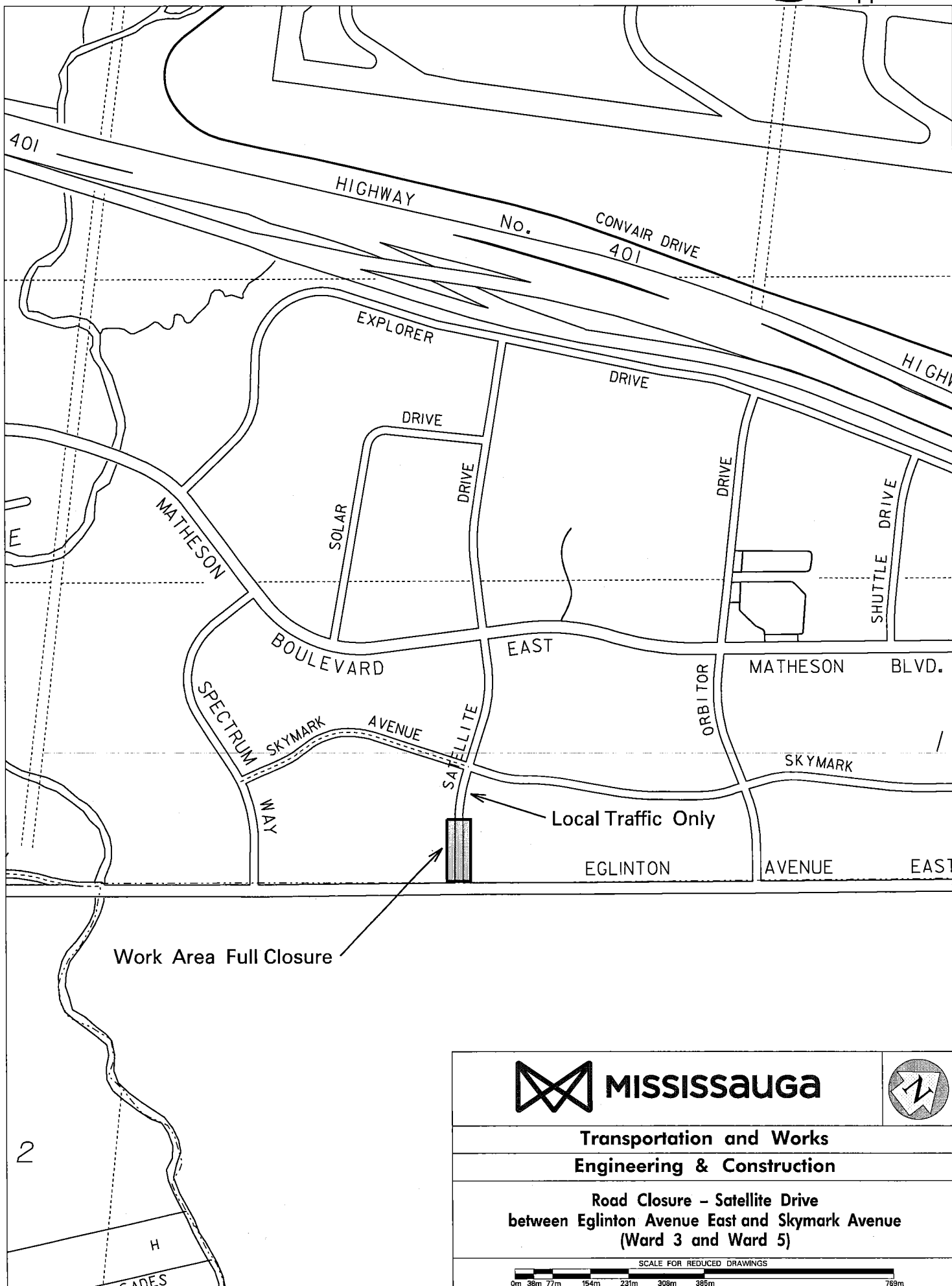


Martin Powell, P.Eng.

Commissioner of Transportation and Works

Prepared by: Farhad Shahla, P.Eng., Capital Project Manager, Transitway Construction

Ab



MISSISSAUGA



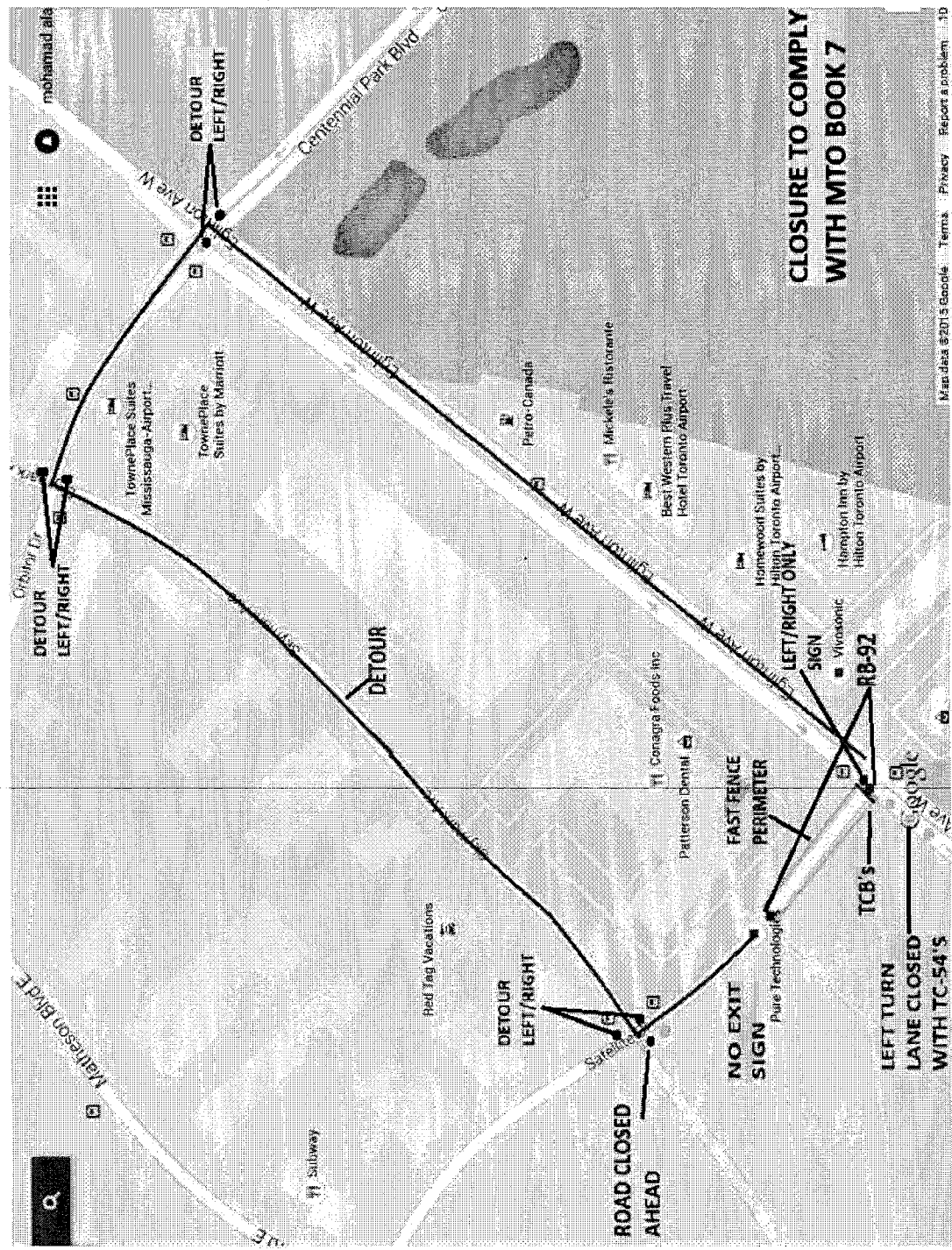
**Transportation and Works
Engineering & Construction**

**Road Closure - Satellite Drive
between Eglinton Avenue East and Skymark Avenue
(Ward 3 and Ward 5)**



Ac

Appendix 2 - Detour Plan



SEP 09 2015

5

City of Mississauga

Corporate Report



MISSISSAUGA

Date: August 19, 2015

To: Chair and Members of General Committee

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

Originator's files:

MG.23.REP
RT.10.Z-13

Meeting date:

September 9, 2015

Subject

Proposed Temporary Road Closure – Primate Road immediately west of Dixie Road (Ward 1)

Recommendation

That a by-law be enacted to implement the temporary road closure of Primate Road immediately west of Dixie Road commencing at 7:00 a.m. on Monday, September 21, 2015 and ending at 7:00 p.m. Friday, June 3, 2016.

Background

The Transportation and Works Department is in receipt of a request from the Regional Municipality of Peel to close Primate Road immediately west of Dixie Road in order to facilitate the construction and installation of a feedermain valve chamber. The valve chamber is required for the operation of the Hanlan Feedermain.

Comments

The road closure will be utilized to excavate a large diameter shaft for the purpose of installing a concrete valve chamber and connection to the Hanlan Feedermain. Restoration of the area will also be completed during the road closure period.

Due to the complexity of this project, depth of the shaft and the excavating equipment that is required to complete the works, phasing of the construction would not be feasible.

In order to maintain a safe and secure work area and protect pedestrians, cyclists and the motoring public, a combination of construction hoarding and concrete barriers will be installed to enclose the construction area. In addition, a sidewalk will be installed around the compound to provide a clear and defined path for pedestrians.

Upon approval, the Region of Peel will supply and install the appropriate closure signage, barricades and advance information signs to notify the public of the road closure. In addition, Portable Variable Message Signs (PVMS) will be installed upstream and downstream of the closure to inform the motoring public of the estimated travel time through the construction area.

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Public notices will be issued to surrounding local area residents prior to the start of the road closure and the anticipated construction. The area residents directly affected will be directed to ingress/egress Primate Road via Kendall Road and Harvest Drive.

Upon approval, the Transportation and Works Department will notify all emergency services, 311 Customer Service Centre, student services and Mississauga Miway.

The local Ward Councillor has been made aware of the requested road closure.

Financial Impact

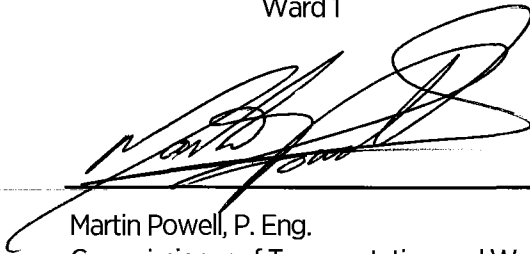
Not Applicable

Conclusion

In recognition of the need to complete the construction of the feedermain valve chamber and connection to the Hanlan Feedermain, the Transportation and Works Department supports the closure of Primate Road immediately west of Dixie Road commencing at 7:00 a.m. on Monday, September 21, 2015 and ending at 7:00 p.m. Friday, June 3, 2016.

Attachments

Appendix 1: Location Map – Temporary Road Closure – Primate Road immediately west of Dixie Road - Ward 1

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: John Magno, Traffic Technician



SEP 09 2015

City of Mississauga

Corporate Report



MISSISSAUGA

Date: August 27, 2015 To: Chair and Members of General Committee From: Martin Powell, P.Eng. Commissioner of Transportation and Works	Originator's files: MG.23.REP
	Meeting date: September 9, 2015

Subject

**Discontinuation of 2010 Rebate Program - Flooding Remediation and Action Plan
(Wards 1, 3, 4, 5, 6 and 7)**

Recommendation

That the City of Mississauga's participation in the 2010 Rebate Program that was jointly funded with the Region of Peel as part of a Flooding Remediation and Action Plan in response to the August 4, 2009 rainfall event be discontinued.

Background

On August 4, 2009, a major rainfall event centred over the vicinity of the Mississauga Valley Community Centre caused flooding-related incidents and associated damage to private and public properties and infrastructure. A large number of complaints were received by both the City of Mississauga and Region of Peel, the majority of which were from residents residing within the Cooksville Creek watershed.

In response, a number of actions were initiated by the City of Mississauga, in consultation and/or partnership with the Region of Peel and Credit Valley Conservation. These actions included the formation of the Cooksville Creek Task Force, development of a Woody Debris Management Strategy, initiation of the Cooksville Creek Flood Evaluation Study and the implementation of a Flooding Remediation and Action Plan in collaboration with the Region.

A Rebate Program jointly funded with the Region as part of the Flooding Remediation and Action Plan was offered to homeowners with reported basement flooding as a result of the August 4, 2009 storm. This program, which was administered by the Region, offered a 50/50 cost-sharing arrangement between the City and the Region for Household Drainage Surveys and downspout disconnections, in addition to a 50/50 cost-sharing arrangement between the Region and the homeowner for sanitary backwater valve installations. The Rebate Program was subsequently expanded to include additional homes and further enhanced to increase rebates for sanitary backwater valve installations and to provide a one-third cost-sharing arrangement among the City, the Region and the homeowner for the installation of sump pumps.

However, the uptake on the Rebate Program was very low. In total, seven subsidies were given for downspout disconnections, 13 for sump pump installations and 38 for sanitary backwater valve installations.

Comments

Experience gained since August 2009 prompted the Region to undertake a review of its existing Basement Flooding Remediation Program in 2014. This review identified the need for a downspout disconnection program focused on homes constructed prior to 1975 where there is a greater likelihood of downspouts being connected to the sanitary system, thereby increasing the risk of basement flooding. Further, due to the introduction of a less intrusive exterior sanitary backwater valve design which may increase homeowners' interest, the Region also wanted to focus on a sanitary backwater valve program for homes that have experienced basement flooding or those that are located within the vicinity of previously flooded areas.

Based on this review, Regional staff presented a report at Regional Council on May 8, 2014 recommending the discontinuation of its 2010 Basement Flooding Remediation Program and associated joint Rebate Program with the City effective May 8, 2014. In its place will be a new program that will provide subsidies for voluntary roof downspout disconnections and sanitary backwater valve installations. These recommendations were approved by Regional Council.

Since the Region, who administered the 2010 Rebate program, has ended its participation in this joint program and invoicing to the City has now been completed, as a housekeeping measure, this report recommends that the City also discontinue this program.

The City will continue to focus on implementing a number of flood remediation projects including the recommended projects developed from the Council-approved Cooksville Creek Flood Evaluation Master Plan EA to reduce the risk of riverine flooding along Cooksville Creek. For instance, the construction of the largest recommended stormwater management pond at Matheson Boulevard West and Avenbury Road is well underway and the design of culvert improvement capital projects on King Street East and Paisley Boulevard East are in progress, with the construction of the Paisley Boulevard East culvert crossing anticipated to start in late 2015.

Financial Impact

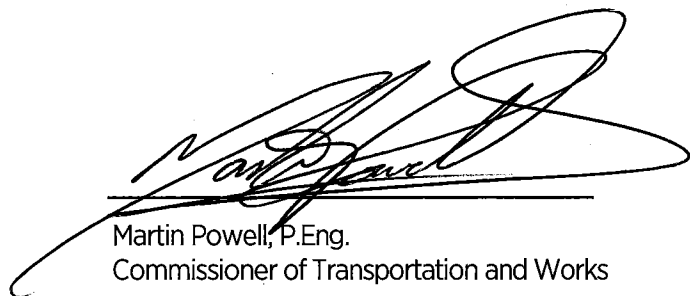
Remaining funds from capital projects Flooding Remediation and Action Plan Project – Phase 1 (PN 10-140) and Flooding Remediation and Action Plan Project – Phase 2 (PN 11-144) will be returned at the next Works-In-Progress update.

Lab

Conclusion

In May 2014, the Region of Peel discontinued the 2010 Rebate Program associated with the Flooding Remediation and Action Plan. As a result, this report recommends that the City of Mississauga also discontinue its participation in the Program.

The City, in partnership with the Region of Peel and area conservation authorities, will continue its efforts in planning and undertaking initiatives to build resilience into its infrastructure to reduce the risk of damage from flooding events.

A large, stylized 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: Lincoln Kan, P.Eng.

Manager, Environmental Services

SEP 09 2015

City of Mississauga

Corporate Report



MISSISSAUGA

Date: August 28, 2015

To: Chair and Members of General Committee

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

Originator's files:

MG.23.REP

Meeting date:

September 9, 2015

Subject

Feasibility Study and Business Case of Constructing the Missing Link

Recommendation

1. That the Corporate Report dated August 28, 2015 from the Commissioner of Transportation and Works entitled *Feasibility Study and Business Case of Constructing the Missing Link*, and that the study prepared by IBI Group of the same name attached as Appendix 1, be endorsed in principle;
2. That a copy of this report be forwarded to the Provincial and Federal governments for consideration in order to achieve the following: two-way, all-day GO service between Union Station and Milton GO Station on the Milton GO Rail corridor; two-way, all-day GO service between Union Station and Kitchener via Malton on the Kitchener GO Rail corridor; as well as an expansion of GO Train service to Cambridge; and,
3. That a copy of this report be forwarded to the City of Toronto, the Town of Milton, the City of Cambridge, Metrolinx, as well as Canadian National (CN) and Canadian Pacific (CP) railways.

Report Highlights

- The Missing Link would free up capacity on the Milton and Kitchener GO Rail lines to achieve: two-way, all-day GO service between Union Station and Milton GO Station on the Milton GO Rail corridor; two-way, all-day GO service between Union Station and Kitchener via Malton on the Kitchener GO Rail corridor; as well as an expansion of GO Train service to Cambridge.
- By relocating heavy freight flows, the Missing Link is an alternative to widening the Milton and Kitchener GO Rail corridors. In addition, capacity would be freed up on the inner parts of these corridors allowing for GO Transit expansion on the outer parts of these corridors (i.e.: to Cambridge and Kitchener).
- The Missing Link can be constructed without major impacts to existing built-up areas.

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- A costing analysis by IBI Group indicates that the Missing Link would result in approximately the same cost as the present plan to add trackage and widen the Milton and Kitchener GO Rail lines to accommodate the Regional Express Rail (RER) concept on these lines, while simultaneously resulting in a number of other benefits.
- The economic, social and environmental benefits to achieving substantially expanded GO Rail service in the Greater Toronto and Hamilton Area (GTHA), to/from Waterloo Region, and in the Continental Gateway are estimated to be substantial and of national significance.
- Consultation with Metrolinx, Canadian National (CN) and Canadian Pacific (CP) Railways regarding the Missing Link would need to take place; however, the IBI Group study concludes that the Missing Link would result in less risk and more reliable freight operations for both CN and CP including more rapid recovery to normal conditions after incidents of delay, as well as net operating cost savings including a reduction in ongoing infrastructure maintenance costs.

Background

At its June 24, 2015 meeting, Mississauga Council approved the recommendations of the Corporate Report entitled *Feasibility Study and Business Case of Constructing the "Missing Link" – Strategic Investment for Growth and Innovation in Canada's Continental Gateway*. Since then, Mississauga has retained IBI Group on behalf of the funding partners (Mississauga, Toronto, Milton and Cambridge) to undertake a study to determine the feasibility, costs and business case of constructing the Missing Link. This final report of this study is now complete and attached as Appendix 1.

The Missing Link is a package of rail improvements, the main component of which is a new rail line between the CP Line (Milton GO Rail corridor) west of Trafalgar Road in Milton and the CN Bypass Line at Bramalea via the Parkway Belt adjacent to Highway 407. The Missing Link would free up capacity on the existing Milton and Kitchener GO Rail corridors in order to achieve: two-way, all-day GO service between Union Station and Milton GO Station on the Milton GO Rail corridor; two-way, all-day GO service between Union Station and Kitchener via Malton on the Kitchener GO Rail corridor; as well as an expansion of GO Train service to Cambridge.

After the Lakeshore GO West/East lines, the Milton GO line is the busiest by ridership in GO Transit's rail network. Of the eight stations on this line, six are located within Mississauga (Dixie, Cooksville, Erindale, Streetsville, Meadowvale and Lisgar) meaning that the vast majority of the six million annual trips on the Milton GO line are made by Mississauga residents. The Cooksville GO station, with future connections to the Hurontario-Main LRT will provide access to Mississauga's Downtown and major employment areas along the Hurontario corridor. In addition, the Meadowvale GO station provides access to another major employment area of the City. Currently, service on the Milton GO line is limited to peak-direction, 15-minute service during peak hours.

Comments

Benefits of the Missing Link

The main goal of the Missing Link is to separate major rail through freight traffic flows from passenger services on the Milton and Kitchener GO lines to provide substantially expanded GO

Train service in the Greater Toronto and Hamilton Area (GTHA), Waterloo Region and Canada's Continental Gateway. The Missing Link is a package of improvements, including an entirely new rail line as well as upgrades to several other lines.

The Missing Link would have three major benefits. It would:

- Provide an alternative to widening the Milton and Kitchener GO Rail corridors, which would otherwise be required to achieve expanded GO rail service. The impact of widening these corridors would be considerable and present a number of risks;
- Remove heavy freight flows from the Milton and Kitchener GO Rail corridors, making it easier to achieve electrification on these corridors. Without the separation of through freight and regional passenger service, electrification may not be acceptable; and,
- Free up capacity on the inner parts of the Milton and Kitchener GO Rail corridors, thereby allowing two-way service on the outer ends of these lines including new service to Cambridge and substantially expanded service to Kitchener and Waterloo Region.

The conclusion of the IBI report is that the Missing Link can be constructed without major impacts to existing built-up areas. A costing analysis of the Missing Link is included and within the margin of error of a planning level study, the report concludes that this new line and related improvements would result in approximately the same cost as the present plan to add new tracks and widen the Milton and Kitchener GO Rail lines as well as implement the Regional Express Rail (RER) concept on these lines.

The Missing Link would also result in several other benefits, such as:

- removing heavy through freight traffic from the central areas of Toronto, Mississauga, Brampton and Georgetown thereby mitigating the related nuisance impacts;
- making feasible several other new GO Rail services which are envisioned in the Regional Transportation Plan (*The Big Move*), such as services to Bolton and Agincourt/North Pickering, as well as a Midtown Toronto service on the existing CP North Toronto line;
- making feasible service improvements on the Richmond Hill GO Rail line;
- mitigating the impacts of passenger services on freight thereby contributing to the objectives of the Continental Gateway strategy of the Federal government and Provincial governments of Ontario and Quebec by facilitating through freight traffic to and from the US border; and,
- creating additional opportunities and capacity for a future national high speed rail line to enter the centre of the GTHA.

For Mississauga, the need for two-way all-day GO Rail service through Mississauga on the Milton and Kitchener GO lines is a priority for the City and is supported through multiple planning studies. Improving GO Transit in Mississauga is crucial to supporting the province's and City's growth and planning frameworks, respond to growing traffic congestion, meet latent demand for inter-regional transit service as well as support economic development.

Interest of the Federal Government

While the costs associated with constructing the Missing Link are high, the economic, social and environmental benefits of this are estimated to be substantial and of national significance. The federal government has a vital interest in this project because of:

- its ability to contribute to the effective functioning of the GTHA, the most important economic region of Canada;
- its ability to improve international trade through the Continental Gateway initiative; and
- it having constitutional responsibility for railways in Canada.

The New Canada Building Fund of Infrastructure Canada is a \$14 billion component of the \$53 billion New Building Canada Plan for which a project of the nature of the Missing Link might qualify under three of the four categories of funding assistance offered.

In addition to the Building Canada Fund, another possible way to move forward with the Missing Link is through the *Railway Relocation and Crossing Act* (RRCA) which allows the Canada Transportation Agency (CTA) to promote the relocation of railways upon request from a municipal government. The federal funding for such a venture would be established separate from granting the authority to proceed. Furthermore, the RRCA permits the federal government to pay up to 50% of the costs of studies and of implementation of the railway relocation. At the present time, there is no budget available and allocated to the RRCA for a project of the size and scale of the Missing Link; however, it is notable that the legislative mechanisms are already in place and only an appropriation of funds would be required.

Interest of the Freight Railways

Consultation with Canadian National (CN) and Canadian Pacific (CP) railways regarding the Missing Link would need to take place. The Missing Link concept is intended to maintain and perhaps enhance the service that the railways provide to its customers and does have several potential benefits for the railways, such as:

- reduced train mileage for CN (by almost 11 km. for trains to and from the west) and no additional train mileage for CP;
- elimination of interference between GO and through freight trains reducing delays to CN and CP;
- reduced maintenance costs for track and signals if right-of-way is shared; and,
- reduced need for speed differences and accounting for passenger comfort issues because track geometry and maintenance routines can be planned for freight-only operations.

The above-noted benefits taken together would result in less risk and more reliable freight operations for both railways, as well as more rapid recovery to normal conditions after incidents of delay. There may also be net operating cost savings including a reduction in ongoing infrastructure maintenance costs.

7d

Strategic Plan

Achieving two-way, all-day GO service between Union Station and Milton GO Station on the Milton GO Rail corridor; two-way, all-day GO service between Union Station and Kitchener via Malton on the Kitchener GO Rail corridor; as well as an expansion of GO Train service to Cambridge would substantially advance the "MOVE" Strategic Pillar of Change by advancing the development of a more transit-oriented City. This initiative also implicitly supports the Strategic Pillars of Change "BELONG", "CONNECT" and "GREEN".

Financial Impact

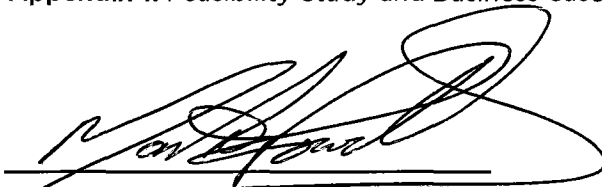
Mississauga retained IBI Group on behalf of the funding partners (Mississauga, Toronto, Milton and Cambridge) to undertake a study entitled *Feasibility Study and Business Case of Constructing the Missing Link*. The \$84,000 cost is being split evenly between the partnering municipalities (approximately \$21,000 each). Mississauga's portion of the study costs is being paid from PN 23724-715601.

Conclusion

The Missing Link would free up capacity on the Milton and Kitchener GO Rail lines to provide substantially improved GO Rail service throughout the Western GTA and Waterloo Region and is an alternative to widening the Milton and Kitchener GO Rail corridors. The Missing Link can be constructed without major impacts to existing built-up areas and a costing analysis indicates that it would result in approximately the same cost as the present plan to add new tracks and widen the Milton and Kitchener GO Rail lines as well as implement the Regional Express Rail (RER) concept on these lines, while simultaneously resulting in a number of other benefits. The economic, social and environmental benefits that would result from the Missing Link are anticipated to be substantial.

Attachments

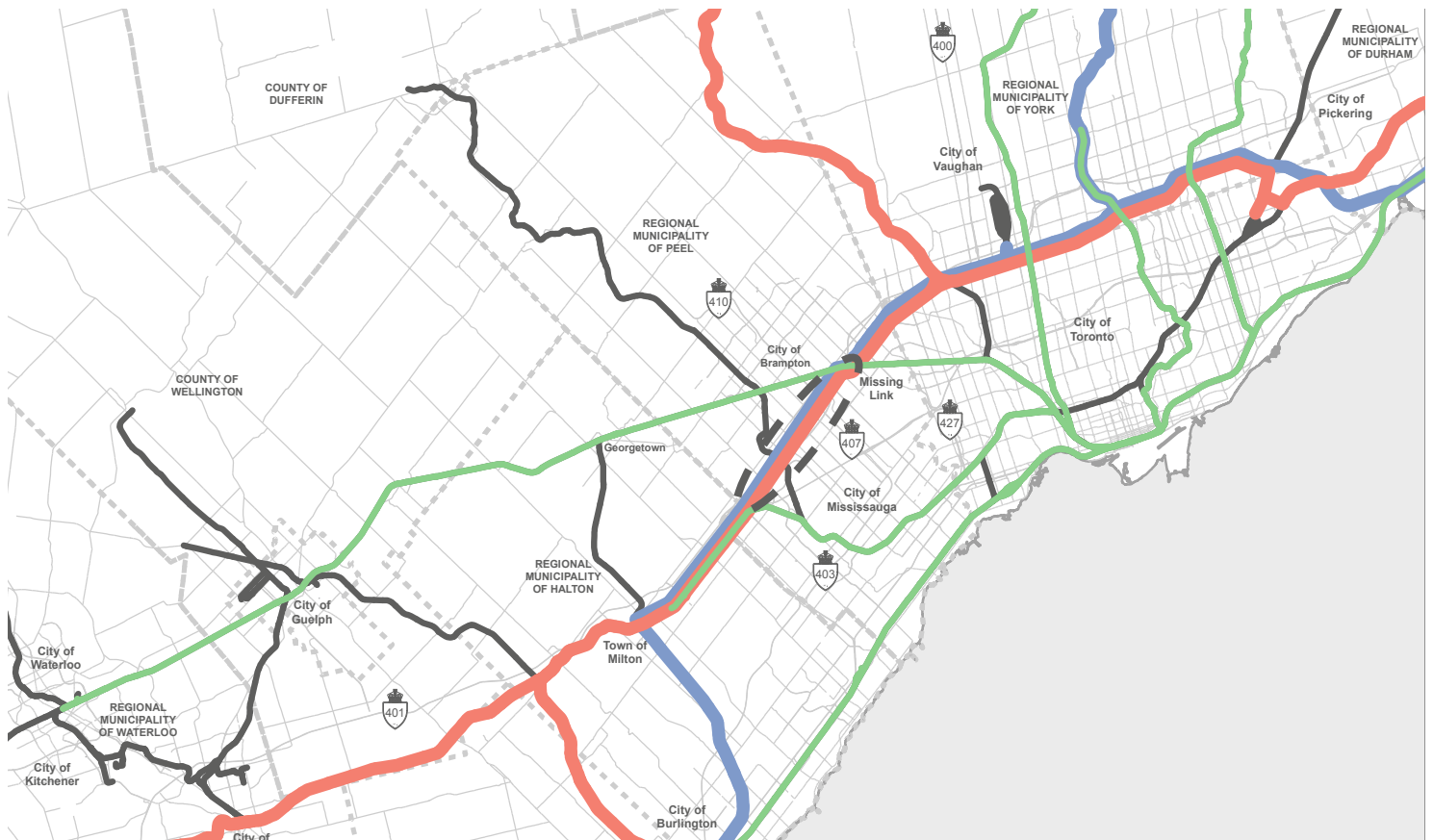
Appendix 1: *Feasibility Study and Business Case of Constructing the Missing Link*



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

Prepared by: Hamish Campbell - Strategic Advisor, Transportation and Works

Feasibility Study and Business Case of Constructing the Missing Link



Executive Summary

Attached is a report on the feasibility of adding the “Missing Link” to the Greater Toronto rail network. The Missing Link is a new rail corridor linking the CN bypass line at Bramalea with the CP through route near the Milton-Mississauga border. The purpose of the Missing Link is to separate major through rail freight flows from passenger services on the GO Transit Milton and Kitchener lines. Just constructing the Missing Link does not fulfil all the requirements for rerouting of through freight flows; this requires upgrading of several other lines and providing new connections between CP and CN.

Constructing the Missing Link and the other rail improvements has three major benefits:

- It eliminates the impacts of the widening of the Milton and Kitchener GO Transit routes. These will be considerable and will be felt in the centres of Mississauga and Brampton. In fact the impacts of widening may be so serious that the objective may not be achieved for many years. Constructing a major project of this nature in active rail corridors will incur significant risks and dangers that can be avoided through the construction of the Missing Link.
- By removing heavy through freight flows, electrification of these two lines can be achieved. Without the separation of through freight and regional passenger service, electrification may not be acceptable.
- By freeing up the inner parts of the Milton and Kitchener lines, it will permit additional two-way service on the outer ends of these lines including new services to Cambridge and two-way all day service to Kitchener.

The conclusion from this initial feasibility analysis is that the Missing Link can be constructed without major impacts on the urban fabric. A cost analysis indicates that, within the margin of error of a planning level study, adding the Missing Link would incur approximately the same cost as the present plan to add trackage and widen the Milton and Kitchener lines to implement the Regional Express Rail (RER) concept on these lines.

The Missing Link proposal has several other benefits:

- It will remove heavy through freight traffic from central areas in Toronto, Mississauga, Brampton and Georgetown with their nuisance impacts.
- It will make feasible several new GO Transit services which are included in the Big Move transportation plan for the Greater Toronto and Hamilton Area (GTHA) including new services to Bolton, Agincourt and north Pickering and a Midtown Toronto service on the existing CP North Toronto line.
- It makes feasible a shortening and acceleration of the Richmond Hill GO Transit service.
- By separating major freight and passenger flows and therefore limiting impacts of passenger services on freight it will contribute to the achievement of the objectives of the Continental Gateway strategy of the Federal, Ontario and Quebec governments by facilitating through freight traffic to and from the US border.
- By separating heavy freight traffic from regional passenger services it offers the possibility for a future high speed rail to enter the centre of the GTHA.

Therefore it is our conclusion that the Missing Link should be investigated in more detail with Metrolinx, CN, CP and senior levels of government.

This strategy can best be achieved with the cooperation of the major freight railways.

As the study team sees it, the next steps in the process are:

- Engage Metrolinx in discussion of the feasibility and desirability of this project.
- Develop a process that will include Metrolinx, CN, CP and the concerned municipalities to develop the optimum solution.
- Apply to the Government of Canada for funding of additional studies and for funding of the project itself.

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1 Introduction

The Greater Toronto and Hamilton Area (GTHA) and the adjacent Waterloo Region is the fastest growing area in Canada with over one-fifth of the national population and a much higher proportion of national economic activity. However, with growing population and employment, the area faces increasing problems of road congestion. While many transportation improvements have been made in individual communities, the expanded region needs much better passenger transportation.

Since the inauguration of the GO Transit commuter rail system in 1967 it has grown in extent and become more and more important to the region. Historically its function has been mainly to carry commuters to the central area of Toronto and home again at night. However, Metrolinx, which operates GO Transit, has developed the concept of a Regional Express Rail (RER) network, to be created by upgrading the service to be two-way, all-day on all of its regional rail lines in order to better serve employment lands throughout the GTHA. GO lines will be electrified to provide faster more frequent service.

The RER concept represents a new phase in providing convenient public transit services throughout the GTHA and beyond. By providing rapid, frequent transit services it can alleviate many of the problems created by road congestion which are being experienced today and which can only get worse with increased development. By connecting workers, business travellers, students and other passengers across the many road centres included in the provincial plans, RER passenger rail would help to sustain and enhance a vibrant southern Ontario economy and encourage thriving urban growth centres. The region would then experience the economic and social benefits of a much bigger metropolis without all the other impacts that could be incurred. Metrolinx has been given a mandate to introduce RER service within ten years.

To do this, however, will require separating major freight flows from the regional passenger trains. GO has purchased much of the network but has not been able to purchase the major freight lines used by CN and CP. In particular, the Milton and Kitchener lines currently share track with substantial flows of CP and CN through freight trains and the lines continue to be owned by CP and CN. Implementing the RER concept to these lines is very difficult without expanding them to provide separate tracks for the passenger services. To overcome this problem the concept of a "Missing Link" was developed; it is described in this report along with an analysis of its impacts.

1.1 Outline of Report

The railway configuration of the Greater Toronto Area and the possible need for construction of the Missing Link is described in Section 2. Section 3 of this report describes the possible configuration of a future Missing Link in terms of alignment, number of tracks, connections, signalling, etc. Section 4 develops an order of magnitude cost estimate. Section 5 describes the potential impacts of the concept. In Section 6 possible implementation steps are outlined. Section 7 provides the study team's recommendations.

1.2 Commissioning of Study

To investigate the feasibility and desirability of constructing the Missing Link, this study was commissioned by a consortium of four municipalities:

- City of Mississauga;
- City of Toronto;

- Town of Milton; and
- City of Cambridge.

2 The GTHA Railway Network

Map 1 at the end of the report shows the ownership of railway lines in the region. Metrolinx, the operator of GO Transit, has purchased many of the railway lines over which GO runs. In fact it has been successful in doing this for a major portion on all its lines except for the Milton and Kitchener services. This is because both of the lines are used by the strategic through freight services of CN and CP.

Map 2 highlights the through freight routes carrying traffic to, from and through the Greater Toronto and Hamilton Area (GTHA). This network was not planned in any comprehensive way but has evolved over the last 160 years as railway companies have come and gone, been amalgamated and new construction undertaken. Both CN and CP have constructed major suburban rail yards in the 1960s but the network shows many signs of its historic background with heavy freight trains going through the centres of Mississauga, Brampton and Toronto with the attendant impacts.

Map 3 shows the freight routes combined with the seven existing GO Transit regional rail lines. On most lines the GO Transit services are separated from the through freight flows. However, as shown on Map 3 the Milton and Kitchener GO lines share track and right-of-way with CP and CN through freight services for considerable distances.

The rail network is being asked to carry more and more regional rail and rapid transit passenger services. Metrolinx has announced a goal to implement all day, two way service on all GO lines. High speed intercity services have also been proposed. There is a potential to reshape the network in order to separate major freight and passenger flows.

2.1 The Evolving Network

Canadian rail geography and operating practises have evolved over the years. In general freight traffic has been concentrated onto main lines. Instead of mostly single car movements, rail traffic has been concentrated in more specialized trains. Bulk trains now move directly from origin to destination. Containers, either domestic or international, are used for most general freight shipments. Container trains operate on main lines between intermodal terminals located near major traffic generators, and the journeys are usually completed by trucks hauling the containers from the shipper or to the consignee or both. This means that today there is a lot less local rail traffic on the rail lines than in the past but heavier flows on through lines. In addition the railways are now running much longer trains which generally marshalled to minimize handling at intermediate terminals between origins and destinations. The railways have rationalized and consolidated their networks to take advantage of these trends.

In particular, both CN and CP have abandoned their Ottawa Valley routes which means that all traffic from both Western Canada and from the US Midwest and West must pass through the GTHA to reach any point east of Toronto and in fact to reach GTHA distribution points. There are only three rail routes through the GTHA from west to east (and from the northwest: Northern Ontario and Western Canada). These are:

- The CN Lakeshore line. However this goes right through the financial district as well as the highly populated Railway Lands. It also carries high volumes of GO Transit regional rail and VIA services as well as local freight assignments. It is not used for through freight traffic and is not a candidate for additional rail freight.

- The CP North Toronto route which goes through the centres of Toronto and Mississauga.
- The CN York and Halton Subdivisions, often called the CN Bypass Line, which runs from Pickering in the east on the historic route from Montreal, is located north of Steeles Avenue on the south edge of York Region and passes through central Brampton, Georgetown and Milton to regain the historic route in Burlington.

The main CN freight route from the southwest through to the east utilizes the CN Bypass Line incorporating sections of previous routes that were upgraded; the line was constructed in the 1960s from Burlington through Milton, Georgetown, Brampton, Bramalea and the York Subdivision north of Steeles Avenue to rejoin the original CN main line to Montreal in Pickering. It provides the access to CN's main Toronto Yard, the McMillan Yard, north of Highway 7 between Keele and Jane Streets. Construction of the CN Bypass Line moved heavy freight traffic away from the Lakeshore Line. Although built by CN for its own purposes (to connect with its new Toronto Yard in Vaughan, now called MacMillan Yard), it freed up the Lakeshore Line for GO Transit services; the first GO Transit service started on this line in 1967. Traffic from Western Canada links to this line in Thornhill. This line has almost complete double track and road/rail grade separations along it. Much of the line has berms separating it from adjacent residential areas.

CP, by contrast, still operates on its historic routing. It enters the GTHA from the west through Milton and then passes through Mississauga, Toronto, and Scarborough before connecting to the CPR main line to Montreal. Traffic from Western Canada comes from the north on a line that passes through Bolton, Kleinburg and Weston, connecting with the east-west main line at West Toronto. The main CP Yard is located in Agincourt in Scarborough. East of Toronto the CP follows its historic route through Pickering, Whitby and Oshawa.

It is notable that to get to this central Toronto route all three CP entries into the GTHA cross the main CN freight line, from the southwest at Milton, from the northwest close to Woodbridge and from the east close to the Pickering-Scarborough border.

2.2 Upgrading the GO Network

Metrolinx/GO Transit has implemented many upgrades to the railway network it uses. In particular it has purchased most of the lines on which it runs. In addition to new expanded track and signals constructed over major parts of the GO network, rail to rail grade separations have been constructed at the following locations:

- West Toronto Junction to separate GO Kitchener, VIA Rail Canada and Union Pearson Express trains from east-west rail freight on the CP North Toronto line;
- Snider in Vaughan to remove interference between GO Barrie trains and east-west freights on the CN Bypass line;
- A planned grade separation in Thornhill (Doncaster) to remove interference between GO Richmond Hill trains and east-west freights on the CN Bypass line; and
- Markham to remove interference between GO Stouffville trains and east-west freights on the CN Bypass line.

However, there is still major interference between freight and GO passenger services on the Kitchener and Milton GO lines and on several lines that could potentially be used for future passenger services. To increase GO traffic on these lines and provide all day service on these lines will require adding second, third and fourth tracks at huge cost and high impacts on the urban fabric.

A proposal to alleviate these problems is to implement the “Missing Link” as described in this report. The report describes the genesis of the proposal and then examines the feasibility and implications.

2.3 The Missing Link

A proposal has been made to construct the “Missing Link” between the CP main line near Trafalgar Road in Milton and the CN Bypass Line at Bramalea. All CP and CN through freight traffic including traffic to and from their major Toronto yards and intermodal facilities would use this route from Milton through Bramalea and along the CN bypass line. This would require new connections between CP and CN in Milton, south of Woodbridge and in the east near the Scarborough/Pickering boundary. The revised routings for freight trains are shown on Map 4. Map 4 also shows the existing GO Transit lines, showing how construction of the Missing Link will separate freight and passenger services on the Milton and Kitchener lines.

This new route is mostly located within the Parkway Belt adjacent to Highway 407. Such a new rail route will require many bridges and new connections between CN and CP.

As mentioned the CN freight bypass was constructed or rebuilt in the 1960s and therefore is mostly grade separated, has berms separating it from the newer residential developments and does not carry any GO Transit or VIA passenger traffic.

3 Feasibility of the Missing Link

To examine the feasibility of constructing the Missing Link, alternative alignments for the Missing Link itself and for new connections between the freight routes were examined.

Currently both CN and CP have mostly double track lines through the GTHA on the through east-west lines with single track on the connections to the north and western Canada. A like for like replacement of infrastructure would provide each of the railways with their own double track alignment. It is probable however, that by combining the traffic of the two railways as they have done in other parts of the country, a two or three track joint railway would suffice. To be acceptable to the railways there would have to be provisions made for some sort of joint authority to dispatch such a line and security for the railways in their long term access.

This would not be novel; there are many parts of the railway network in Canada where the railways share track. For example, CP has had running rights on the CN line between Hamilton and Toronto for over a century. In addition the railways are sharing infrastructure in other parts of the country, calling it co-production. Examples of this include sharing the lines between Sudbury and Parry Sound and between Kamloops and Vancouver.

A routing was developed to provide a shared freight train corridor from the east near CP's Agincourt Yard to the west side of Milton where CN's Halton Subdivision and CP's Galt Subdivision intersect. This 74 kilometre route would require upgrades to existing rail corridors and construction of a new corridor, the Missing Link, to accommodate both CN and CP freight trains.

The following numbered components of the new route are shown on Map 5. They include:

1. A new connection from the Staines connection to the Havelock Subdivision adjacent to CP's Agincourt Yard. This will allow CP trains direct access from the Belleville Subdivision to the Havelock Subdivision.
2. Upgrades to the west end of the CP's Havelock Subdivision including CTC and an additional track.

3. New double track connection between CP's Havelock and CN's York Subdivisions providing CP trains access to the York/Halton Subdivision rail corridor.
4. Expansion of CN's York and Halton Subdivisions to a minimum of three main tracks between the new Havelock connection and the Bramalea start of the Missing Link. This includes expansion of signal equipment, new grade separations of existing road/rail crossings, and a new rail/rail grade separation with GO Transit's Richmond Hill line at Doncaster. As mentioned the CN freight bypass was constructed or rebuilt in the 1960s and therefore has a wide right-of-way, is mostly grade separated, has berms separating it from the newer residential developments and does not carry any GO Transit or VIA passenger traffic.
5. Construction of a new three track rail corridor, the Missing Link, between CN's Halton Subdivision at Halwest and CP's Galt Subdivision west of the Lisgar GO Station. The Missing Link will start at CN's Malport Yard, include a rail/rail grade separation with GO Transit's Kitchener line and run between Highway 407 and the Hydro Transmission line to the Mississauga/Milton border. Many alignment variations are possible, some of which may require Hydro Line relocation. The entire route will be grade separated and will not create new road level crossings.
6. Expansion of CP's Galt Subdivision. This will include a rail/rail grade separation allowing GO Transit trains to cross over the Missing Link. It will include five tracks, three freight and two passenger, between the Lisgar GO Station and the Milton GO Station. West of the Milton GO Station three freight tracks are proposed to the new Milton Connection.
7. New connection from CP's Galt Subdivision to CN's Halton Subdivision allowing CN trains to return to the Halton Subdivision.
8. New east and west connections from CP's Mactier Subdivision to CN's Halton Subdivision. These will allow both east and westbound CP trains access to the transcontinental route to western Canada and to the Vaughan Intermodal Facility.

These routes, connections and upgrades are not necessarily the final configuration of the Missing Link but have been shown to be physically feasible.

This arrangement effectively separates GO Transit's commuter operations from CN and CP's core freight operations with rail/rail grade separations. In addition it accommodates CN and CP's through freight operations by providing routes equivalent to those available with the existing rail network.

4 Costing of Improvements

A planning level estimate of the costs of implementing the Missing Link along with connections to other lines and widening of existing lines was developed. Unit costs were based on those used by Metrolinx on other programs and include a 50% contingency allowance.

4.1 Capital Cost Estimates

The Missing Link estimate is based on a predominately three track corridor carrying traffic of both CN and CP with new and modified bridges sized to accommodate a fourth track. The estimated cost is \$5.3 billion. Approximately 89 hectares of land will be required. Although much of this is in public ownership the estimate of the land cost includes these amounts.

Exhibit 1: Missing Link Capital Requirements

COMPONENT	ESTIMATED COST (\$MILLION 2015)
New Connections	\$526
Missing Link	\$1,970
Widening Sections of York, Halton and Galt Subdivisions	\$2,841
Total Construction Cost	\$5,337
Property Requirements - 89 ha	\$86-\$173

To provide a comparison with the costs of not implementing the Missing Link, a similar cost analysis was done of Metrolinx's current plan to add additional tracks to both the Milton and Kitchener lines so that these can carry both the through freight traffic and the expanded numbers of GO Transit trains running with implementation of the RER concept. This might be called the Widening Option. The estimated costs of this plan are shown on Exhibit 2 and amount to \$5.0 billion. Approximately 17 hectares of land are estimated to be needed; it is very difficult to estimate a price for these lands because much of it is in very built up areas. The land price could be considerably higher if full lots and buildings had to be acquired.

Exhibit 2: Kitchener/Milton Line Capital Improvements without the Missing Link (The Widening Option)

COMPONENT	ESTIMATED COST (\$MILLION 2015)
Widening of Milton Line	\$3,508
Widening of Kitchener Line	\$1,507
Total Construction Cost	\$5,015
Property Requirements - 17 ha	\$56-\$108

This case requires the construction of capital improvements in active and operating rail corridors implying that there is considerable additional risk associated with this capital cost estimate although the contingency allowance used is the same as for the Missing Link. Also the land costs for the widening option are probably low because they are for raw land only; they do not provide for expropriation of buildings and relocation of activities.

The improvements costed in Exhibits 1 and 2 allow extensive RER service to Milton and to Georgetown on the Milton and Kitchener lines respectively. They do not include upgrades to the extensions of these lines to Cambridge and Kitchener respectively. Thus they are directly comparable.

These estimates are at a planning level. They include a 50% contingency. Given this wide margin of error it can be said that the two proposals have approximately the same price tag.

4.2 Service to Cambridge

Providing two way service regional rail service to Cambridge would be an important upgrade to regional connectivity. This could be achieved in three ways, perhaps in a phased approach:

- As investigated by the City of Cambridge, provide a connecting shuttle service to Milton GO station on a pilot basis using Diesel Multiple Unit (DMU) technology.
- Extend some services on the Kitchener line via a former CN line from Guelph to Hespeler in Cambridge.

- Extend Milton services to Cambridge. This would almost certainly require the double tracking of the CP line from Guelph Junction to Cambridge which is now single track and extend electronic signalling on this line.

5 Impacts of Implementing the Missing Link

The implementation of the Missing Link will have a number of impacts. In this section these impacts are described.

To analyze of the potential benefits we have contrasted two cases as described in the previous section. The first case is to construct the Missing Link and to detour freight trains onto this line to eliminate or reduce freight/passenger interference. This is compared with the current plan which would widen the Milton and Kitchener corridors to handle all day, two-way service without the Missing Link.

5.1 Capital Costs

As indicated in the preceding section the difference in the capital costs of the two cases is well within the uncertainty area of the estimates. Given the greater degree of certainty of the costs of widening the lines, they can be said to be equivalent.

5.2 Operating Costs

The implementation of the proposals described previously will decrease train mileage for CN (by almost 11km for trains to and from the west) and not impose any additional train mileage for CP. There will be no interference between GO and through freight trains which will reduce delays to CN and CP. By sharing track there will be a lower length of track to maintain and signal. Track geometry (e.g. super-elevation on curves) and maintenance routines can be planned for freight-only operations, without having to deal with significant speed differences and passenger comfort issues on the freight lines. Also, the mitigation of train interference is a favourable factor. The nature of these changes are less evident in day-to-day savings as they are in the reduction of risks to disrupt normal operations and allow for speedier recovery to normal conditions after incidents of delay. One would not expect a near-term noticeable reduction in train starts or crew starts, or in the deployment of section gangs (track maintenance crews); these are the main cost-drivers for operations in a given territory.

On the other hand, there will likely be changes to local assignments to serve carload customers in the GTHA, especially for CP. In some cases, alternate scheduling might be required to avoid conflict with passenger trains; in other cases alternate routing and intermediate staging on side tracks might be the best approach. This aspect was outside the present scope, and would have to be include in a more detailed evaluation if the Missing Link concept is advanced. Similar to the situation for through traffic described above, the changes are important considerations to ensure undisrupted services; but, the cost impact is likely minor, and could be either positive or negative depending on the approach taken by CN, CP and GEXR.

Therefore, on balance, it is our opinion that there will be net operating cost savings to the two freight railways including a reduction in their ongoing infrastructure maintenance costs.

The operating costs savings for the GO rail lines with the freight trains moved off of the Milton and Kitchener GO lines should be similar or lower than the costs for the widening of the Milton and Kitchener lines as there will be less interference with the freight trains. For example, under the widening scenario, the Kitchener GO trains have to cross the CN freight flows between Bramalea and Brampton; with the Missing Link in place this interference would no longer occur.

5.3 Impacts of Widening of the Milton and Kitchener GO Transit Routes

The current plan of Metrolinx is to introduce all day, two way, full service on the Milton Line and on at least the inner portion of the Kitchener GO Transit lines. To do this while still carrying through freight services will require constructing at least two additional tracks, widening the Milton Line from two to four tracks and the Kitchener line from one and two tracks to three and four. This will have serious implications such as:

- Increasing the impact of rail services on the urban environment, including noise, and other impacts;
- While much of the additional trackage can be accommodated within the existing corridors, there will be additional land take required in some sections to accommodate retaining walls, drainage, etc. (There is also a report that CP is requiring a 9 metre separation between RER tracks and their tracks, increasing the land take and cost.) Construction on the widened lands will occur in built up urban areas with serious implications. In some cases entire properties will have to be obtained. In fact, the impacts on urban development will almost certainly delay the widening of these two corridors and perhaps even make them impossible to achieve.
- Both corridors have at-grade crossings with roads. While this may be acceptable under existing conditions, it would almost certainly not be acceptable when the corridors are four tracks wide and carrying both large numbers of through freights and very frequent GO RER services, requiring several grade separations to be constructed. The costs of these are included in the estimates but construction of the grade operations will also have impacts on the urban fabric, possibly including the removal of historic buildings.

5.4 Electrification of the GO Lines

Metrolinx has the long term intention to electrify all seven existing GO lines. Electrification of the Kitchener line as far as Bramalea has already been announced.

The freight railways, however, do not wish to have electrification on lines where they are carrying heavy volumes of freight. Overhead electrification could interfere with tall loads such as double stack containers, tri-level auto racks, oversized loads, etc. By removing these heavy freight flows these lines should be suitable for electrification. Otherwise electrification will not be acceptable on the Milton and Kitchener lines, the third and fourth busiest GO Transit routes.

Metrolinx has also expressed the intention of implementing some form of "Positive Train Control", a supervisory system for train operations to improve safety on the RER lines. This would not be possible on lines that are shared with major flows of freight trains as through trains would not necessarily be properly equipped.

5.5 Removal of Heavy Freight Traffic from Central Areas

The Missing Link proposal will remove heavy freight traffic from central Toronto, downtown Brampton and central Mississauga. This will have beneficial impacts in terms by reducing the nuisance impacts of running heavy freight services through these high activity areas. It must be realized, however, that there will still be some freight services on the Milton and Kitchener lines to serve local industries. These will be infrequent and typically involve only short trains.

The new lines will be constructed in such a way as to minimize problems with adjacent development. The CN Bypass Line already has a wide alignment with berms in most locations.

5.6 Other Benefits

In addition to the main aim of freeing up the Milton and Kitchener GO lines from through freight traffic, there are other potential benefits of rationalizing the railway network in the GTHA by constructing the Missing Link. These are discussed below.

5.6.1 Additional Service to Cambridge and Kitchener

The Missing Link facilitates not only improved freight movement in the GTHA, but also the connection of communities west of the GTHA. By freeing up the inner parts of the Milton and Kitchener lines (from Union Station to Milton in case of the Milton Line and from Union Station to Georgetown in the case of the Kitchener line), additional, two-way service on the outer ends of these two lines can be put in place thus strengthening the overall economic vitality of the entire region.

Cambridge has already developed a proposal to provide a two way shuttle service between Milton and Cambridge. While extending GO rail service to Cambridge is not contingent upon the Missing Link, it would help to facilitate it. In the longer term RER service could also be extended to Cambridge.

The extension to Cambridge and the expansion of service to Kitchener would greatly contribute to the achievement of the Province's Places to Grow strategy, achieve a significant reduction in vehicular greenhouse gas emissions and unlock the economic potential of the region by facilitating significant economic development activity, the interchange of skills between urban areas and providing broader opportunities to work, study and live.

Similarly freeing up the Bramalea to Georgetown portion of the Kitchener line will allow additional service to be operated to Guelph and Kitchener. Removal of the CN freight traffic from all of the Kitchener line would also permit service to Cambridge via the Kitchener line to Guelph and a relatively lightly used CN line to Cambridge..

5.6.2 Enabling New GO Transit Services

By taking the freight traffic off of the central lines, several new lines will be available for adding GO Transit service. These include the North Toronto Line to connect with the TTC subway at Dupont and/or Summerhill stations, the Agincourt (north Pickering) Line, and the lower portion of the Bolton Line. All of these future lines are in Metrolinx's GTHA transportation plan (The Big Move). Map 6 shows these lines.

5.6.3 Acceleration of the Richmond Hill Line

The Richmond Hill Line follows a winding path through the Don Valley which causes low speeds and is susceptible to flooding. An alternative routing for these trains is using the CP line through the Don Valley and then a new connection between the CP North Toronto subdivision and the Richmond Hill Line where the CP to Agincourt line intersects with the Don Valley Parkway. This connection would not be possible with heavy freight traffic on the CP line as the Richmond Hill trains would have to cross the heavy through freight train flows. It would be feasible with the rerouting of the heavy through CP Rail traffic. This is also shown on Map 6.

5.6.4 Encouraging Coproduction by the Two Major Freight Railways

Over the last couple of decades the two major railways have improved their efficiency by joint use of trackage, called "coproduction" in the railway industry. The first major implementation of this was in the Fraser Canyon area of British Columbia. Both CN and CP have single track lines from Kamloops to Vancouver. A double track railway provides much greater capacity than the sum of two single lines and offers faster transit times. CN and CP made an agreement whereby

the CN line is used by westbound trains and the CP by eastbound trains between Vancouver and Kamloops. Such coproduction agreements are in place in other parts of Canada including between Parry Sound and Sudbury.

The new connections envisaged in this report would also prepare the way for coproduction to be extended from Toronto to Sudbury on the transcontinental lines of the two railways and perhaps eventually eastward to Montreal.

5.6.5 Implementing the Continental Gateway Initiatives

The Ontario-Quebec Continental Gateway is an initiative promoted by the federal government with the assistance of the two provinces to improve trade flows in the Quebec Windsor Corridor in order to facilitate international trade and to improve productivity. The CN and CP lines lead to the two most important rail border crossing points in Canada, the Sarnia and Windsor tunnels respectively. By separating freight and passenger train services and removing that interference in the GTHA, freight movements will be facilitated and the objectives of the Continental Gateway strategy facilitated.

Although CP train running distances remain the same, CN through trains from the west realize a saving of almost 11 kilometres, resulting in decreased transit times and substantial fuel savings. As mentioned in the previous section, by providing new connections between the two railways coproduction with its efficiency improvements is also encourage.

5.6.6 High Speed Rail

By removing the heavy freight traffic from the central lines in Toronto it offers the possibility for high speed rail to enter either by the Milton Corridor or the Kitchener Corridor from the west and the CP Agincourt corridor from the east.

6 Implementation

The impetus for the implementation of a major scheme such as the one described in this paper is the intent of the Ontario government, through the agency of Metrolinx, to implement the Regional Express Rail (RER) concept on the Milton and Kitchener GO Transit lines and throughout the Greater Toronto and Hamilton Area (GTHA). RER will bring very large improvements to the transit connectivity of the GTHA by providing fast, frequent, all day, two way rapid transit services. The major responsibility for implementing this scheme, if approved, therefore belongs to Metrolinx.

The question arises as to what role the municipalities and regions should embrace throughout the planning and implementation process. The status quo scenario would have Metrolinx working with the senior levels of government, CN and CP developing their plans to a certain point and then sharing the results in some advanced stage of definition with the municipalities. This interpretation is consistent with feedback both from Metrolinx and from the Minister of Transportation, according to senior municipal officials. This approach is susceptible to improvement.

The preceding discussion of impacts and accommodations necessary for implementation of RER with or without completion of the "Missing Link" suggests that the municipalities are significant stakeholders, such that their participation sooner rather than later in the planning process could result in better overall solutions.

The text that follows outlines the interests of the different types of stakeholder and offers suggestions regarding next steps based on a consolidated view of these interests.

6.1 Interest of the Federal Government

The federal government has a vital interest in the project as well because of:

- Its vital interest in the effective functioning of the GTHA, the most important economic region of Canada;
- Its objective to improve international trade through the Continental Gateway initiative;
- Its constitutional responsibility for railways;
- The New Canada Building Fund of Infrastructure Canada is a \$14 billion component of the \$53 billion New Building Canada Plan for which a project of the nature of the Missing Link might qualify under three of the four categories of funding assistance offered.

The federal government will have to be involved, for funding and because of the potential use of two acts that have been federally legislated.

The first of these acts is the *Canada Transportation Act* (hereinafter referred to as the Act). Sections 138 and 139 of the Act allow the federal government (i.e. the Canada Transportation Agency – CTA), on application from a municipal government, to request joint usage by two or more railways of a common right-of-way. In doing this the CTA must also provide for fair compensation to the railways for property and any impacts on operating costs.

The *Railway Relocation and Crossing Act* (RRCA) also allows the CTA to promote the relocation of railways upon request from a municipal government. The federal funding for such a venture would be established separate from granting the authority to proceed. The web site of the CTA states:

“If provincial or municipal authorities cannot reach an agreement with a railway company on the relocation of railway lines, [subsection 3\(1\) of the RRCA](#) permits an application to the Agency for an order to carry out an accepted plan. The accepted plan will facilitate the relocation of specific railway lines or operations around and away from an urban area in order to promote urban development. The Minister of Transport, Infrastructure and Communities may authorize the payment, out of funds set aside by Parliament, of not more than 50% of the cost of preparing the urban development plan or the transportation plan or both.”

The RRCA also permits the federal government to pay up to 50% of the costs of studies and of implementation of railway relocation. At the present time there is no budget available allocated to the RRCA which would permit the actualization a project of the scale of the Missing Link but this would only require an appropriation of funds, not new legislation.

Federal funds could also flow through the use of the New Building Canada Fund. A New Building Canada grant of up to \$2.6 billion was recently announced for the implementation of SmartTrack which essentially is the upgrading of GO Transit routes to an RER standard.

6.2 The Interest of the Freight Railways

The property involved, however, belongs to the two major Canadian railways, Canadian Pacific Railway and Canadian National Railways. These are owned by a wide cross-section of shareholders. Therefore, if the necessary cooperation of the freight railways is to be obtained, they must either be in the same or a better position at the end of the project than they were before or be compensated accordingly in a manner acceptable to them.

In the past GO Transit/Metrolinx has had a problem in making infrastructure improvements on railway property. The railways have insisted that they retain title to all assets located on their

property. Even if Metrolinx pays for an additional track or a station, it is owned by the railway; this is usually mitigated by an agreement that the railways will not charge for the use of such assets but it does constrain the operating flexibility of GO. Metrolinx has purchased much of its network to overcome this problem; but, the major freight railways have refused to sell strategic through routes including: the Milton line which is the CP main east-west line, and the section of the Kitchener line between Bramalea and Georgetown which is part of the CN Bypass freight route.

It is very important to keep in mind that the long-term success of the railway companies depends on their ability to continuously provide reliable and efficient service to their clients. The Missing Link concept is designed to maintain and perhaps enhance the service to customers using these through routes. However, some customers are located along the lines that would be affected by expanded commuter rail service with or without coproduction and the Missing Link. An important follow-up investigation, if the concept advances to a more detailed level of consideration, would require developing operating plans for serving local customers of both CN and CP in the GTHA, and accommodating Goderich and Exeter Railway (GEXR) connections with MacMillan Yard.

6.3 Possible Mode of Implementation

These considerations lead to a possible implementation process:

- Refinement of the proposals in this paper, sponsored by Metrolinx with the participation of municipalities, the railways and the federal government;
- Application for any federal and provincial environmental approvals. The provincial approvals could probably be sought under the Transit Project Assessment Process (TPAP) which was implemented to expedite public transit projects;
- Application for funding assistance under the New Canada Building Fund, possibly in conjunction with the Province, depending on the scale of the request(s).
- Actual implementation by Metrolinx with the cooperation of the railways and possibly financial assistance from the federal government.

Experience elsewhere has shown that negotiations based on commercial principles carried out in a spirit of good faith among all participants produces the best results. The legal measures that are available in the background such as Sections 138 and 139 of the Act or the RRCA and other related measures are useful in providing a base point. If there is a failure to reach a commercial and fair agreement, then the provisions of transportation legislation can be helpful in establishing a process of mitigation, arbitration, or adversarial proceedings as a last resort.

The strategy for funding requests is a matter for the sponsors of this study to consider. The overall system has national, provincial and regional significance which would qualify it for one of the larger funding allotments. There are also elements of the system that occur entirely within one municipality, especially grade separations which would qualify under the RRCA for authorization and the New Canada Building Fund regional projects.

Clearly, there are significant advantages for a concerted approach that could be led by Metrolinx, involving all of the significant stakeholders, including the municipalities that would be served by RER and its connecting services.

The additional work to be undertaken is straightforward:

- Work together to decide on the final concept for expansion of RER.
- Through consultations and negotiations with various stakeholders, identify the accommodations necessary for the concept to be viable and establish Heads of Agreement or Memoranda of Understanding with the guiding principles for

participation of each stakeholder. This is especially important for determining a final route selection and ensuring that sufficient property can be acquired.

- Initiate planning and funding activities including environmental assessment, preliminary design, and funding applications.
- Determine the funding mechanism that will be employed, e.g. will there be a P3 element, or strictly public funding?
- Establish a governance regime for following through with implementation.

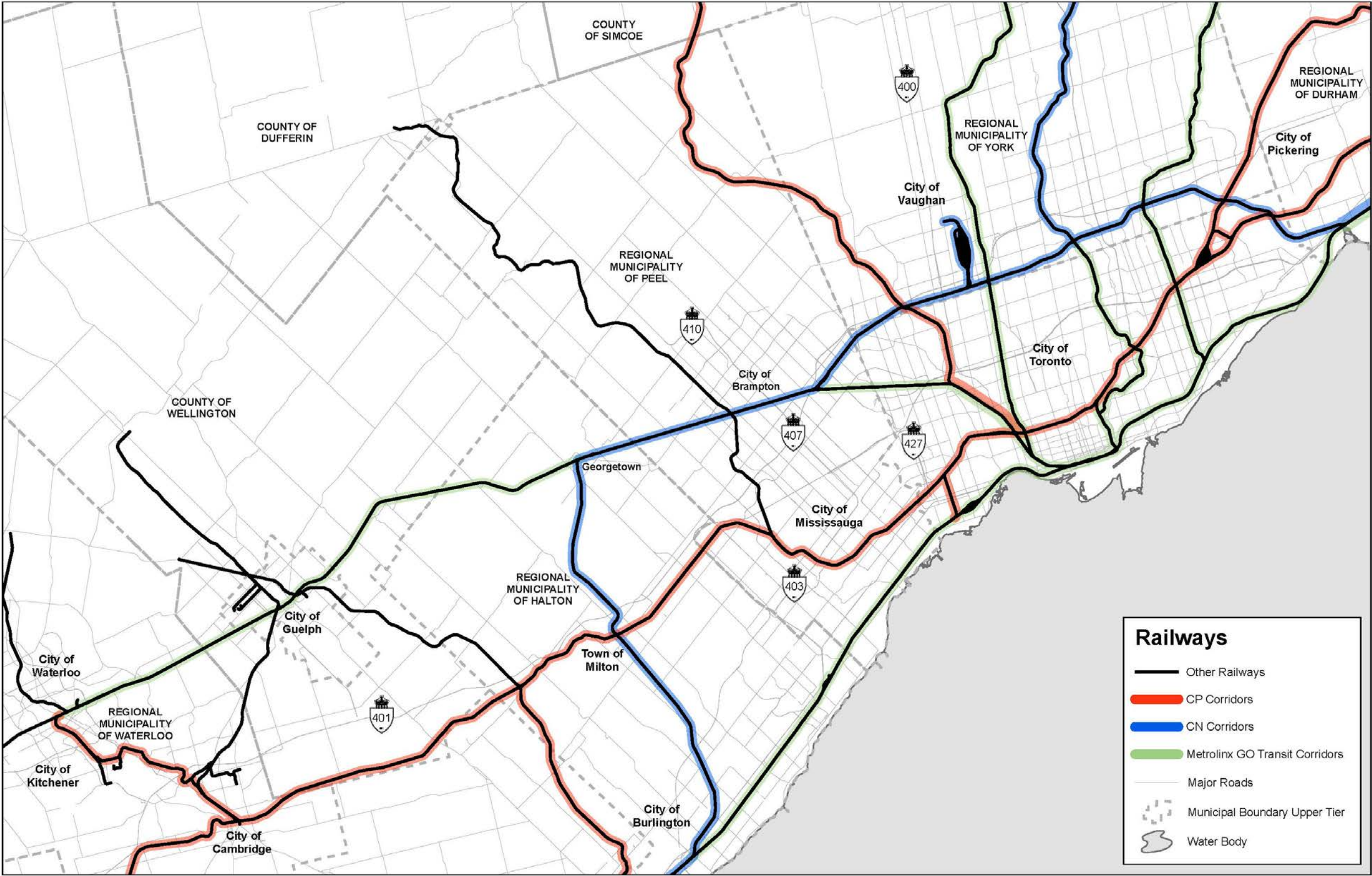
7 Conclusions and Next Steps

This planning level analysis indicated that implementing the Missing Link is feasible, has a similar cost to those that will be incurred for widening the current Milton and Kitchener lines and has many other advantages. We suggest that these are the next steps that should be undertaken:

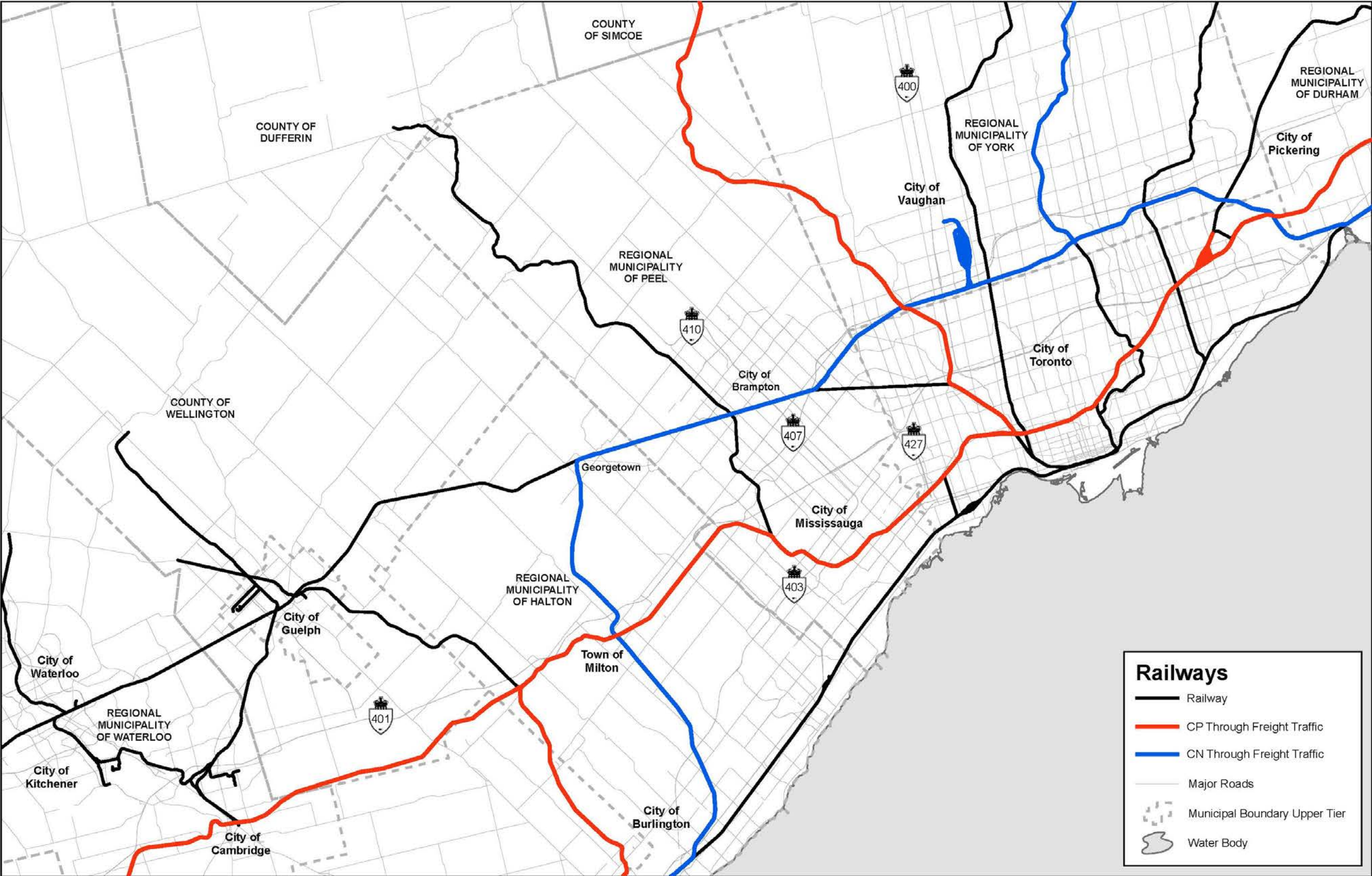
- Engage Metrolinx in discussion of the feasibility and desirability of this project.
- Develop a process that will include Metrolinx, CN, CP and the concerned municipalities to develop the optimum solution.
- Apply to the Government of Canada for funding of additional studies and for funding of the project itself.

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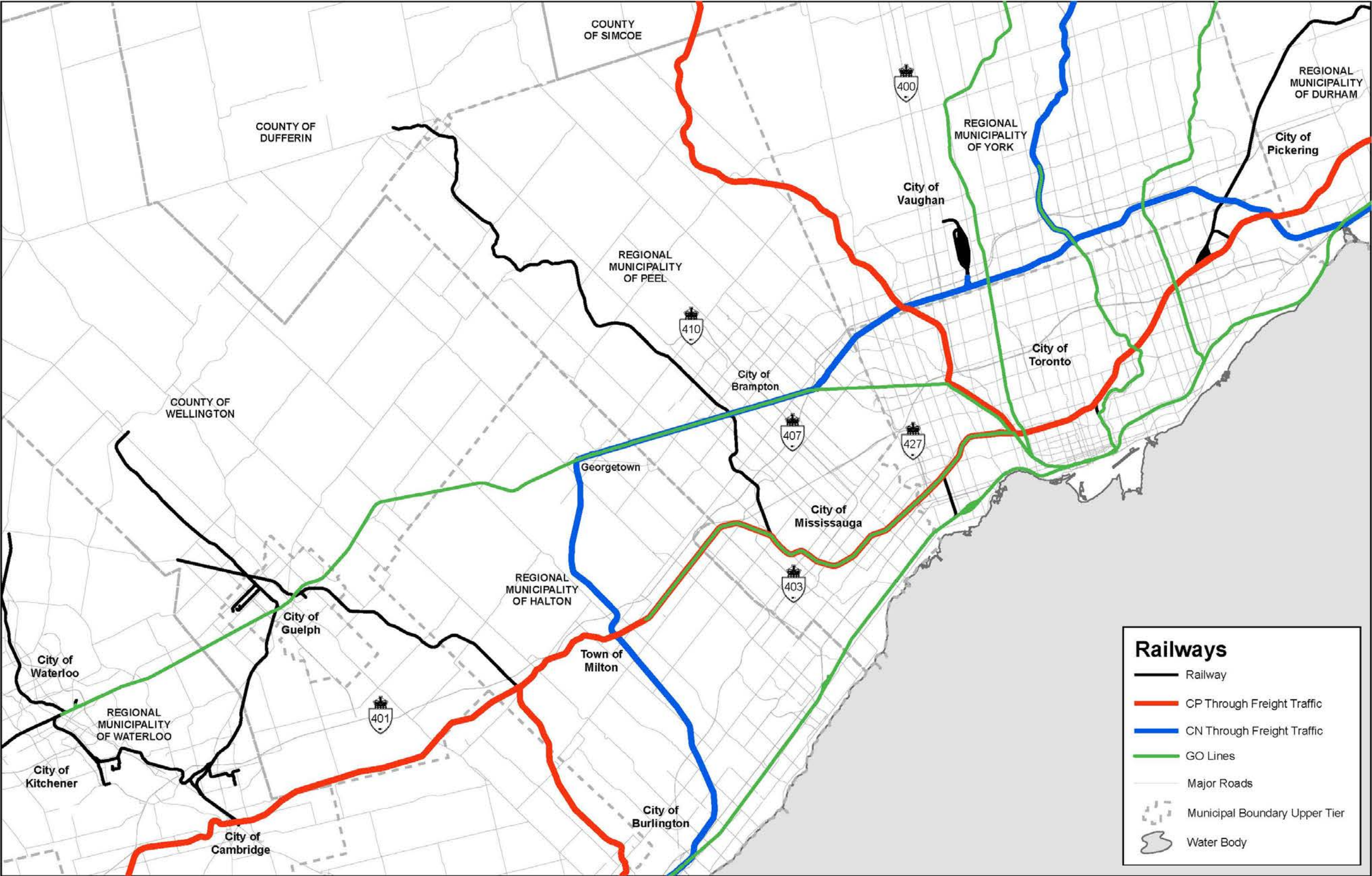
Map 1 – Ownership of Rail Lines



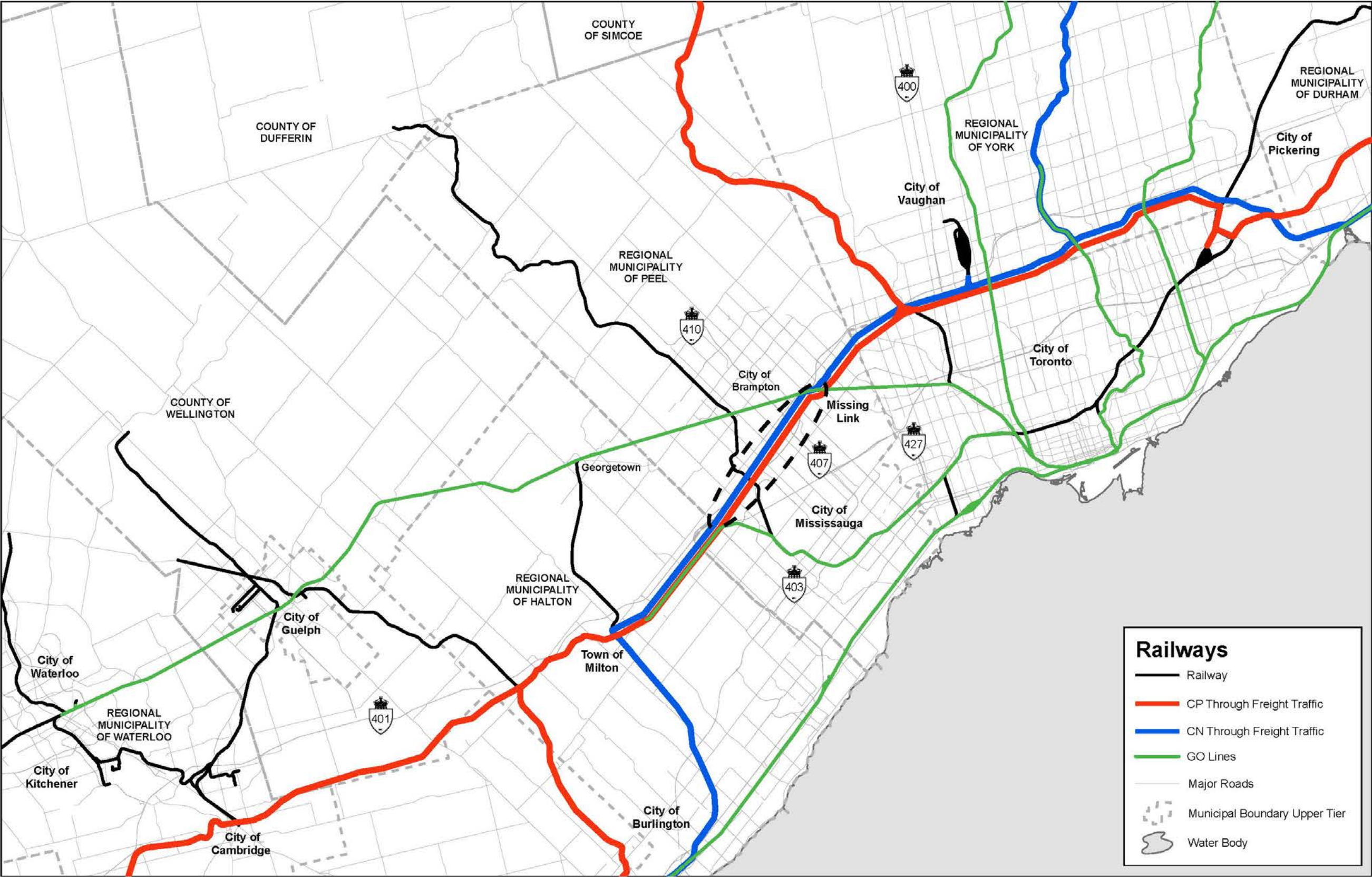
Map 2 – Existing Through Freight Routes



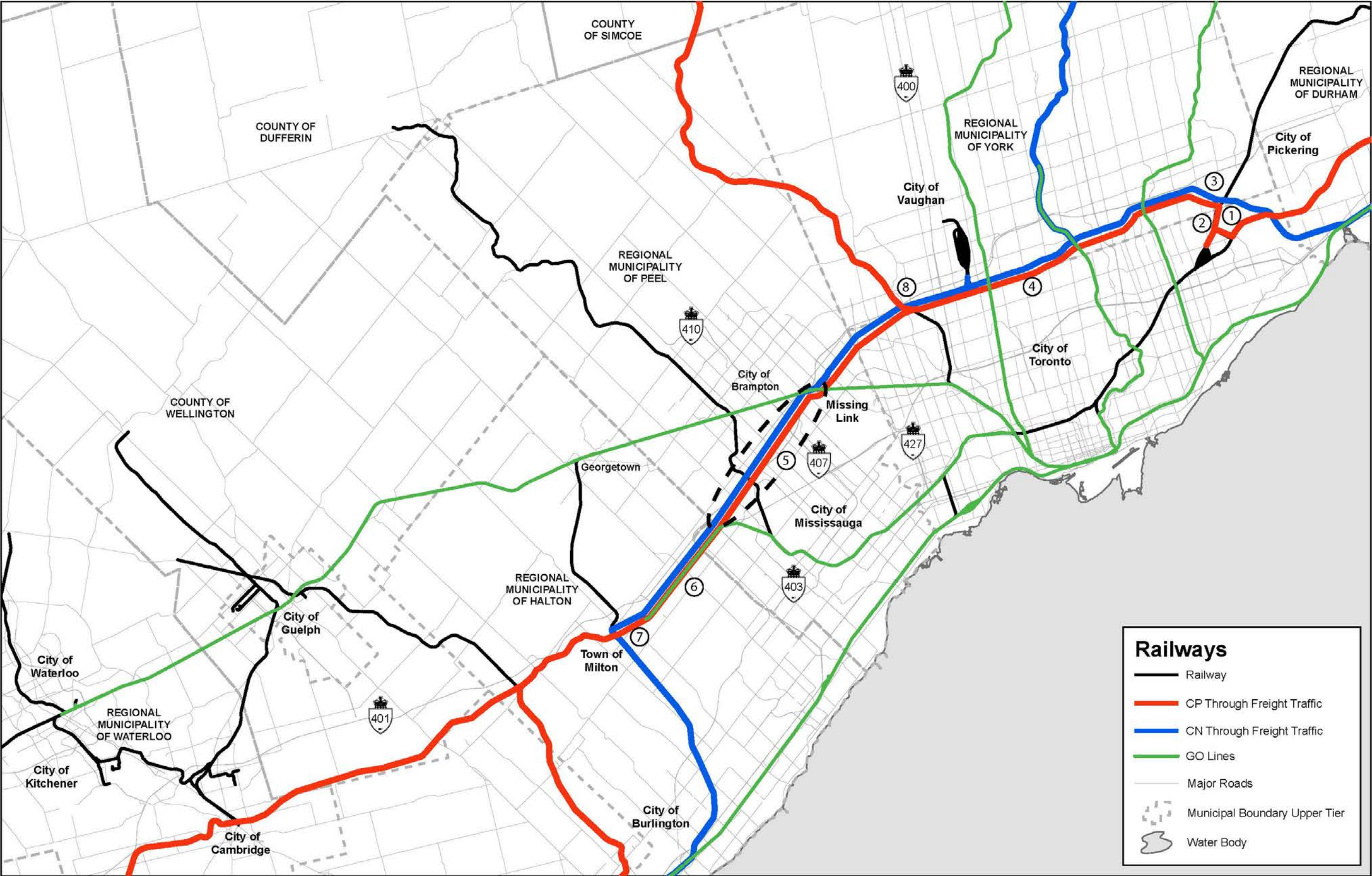
Map 3 – Freight Routes with GO Transit Services



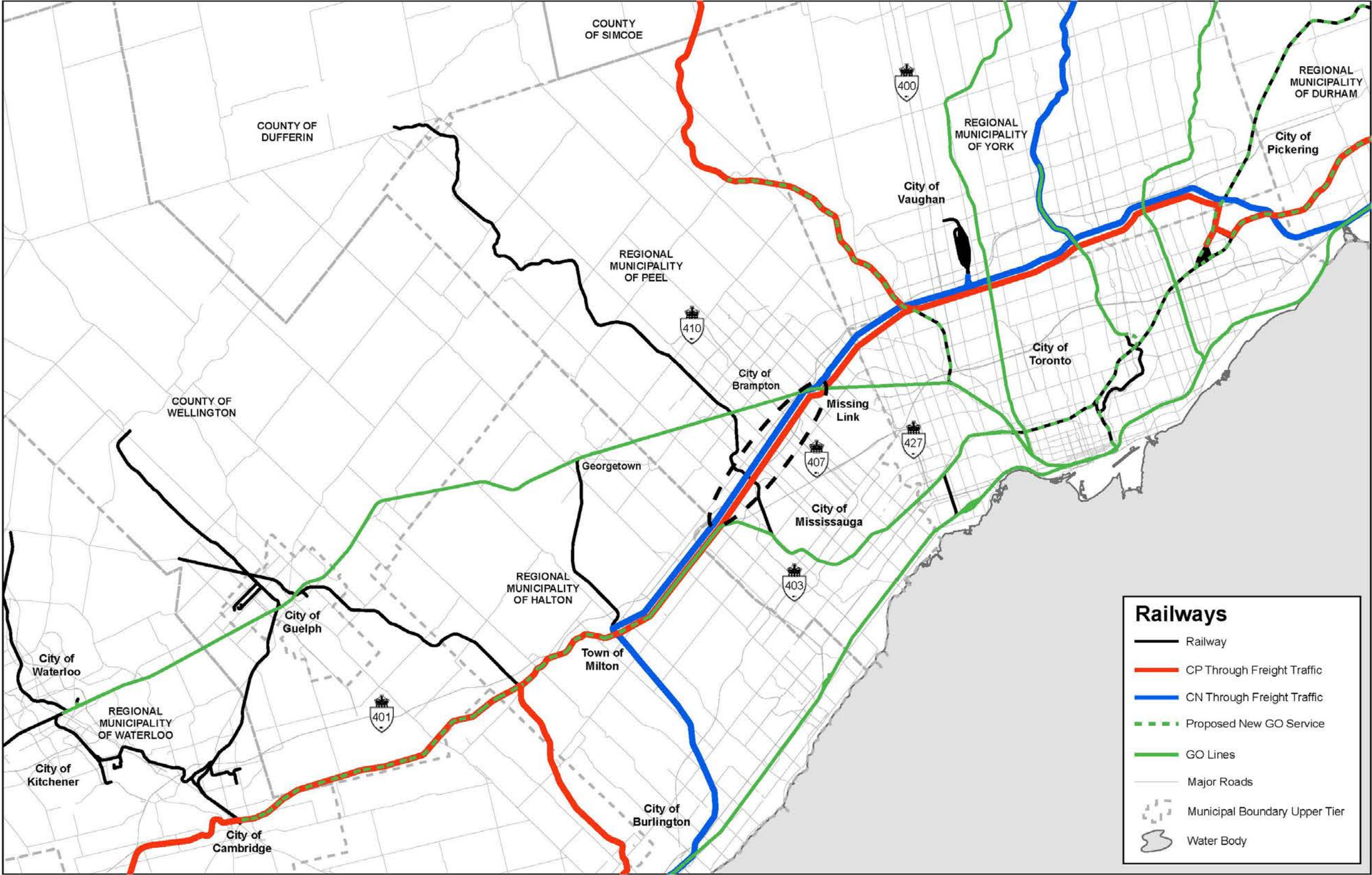
Map 4 – GO Transit Services with the Missing Link in Place



Map 5 – Components of the Missing Link



Map 6 – Future Lines Enabled by the Missing Link



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City of Mississauga

Corporate Report



MISSISSAUGA

Date: August 19, 2015 To: Chair and Members of General Committee From: Paul A. Mitcham, P.Eng. MBA Commissioner of Community Services	Originator's files: MG.23.REP
	Meeting date: September 9, 2015

Subject

Renaming of the Transit Bus/Maintenance Building at 975 Central Parkway West (Ward 6)

Recommendation

1. That the Transit Bus/Maintenance Building at 975 Central Parkway West be renamed the "E.J. (Ed) Dowling Transit Facility".
2. That Council waive the requirement to notify all residents and ratepayer associations within a 400 ft (120 m) radius from the facility, 30 days prior to the renaming of the facility as outlined in the City's "Property and Facility Naming and Dedications" Corporate Policy 05-02-02; and
3. That Council waive the requirements that the recognition of an individual be posthumous as outlined in the City's "Property and Facility Naming and Dedications" Corporate Policy 05-02-02.

Background

In accordance with the City's "Property and Facility Naming and Dedications" corporate policy, any member of Council may direct staff to investigate the appropriateness of naming a facility in honour of a living individual. Based on staff's recommendation, Council may waive the requirement that recognition of an individual be posthumous.

The naming of a facility is an honour reserved for those individuals whose actions or achievements are deemed significant by Council.

Councillor Starr (Ward 6) has requested staff to investigate the appropriateness of naming a transit facility after the first General Manager of Mississauga Transit, E.J. (Ed) Dowling.

Comments

The transit building at 975 Central Parkway West was constructed in 1976 while E.J. (Ed) Dowling was General Manager of Mississauga Transit. When first constructed, the building housed the administration offices as well

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as the planning, operations, maintenance and bus storage functions of Mississauga Transit. Subsequent expansions occurred and in 1989, the bus storage and maintenance areas were expanded and the administrative offices moved to 3484 Semenyk Court.

E.J. (Ed) Dowling was hired by the City of Mississauga in January 1974 as the General Manager of Transit. His responsibility was to turn the existing transit service which was a collection of school buses into a municipal transit system.

With the exception of one brief absence when he considered pursuing a career in the private sector, Ed lead Mississauga Transit until he retired in 1997. Even after his retirement, Ed continued to work in the transit industry in various capacities.

Ed spent 24 years at Mississauga Transit. Through his innovation, vision and leadership he guided the evolution of one of the fastest growing transit systems in North America. A partial list of the many innovations initiated by Ed's vision and leadership include:

- In 1975 Mississauga Transit was a pioneer in the launch of an automated telephone system to advise customers of the arrival times of buses at their stop.
- In the late '70's, Mississauga Transit was one of the first systems in Canada to install two-way radios on all of its buses.
- In 1982, Mississauga Transit was the first Canadian transit system to introduce articulated buses, assigning these to the busiest corridors to improve customer service and efficiency of operations.
- In 1987, Mississauga Transit was an early adopter of electronic registering fare boxes, which were installed on all buses to increase the security of fare collection.
- In 1989, recognizing the need to be more competitive with the private vehicle, Mississauga Transit became one of the first transit systems in Canada to introduce air conditioned buses.
- In 1992, North America's first deployment of outdoor bus storage technology was achieved with the construction of Mississauga Transit's Malton satellite facility.
- In 1994, Weekly Transit passes were made available to customers to provide a more convenient and affordable fare option.
- In 1997, Mississauga Transit became the first operator of low floor articulated buses in Ontario.
- Provided leadership over the growth of Mississauga Transit from 4,121,589 rides in 1974 to 23,301,374 rides in 1997.
- Provided leadership during the initial construction of the Transit Facility at 975 Central Parkway West in 1976 and subsequent expansions in 1989, 1991 and 1996.

Ed's support for the transit industry across Canada is also evident in his many years spent on the Board of the Canadian Urban Transit Association (CUTA) culminating in his appointment to the Chair of CUTA in 1990.

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It is proposed that if the renaming of the Transit Facility at 975 Central Parkway West is approved by Council, that the name be displayed on the lit sign in front of the building as well as on a plaque within the building beside the original dedication plaques.

Strategic Plan

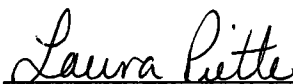
The renaming of the first Mississauga Transit building recognizes the history, importance and growth of transit within the City of Mississauga. It also serves to reinforce the importance of developing a transit oriented City as defined by the current MOVE strategic pillar.

Financial Impact

Costs associated with the facility renaming can be accommodated within MiWay's operating budget.

Conclusion

The proposed renaming of the transit facility of 975 Central Parkway West after Mississauga Transit's first General Manager, E.J. (Ed) Dowling is appropriate recognizing the exemplary work Ed did in leading the development of the first urban municipal transit system within the City and the initial innovation assets which assisted in encouraging growth in ridership between 1974 and 1997.



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

Prepared by: Martin Powell, Commissioner of Transportation and Works

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City of Mississauga

Corporate Report



MISSISSAUGA

Date: August 18, 2015

To: Chair and Members of General Committee

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

Originator's files:

CD.10.298

Meeting date:

September 9, 2015

Subject

Proposed Municipal Walkway Closure - Idlewilde Crescent to Crawford Walk (Ward 8)

Recommendation

That the Crawford Walk (P-298) walkway connection located between 4444 and 4448 Idlewilde Crescent be closed in accordance with Council Resolution 0118-2015 and that all required measures to complete the closure be undertaken.

Report Highlights

- Opening of the first phase of the Mississauga BRT West station at Erin Mills Parkway is scheduled to commence limited service on September 5, 2015
- Residents on Idlewilde Crescent submitted a petition supporting the proposed closure of the walkway connection between the Crescent and Crawford Walk (P-298)
- Notices have been sent to residents on Idlewilde Crescent and signage posted at the walkway advising that the walkway will be closed effective immediately following Council approval on September 16, 2015

Background

Construction of the Mississauga BRT West station by Metrolinx is complete with the first phase scheduled to open for limited operation on September 5, 2015.

Idlewilde Crescent is a local road adjacent to the Erin Mills Station and residents have expressed concerns with the existing walkway located between 4444 and 4448 Idlewilde Crescent that would connect the Crescent to Crawford Walk (P-298) and subsequently to Erin Mills Station (Appendix 1). The residents have expressed

concerns with potential parking, drop off and use of the walkway by BRT users not residing on Idlewilde Crescent. They have asked that the walkway be closed. As part of their request they submitted a petition representing 99 percent of residents (83 of 84 homes) on the street supporting the closure.

The walkway connection that is proposed for closure is part of the larger Crawford Walk (P-298) park, which contains a recreational trail that connects Crawford Green (P-299) and Credit Valley Road at its northern limit to Glen Erin Drive, Marshdale Court, Idlewilde Crescent and, as part of Mississauga BRT West station construction, the Erin Mills Station at its southern limit (Appendix 2).

A resolution was passed by General Committee (Resolution 0118-2015) directing staff to move forward with the closure.

Comments

Corporate Policy governing the closure of walkways (Policy #10-08-01), is intended for use in reviewing the closure of street to street walkways, but can also be used as a guideline for similar issues. The Policy stipulates that input be solicited from relevant City Departments and impacted School Boards as well as input from residents via a survey of those affected by the closure.

The premise of the policy is that residents bought their homes with the walkway in place, and that they should be consulted on whether it is to be closed. Typically the closer the resident to the walkway, the more vested interest the resident has in the closure (particularly for vandalism or safety issues). In this instance, there are no school board issues as there are no direct connections to schools and the residents are united in their desire to have the walkway closed.

In order to ensure that the residents and other potential users of the walkway were notified of the proposed closure, notices were delivered to the residents on the street and a sign was installed at the walkway to advise of the proposed closure.

The Local Councillor (Ward 8) supports the proposed closure of the walkway on Idlewilde Crescent.

Financial Impact

Estimated cost for the closure of the walkway requires the installation of chain-link fencing at both ends of the walkway is \$3,000, which will be funded through the Community Services 2015 trail reconstruction program within existing PN 15333.

Conclusion

Closing the Crawford Walk (P-298) walkway connection located between 4444 and 4448 Idlewilde Crescent effective September 16, 2015 and taking all required measures to complete the closure will mitigate the Idlewilde Crescent resident's concerns with potential parking, drop off and use of the walkway by BRT users not residing on Idlewilde Crescent.

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General Committee

August 18, 2015

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Originators files: CD.10.298

Attachments

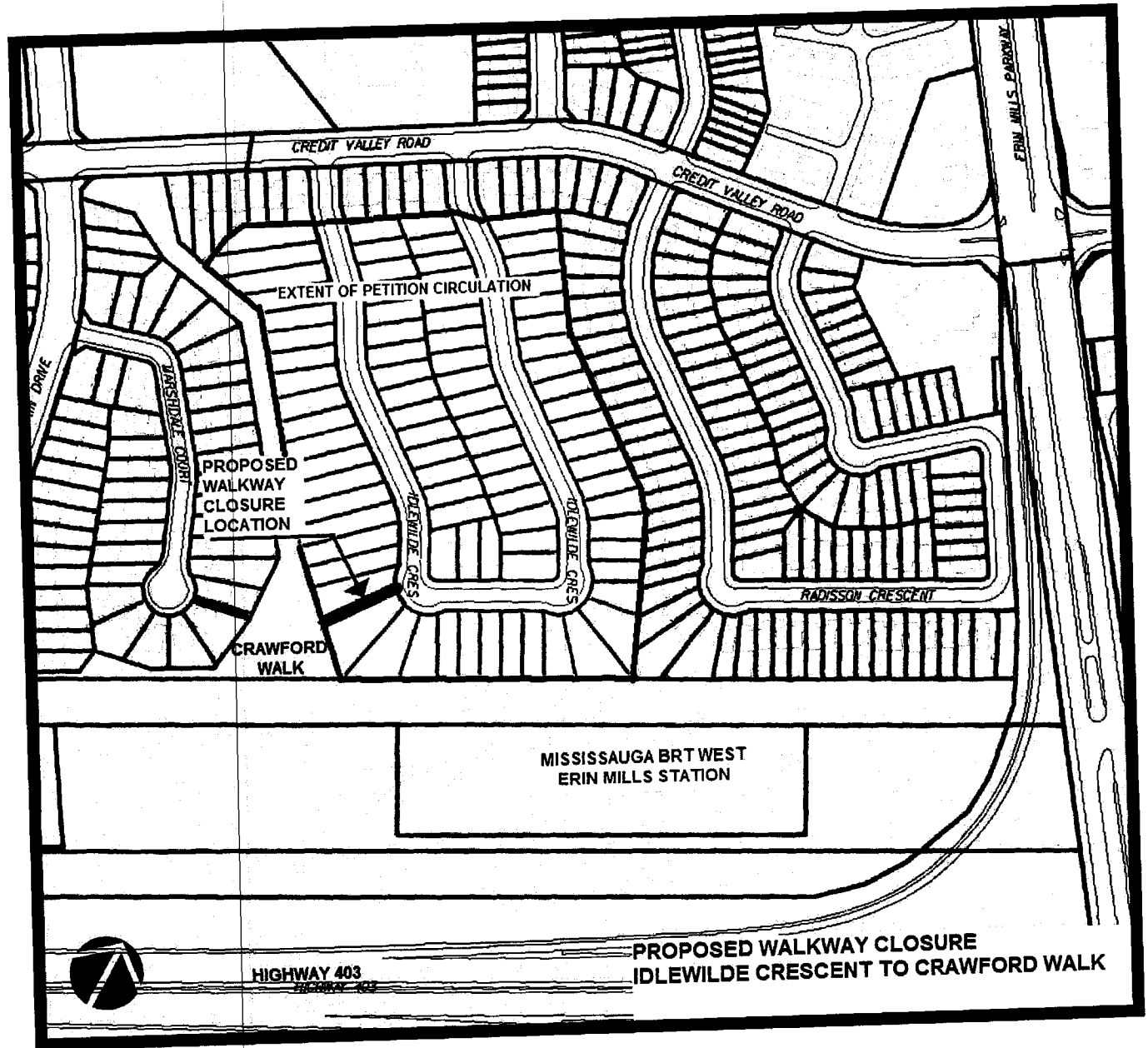
Appendix 1: Location Map: Proposed Walkway Closure - Idlewilde Crescent to Crawford Walk

Appendix 2: GO Transit Terminal Site Plan – Erin Mills Parkway Transit Terminal



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

Prepared by: Eric Lucic, Acting Manager – Park Planning



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SEP 09 2015

City of Mississauga

Corporate Report



Date: August 18, 2015 To: Chair and Members of General Committee From: Paul A. Mitcham, P. Eng., MBA Commissioner of Community Services	Originator's files: File names
	Meeting date: September 9, 2015

Subject

A Cultural Policy

Recommendation

That the Cultural Policy as outlined in the Corporate Report dated August 18, 2015 from the Commissioner of Community Services, be adopted.

Background

The 2009 Culture Master Plan outlined a five-year strategy and action plan for arts and culture development for the City of Mississauga. The plan recommended seven strategic directions toward an improved cultural sector:

1. Strengthen arts, heritage and culture
2. Encourage community celebrations and festivals
3. Strengthen cultural infrastructure
4. Build partnerships and increase collaboration
5. Strengthen the flow of information
6. Identify cultural nodes and create an artful public realm
7. Attract and support creative individuals

To date, each of these strategic directives has been achieved or is in the implementation stage. The Culture Division has numerous studies and strategies ranging in topics from public art, cultural industries, arts facilities, community cultural plans, to a digital strategy. (Please see Appendix 2) All of these projects will inform and lead toward a renewed Culture Master Plan. As an all-encompassing document providing general cultural principles, the Culture Division has identified the importance of a Cultural Policy.

According to The Arts and Canada's Cultural Policy, cultural policy "is the expression of a government's willingness to adopt and implement a set of coherent principles, objectives and means to protect and foster its country's cultural expression."

Research has found that the municipalities of Collingwood, Prince Edward County, Welland, North Bay, Hearst and Smith Falls have adopted a cultural policy. The purpose was to provide a framework and commitment to developing culture within their communities while providing both social and economic benefits. Mississauga would be the first large city in Canada to adopt a cultural policy and support our strategic goal for cultivating creative and innovative business. The policy would not have direct financial implications, but would provide guidance on cultural priorities through the annual business planning process.

By adopting a Cultural Policy for Mississauga, City Council endorses that measures are in place to encourage and protect arts, culture and heritage activities. The Cultural Policy forms the basis of all culturally related strategies, goals, implementation and overall support to the sector. This policy will support all strategic planning processes within the Culture Division's mandate by providing the foundational principles for the next iteration of the Culture Master Plan.

Comments

It is necessary to distinguish between a cultural plan and a cultural policy at the municipal level. A cultural plan is a strategy and implementation plan to achieve specific goals. A cultural policy, on the other hand, is a higher level document which provides for the overarching principles and values that would guide decision making and thus determine a plan for action and implementation.

Why develop a cultural policy?

The Cultural Policy will:

- create a framework which represents the value and importance that the city places on culture, and the willingness to adopt and implement a set of coherent principals, objectives and means to protect and foster local culture
- provide Council with clarity around decision making, allocation of resources, and the role of culture within the City's Strategic Plan
- frame cultural identity, as it emphasizes what distinguishes Mississauga from other cities; helps to engage residents with the characteristics of their own city, and strengthen their sense of belonging and cultural identity
- clarify the City's role in supporting artists and creative individuals/industries while supporting and promoting the creation and production of cultural products and services
- clarify culture's role in economic and social development in the City.

The draft cultural policy was provided to all Culture Division staff for their input. Each staff member could quickly identify with the policy and its direct implementation to their work. We also sought input from our cultural organization stakeholders who are grant recipients. Full support was provided whereby the organizations could see a benefit in measuring their goals and objectives to the policy.

Strategic Plan

Connect – completing our neighbourhoods

Prosper – cultivating creative and innovative businesses

Financial Impact

Not applicable.


Conclusion

The Culture Master Plan, 2009, was a founding document to establish the Culture Division, plan for its growth and connection to the community toward building a strong cultural sector. In order to continue building a strong arts and culture sector, along with a growing cultural economic industry, the City requires a cultural policy that will guide decision making and ensure a commitment to resources. Mississauga has the opportunity to be a leading creative city, backed by a strong cultural policy to build and sustain its cultural sector and related industries.

Attachments

Appendix 1: Draft Cultural Policy

Appendix 2: Seven Guiding Principles of the Cultural Policy



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

Prepared by: Mark Warrack, Manager, Culture and Heritage Planning, Culture Division

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TAB: COMMUNITY SERVICES
SECTION: CULTURE
SUBJECT: CULTURE IN THE CITY OF MISSISSAUGA

POLICY STATEMENT The City of Mississauga is committed to advancing Arts and Culture for the benefit of its citizens and visitors by fostering an environment conducive to creativity, public access to cultural experiences and the preservation and development of a distinct cultural identity in Mississauga.

PURPOSE The purpose of this policy is to create a framework which represents the value and importance that the City places on Culture, including the principles, goals and strategies needed to protect, support and foster Culture in Mississauga. This policy will provide clarity around decision making, allocation of resources and the role of Culture within the City's Strategic Plan.

SCOPE This policy applies to all aspects of Arts and Culture that contribute to Mississauga's economic and social growth.

DEFINITIONS
Arts For the purposes of this policy:
"Arts" means the inventive use of talent, creativity and technique to produce an original expression of an idea with an aesthetic quality. This includes, but is not limited to, literature, dance, theatre, visual arts, crafts, performance, media arts, music and film.

City "City" means The Corporation of the City of Mississauga.

Community Artist "Community Artist" means an individual who partakes in artistic performance or creation, but does not receive a sizable portion of their livelihood from these pursuits.

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Creative Industries

“Creative Industries” means businesses and individuals that use talent, creativity and skill in order to produce tangible and intangible goods, which are usually protected by copyright and require constant adaption. Examples include, but are not limited to, advertising, architecture, arts, antiques, crafts, design, fashion, film, photography, software, computer games, electronic publishing, music, visual and performing arts, publishing, television and radio.

Cultural Industries

“Cultural Industries” means businesses which produce products with an identifiable core cultural component, such as museums, art galleries and libraries.

Cultural Product

“Cultural Product” means the consumable result of artistic or heritage undertakings as either physical or experiential goods. These consumable goods are produced by the Cultural Industries, festivals, heritage sites, performances, visual arts and crafts.

Cultural Resources

“Cultural Resources” means the tangible and intangible elements which support Culture, including cultural spaces and facilities, natural and cultural heritage, programs/activities and all other infrastructure and financial support available for the development and maintenance of Culture.

Culture

“Culture” means the ideas, customs, language, beliefs, history, traditions and social behaviour of a particular people or society, including artistic expression and natural and human heritage. Culture comprises Cultural Industries and Cultural Resources.

Emerging Artist

“Emerging Artist” means an artist who has specialized training in his or her field (not necessarily gained in an academic institution), who is at an early stage in his or her career and who has created a modest, independent body of work.

Event

“Event” means any prearranged, organized activity that will be

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planned by or facilitated with the support and expertise of City staff.

Festival

“Festival” means an organized period of special Events which is open to the public and lasts longer than the time period usually allotted for a single performance, competition or exhibition.

Heritage

“Heritage” means social, cultural and ethnic elements which produce a layering of Culture from the past and into the future. Cultural Heritage Resources are structures, sites, environments, artifacts and traditions that are of cultural, historical, architectural or archaeological value, significance or interest.

Interculturalism

“Interculturalism” means a strategy that advocates harmonious relations between cultures based on an integration process that does not seek to eliminate differences, but to foster the development of a common identity.

Multiculturalism

“Multiculturalism” means a strategy based on respect for and the promotion of ethnic diversity in society and the co-existence of diverse cultures. Culture includes racial, religious or cultural groups and is manifested in customary behaviours, cultural assumptions and values, patterns of thinking and communicative styles.

Museum

“Museum” means a non-profit, permanent establishment, exempt from federal and provincial income taxes, open to the public and/or digitally available. Museums are administered for the purpose of collecting and preserving, studying, interpreting, assembling and exhibiting to the public (for their instruction, interest and enjoyment) objects and specimens of cultural value. These include artistic, scientific (whether animate or inanimate), historical and technological material.

Professional Artist

“Professional Artist” means an individual who earns all or a

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sizable portion of their livelihood through remuneration for artistic performance or creation and is recognized by his or her peers as an artist.

ACCOUNTABILITY

The Culture in the City of Mississauga policy is meant to apply to all departments and divisions. It is the responsibility of each department within the City to refer to the policy when drafting or creating new policies, strategies or direction. This will ensure a cultural lens has been considered in keeping with the direction of this policy and that culture is embedded in all future aspects of the City.

GUIDING PRINCIPLES

Culture is comprised of values, expressed through identity, customs, memories and stories; vibe, in the form of the character emanating from the active Culture and Heritage of a place; and virtuosity, as the expression and appreciation of artistic excellence. Culture in Mississauga will be vibrant, accessible, sustainable and enriching. The following guiding principles will inform the actions and decisions of the City in relation to Culture and ensure cultural impacts are identified.

Improve Livability

1. Improve Livability

Cultural vibrancy functions to enhance the appeal of the City as a place of social, economic and intellectual life and quality. Culture makes our community stronger and more connected through artistic, creative and Heritage pursuits, making the City a desirable place to live, learn and work.

Support Multiculturalism and Interculturalism

2. Support Multiculturalism and Interculturalism

The City's composition of nationalities from around the world is something to be celebrated and embraced, as they not only contribute to Mississauga's diversity, but also to its distinct cultural identity. Interaction between these diverse groups offers the opportunity for understanding and the foundations of a broader, connected community.

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Foster Creative Industries

3. Foster Creative Industries

Businesses which produce Cultural Products or employ creative individuals are a growing segment of Mississauga's economy. Supporting the success of Mississauga's cultural sector offers an avenue for improved economic conditions, bringing with it social benefit and attractiveness for the City.

Build Connections

4. Build Connections

Developing Culture in Mississauga is a joint effort requiring City leadership and facilitation, partnerships between organizations and open communication between Community and Professional Artists, Creative Industry professionals and the City. Partnerships and collaboration allow for greater communication and resource sharing, which assists in strengthening Culture in the City.

Build Shared Identity

5. Build Shared Identity

Mississauga's population is comprised of a diverse make-up of nationalities from around the world. Not only should this diversity be celebrated, but an authentic, shared Culture should be fostered. Authentic shared Culture is developed organically, while being fostered purposefully.

Ensure Accessibility

6. Ensure Accessibility

Culture should be for everyone. Access to Cultural Resources, activities, Events and Festivals should be made available to everyone to ensure that the wide ranging benefits of Culture can be experienced by the greatest number of people.

Support Sustained Cultural Community Activity

7. Support Sustained Cultural Community Activity

Contributions made by the cultural community are valuable. Support for organizations, businesses, educational institutions and individuals through funding, resource sharing, organizational and community development and facilitating collaboration should be undertaken to best support sustained

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cultural community activity.

GOALS AND STRATEGIES

The City's vision is to ensure the continued cultural diversity of its communities, in tandem with the development of a shared cultural identity, while supporting our growing Creative and Cultural Industries sectors to contribute to the creative atmosphere of the City for both social and economic benefits.

The following goals and strategic priorities will contribute to achieving the City's vision:

Vibrant Places

The vibrancy of a place contributes to personal and community development and offers a sense of belonging for everyone from the audience member to the artist. By improving the Arts and Culture environment, the City is committed to enriching the spirits of its people by infusing the cultural sector into everyday life.

Vibrant Places priorities include:

- integrating Culture into urban planning;
- offering new public art installations and their care over time;
- providing leadership for and stewardship of the Cultural Resources of Mississauga, including our Heritage assets;
- mapping Cultural Resources;
- placemaking (the planning, design, management and programming of public spaces); and
- monitoring and planning for appropriate cultural infrastructure.

Creative Communities

Engagement in Arts and Culture contributes greatly to economic and social vigour by assisting in building mutual understanding and respect within a community, offering enriching experiences and adding to the overall cohesiveness of a community. The City

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Effective Date	Draft Only 2015 05 20
Supersedes	

is committed to improving access to, and opportunities for, participation in cultural activities for the benefit of the public.

Creative Communities priorities include:

- growing and maintaining existing Events and Festivals that enhance Arts and Culture in Mississauga;
- actively engaging individuals and organizations, using traditional and creative approaches to plan cultural infrastructure;
- increasing public awareness of the importance of Culture; and
- improving access to cultural activities and opportunities.

Creative Talent

Creative individuals drive change and are central to Arts and Culture development. The City is committed to supporting opportunities for creative talent development. An environment which allows for an open exchange of ideas, network building, innovation and risk is essential to the growth of creative talent in Mississauga.

Creative Talent priorities include:

- improving public access to information to promote cultural activities;
- developing a network of creative individuals and Cultural Resources;
- increasing support for new, Emerging and Professional Artists; and
- exploring funding models and evaluation methods that deliver support and skills enhancement for artists and cultural organizations.

Creative Industries

The creative economy, consisting of subsidized and profit driven ventures, contributes greatly to the well-being of the City by providing experiences, ideas, research and development to the sector. The City is committed to growing Creative Industries in order to realize these benefits by increasing the sustainability of

Corporate Policy and Procedure



Policy No.

Appendix 1

00 00 00

Page

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Effective Date

Draft Only
2015 05 20

Supersedes

the sector and improving the connections between participants in the creative economy.

Creative Industries priorities include:

- improving connections between subsidized and profit driven creative enterprises;
- offering guidance and support to Arts and Culture organizations;
- increasing affordability and sustainability of cultural spaces; and
- supporting the development of physical and virtual creative clusters.

Adaptability

By its very nature, the creative sector undergoes change and development through the creative process. The City should foster a sense of adaptability to react and support creative individuals, organizations and industries.

Adaptive City administration priorities include:

- promotion of inclusiveness;
- fostering interest and involvement by making it easy for creativity to develop;
- being proactive and reactive to a growing cultural sector; and
- supporting intercultural activities.

REFERENCE:

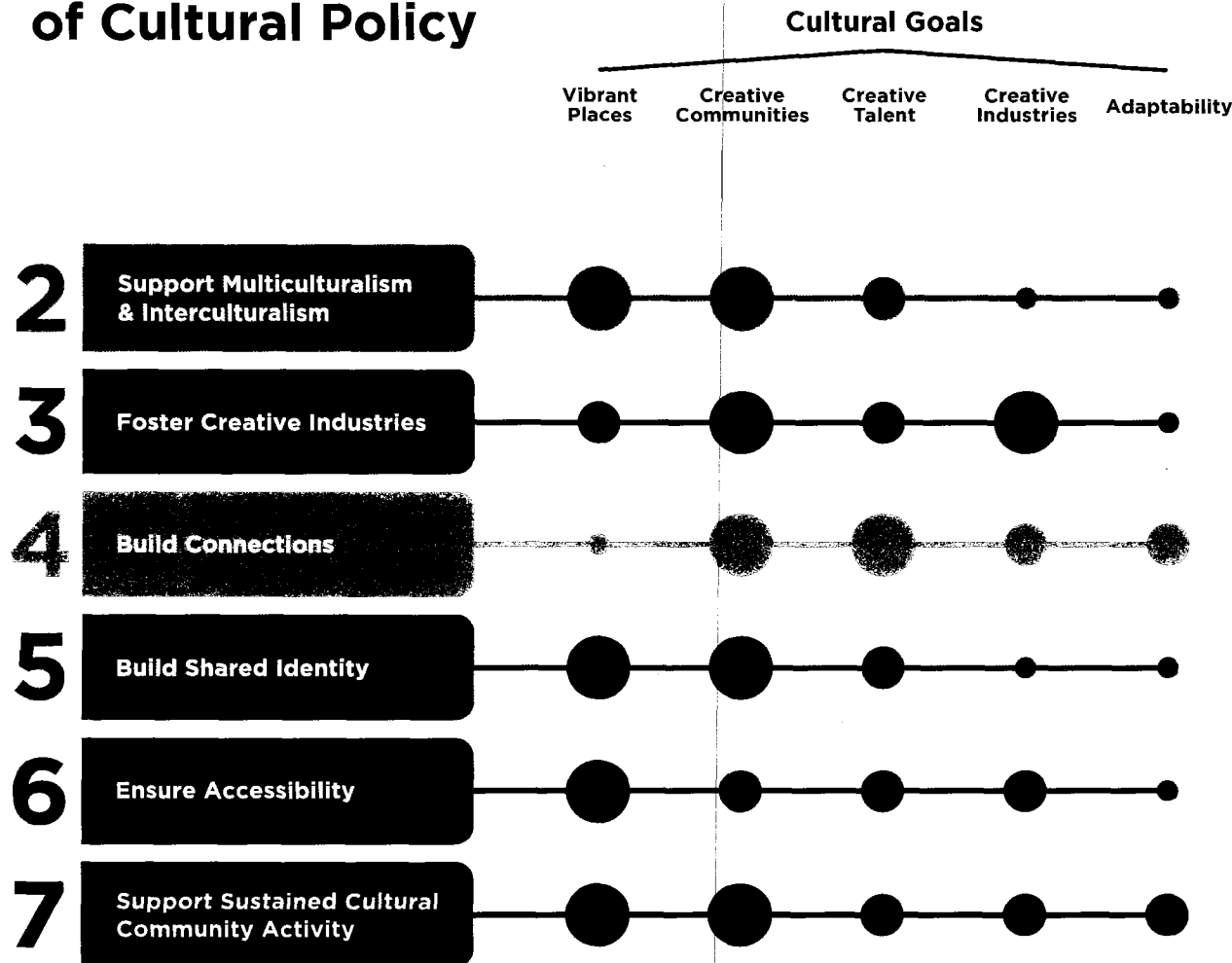
LAST REVIEW DATE:

CONTACT:

For more information contact the Culture Division, Community Services Department.

10X

The Seven Guiding Principles of Cultural Policy



2015 Studies & Strategies

Guiding Principle
1 2 3 4 5 6 7



SEP 09 2015

City of Mississauga

Corporate Report



MISSISSAUGA

Date: July 9, 2015

To: Chair and Members of General Committee

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

Originator's files:

CA.22

Meeting date:

September 9, 2015

Subject

2014 Annual Report – Information and Privacy Commissioner/Ontario

Recommendation

That the report dated July 9, 2015 from the Commissioner of Corporate Services and Chief Financial Officer regarding the 2014 Annual Report of the Information and Privacy Commissioner/Ontario (IPC) be received for information.

Background

The City of Mississauga is governed by the Municipal Freedom of Information and Protection of Privacy Act (the Act). The two key purposes of the Act are to ensure the right of access to government held records and information and to protect the personal privacy of individuals.

Much of the information released by the City occurs on a routine basis. However, when information is of a personal, confidential or commercial nature, the release of the information may be handled by the Office of the City Clerk through a formal request under the Act. A decision regarding the release of the requested information is then issued by the City Clerk. This decision can be appealed to the Information and Privacy Commissioner.

The Information and Privacy Commissioner is an officer of the Legislature appointed to provide an independent review of the decisions of provincial and municipal organizations under access and privacy laws. Each year, the Commissioner releases an Annual Report providing statistics on the number and type of access requests received and highlights significant access and privacy issues.

Comments

Access Request Statistics

Under the Act, an institution has 30 days to issue an access decision once a request for records is received. In qualifying extenuating circumstances, an institution can respond later than 30 days which results in the extended compliance rate statistics. The City of Mississauga's 30 day compliance rate and extended compliance rate were both 99.3 per cent in 2014.

11a

These rates are better than the average 30-day compliance rate of 73.8 per cent and extended compliance rate of 77.1 per cent for all municipal government organizations.

The number of requests received by the City of Mississauga in 2014 was 756. This is a 17 per cent increase from 2013 and a 90 per cent increase since 2004. The majority of the requests received were for architectural drawings and building plans. Approximately 205 of the requests were for other types of general records while 19 were personal information requests.

Fee Statistics

Under the Act, a \$5 application fee is mandatory. In addition, there are several regulated fees that may apply to requests. 750 requests were completed by the City in 2014. Of these, 589 general records requests warranted additional fees, such as search time, reproduction costs, preparation time, shipping, computer costs and invoiced costs. The average fee for these requests was \$35.89 compared to the average of \$26.03 for all Municipal requests. The total amount collected for FOI requests in 2014 was \$25,021.85.

Financial Impact

Not applicable.

Conclusion

The 2014 Annual Report of the Information and Privacy Commissioner/Ontario has once again highlighted the City of Mississauga's excellent record in complying with the response rate requirements of the Municipal Freedom of Information and Protection of Privacy Act. The City of Mississauga will strive to continue its outstanding response rate, at the same time promoting the importance of privacy issues.

Attachments

Appendix 1: Response Rate Compliance

Appendix 2: Number of Freedom of Information Requests



Gary Kent
Commissioner of Corporate Services and Chief Financial Officer

Prepared by: Peter Meyler, Access and Privacy Officer

**2014 Annual Report of the
Information and Privacy Commissioner/Ontario**

**Response Rate Compliance Under the
Municipal Freedom of Information and Protection of Privacy Act (MFIPPA)**

Top Nine Municipal Corporations
(based on number of requests received)

Municipality	Requests Received	Requests Completed	30-day compliance %	Extended compliance % (see note)
City of Toronto	2,822	2,732	68.4	75.4
City of Brampton	1,598	1,599	99.6	100
Town of Oakville	938	936	98.9	99.7
City of Ottawa	915	891	75.1	92.9
City of Mississauga	756	750	99.3	99.3
City of Kitchener	732	732	99.7	100
Town of Richmond Hill	559	552	98.6	98.6
City of Burlington	440	437	97.7	99.3
Region of Peel	394	369	97.8	100

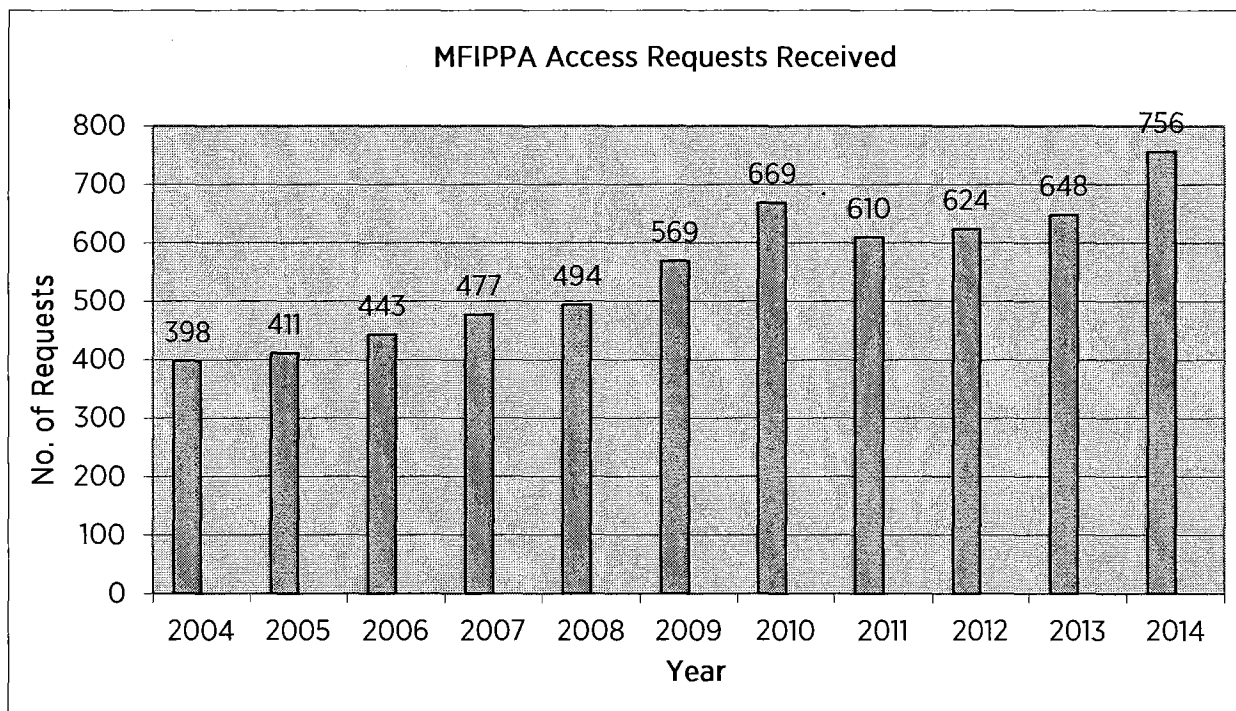
Note:

The 30 day response time can be extended if a Notice of Extension is issued under Section 20(1) or a Notice to an Affected Party is issued under Section 21(1) of MFIPPA.

11c

Appendix 2

City of Mississauga
Municipal Freedom of Information and Protection of Privacy Act (MFIPPA)
Access Requests Received 2004-2014



City of Mississauga

Corporate Report

General Committee

SEP 09 2015



MISSISSAUGA

Date: August 14, 2015

To: Chair and Members of General Committee

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

Originator's files:

PO.15.OLD

Meeting date:

September 9, 2015

Subject

Proposed closure of part of Old Mill Lane road allowance and surplus declaration of City owned lands located adjacent to 7050 Old Mill Lane, for the purpose of a proposed land exchange with 7050 Old Mill Lane (Ward 11)

Recommendation

1. That a by-law be enacted authorizing the closure of part of the road allowance of Old Mill Lane north of Old Derry Road, located on the west side of Old Mill Lane and containing an area of 54.51 square metres (approximately 587 square feet), legally described as Part of Old Mill Lane Formerly Mill Street, Plan TOR 5, designated as Part 2 on Plan of Survey deposited in the Land Registry Office for the Land Titles Division of Peel (No.43) as Plan 43R-36450, in the City of Mississauga, Regional Municipality of Peel, in Ward 11.
2. That the City lands described as Part 2 on Reference Plan 43R-36450, be declared surplus to the City's requirements and, that all steps necessary to comply with the requirements of Public Notice Section 2.(1) of City Notice By-law 215-08 be taken, including giving notice to the public.
3. That the Realty Services Section of the Corporate Services Department be authorized to enter into negotiations for a Land Exchange Agreement between The Corporation of the City of Mississauga and Peter Panaritis and Paula Panaritis, owners of the property at 7050 Old Mill Lane, including all documents ancillary thereto, and, any amending agreements as may be required to exchange title to their respective lands.
4. That a by-law be enacted to establish Part 3 on Reference Plan 43R-36450 (the "Applicant's lands") as public highway to be incorporated as part of the Old Mill road allowance.

Background

Peter Panaritis and Paula Panaritis (the "Applicants"), are the home owners of 7050 Old Mill Lane, which property abuts the location of the City's road allowance to be closed and declared surplus. The applicants, after commissioning a survey to stake out their property boundaries for the purpose of installing a fence, discovered that a part of the asphalt for Old Mill Lane encroaches on their property. This portion of asphalt is within Part 3 on Reference Plan 43R-36450.

During the City's investigation into this matter, it was also discovered that the applicants were also encroaching onto a portion of the Old Mill Lane road allowance, described as Part 2 on Reference Plan 43R-36450. The encroachments consist of sections of existing fencing.

Consequently, it is proposed that the lands required to maintain Old Mill Lane road allowance, identified as Part 3 on Reference Plan 43R-36450 be transferred to the City, in exchange, the City will close and transfer the road allowance lands identified as Part 2 on Reference Plan 43R-36450 to the applicants. The applicants have been consulted and agree to the proposed land exchange.

Comments

Realty Services has completed its circulation and has received confirmation that the Transportation and Works Department has no concerns with the closure of the small portion of Old Mill Lane and the subject parcel being declared surplus for the purpose of a proposed land exchange with the applicants for part of their lands at 7050 Old Mill Lane. The Transportation and Works Department is also requesting that the lands to be transferred to the City, identified as Part 3 on Reference Plan 43R-36450, be established as part of Old Mill Lane road allowance, pursuant to recommendation 4 set out in this report.

The applicants' lands to be transferred to the City involve a triangular-shaped strip located along the front of the side yard, containing an area of square 54.51 metres (approximately 587 square feet) designated as Part 3 on Reference Plan 43R-36450. This parcel on transferred to the City will be incorporated into the Old Mill Lane road allowance. The City lands to be conveyed to the applicants are located immediately to the north, being a portion of Old Mill Lane road allowance containing the same area as the applicants parcel and are designated as Part 2 on Reference Plan 43R-36450.

Prior to completion of this proposed transaction under Delegated Authority, public notice will have been given by the posting of a notice of proposed land exchange 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 consideration for this exchange of lands will be at equal value, as the lands are of equal size. The City is paying for the survey and all other costs necessary to complete the transaction.

Conclusion

The subject road allowance is not required for municipal purposes and should be permanently closed. It is reasonable to declare the City's closed road allowance lands surplus for the purpose of the proposed land exchange between The Corporation of the City of Mississauga and the applicants, for the improvement of Old Mill Lane.

Attachments

Appendix 1: Approximate location of the proposed exchange lands (Ward 11).

Appendix 2: Parts 2 and 3 on Reference Plan 43R-36450.

General Committee

September 9, 2015

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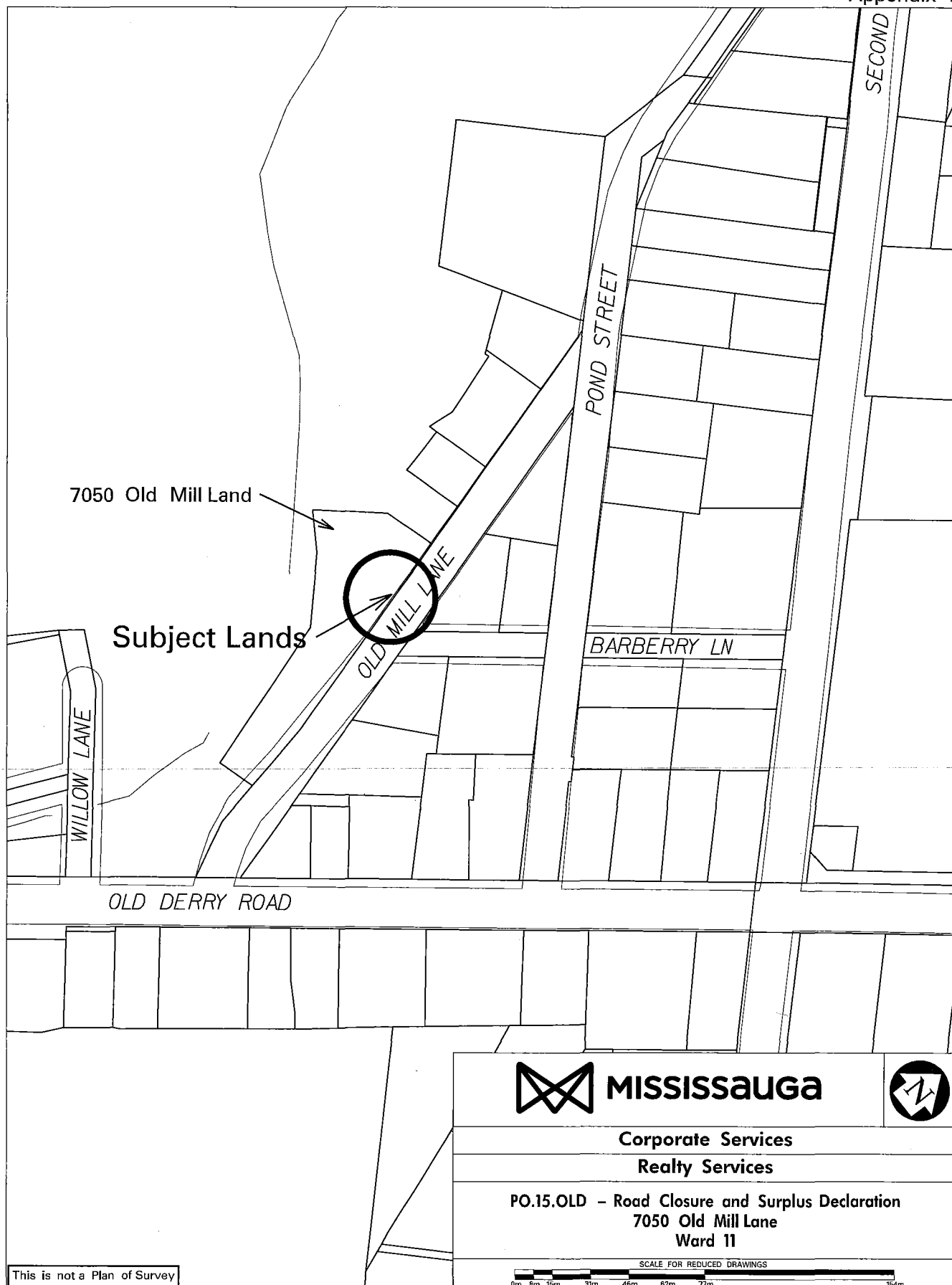
Originators files: PO.15.OLD

G. Kent
Gary Kent

Commissioner of Corporate Services and Chief Financial Officer

Prepared by: Erny Ferreira, Real Estate Analyst-Appraiser

12c



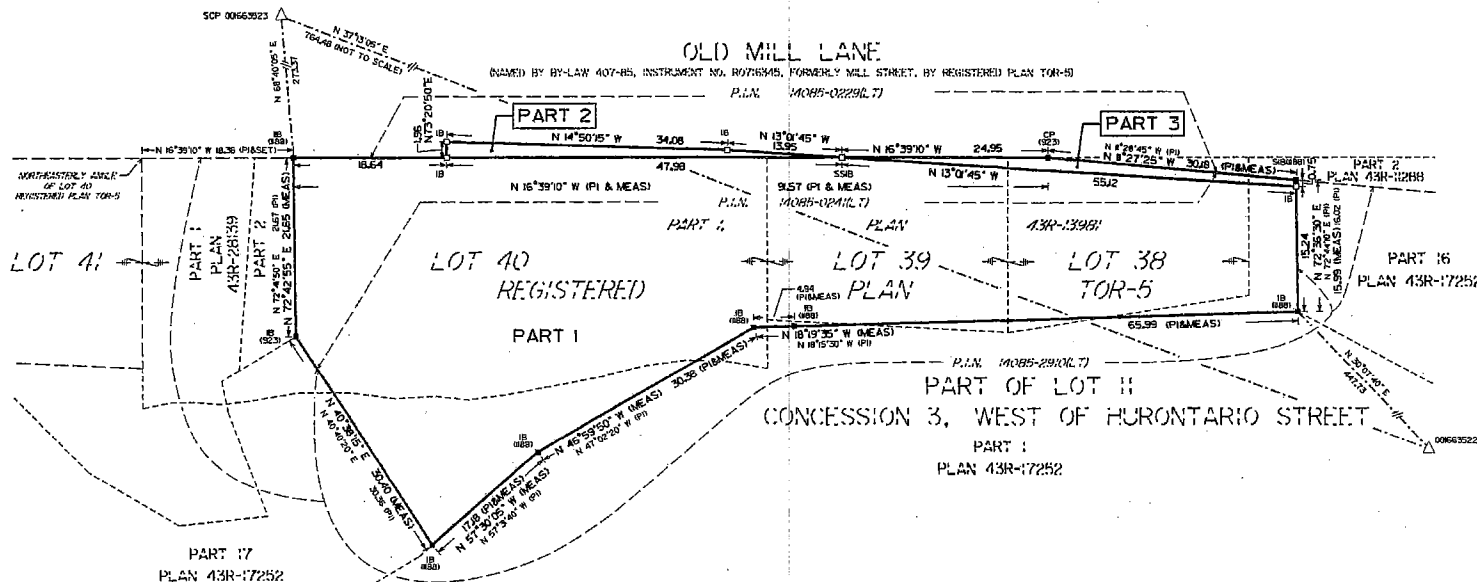
PLAN OF SURVEY OF
PART OF LOTS 38, 39 & 40 AND PART OF OLD MILL LANE
(FORMERLY MILL STREET), REGISTERED PLAN TOR-5 AND
PART OF LOT 11, CONCESSION 3, WEST OF HURONTARIO STREET

(GEOGRAPHIC TOWNSHIP OF TORONTO, COUNTY OF PEEL)

CITY OF MISSISSAUGA
REGIONAL MUNICIPALITY OF PEEL

SCALE 1:400

0 5 10 20 30 40
METRES



LEGEND

M DENOTES SURVEY MONUMENT FOUND
P DENOTES SURVEY MONUMENT PLANTED
SIB DENOTES STANDARD IRON BAR
SSIB DENOTES SHORT STANDARD IRON BAR
IB DENOTES IRON BAR
CP DENOTES CONCRETE PIN & WASHER
IBB DENOTES C.A. SEXTON LTD. O.L.S.
923 DENOTES TARASICK MCMILLAN KUBICKI LTD. O.L.S.
A DENOTES HORIZONTAL CONTROL MONUMENT
PI DENOTES PLAN 43R-1398
MEAS DENOTES MEASURED

I REQUIRE THIS PLAN TO BE
DEPOSITED UNDER THE LAND
TITLES ACT.

DATE: April 15th 2015

Robb
VIOREL MARES
ONTARIO LAND SURVEYOR

PLAN 43R-36450
RECEIVED AND DEPOSITED

DATE: April 16, 2015

Shirley Norman
REPRESENTATIVE FOR THE LAND
REGISTRAR FOR THE LAND TITLES
DIVISION OF PEEL (NO 43)

METRIC : DISTANCES AND CO-ORDINATES SHOWN ON THIS PLAN ARE IN METRES AND CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048.

SCHEDULE			
PART	LOT	PLAN/CONCESSION	P.J.N.
1	PART OF LOT 11	CONCESSION 3, WEST OF HURONTARIO STREET	PART OF 14085-0240(LT)
2	PART OF LOTS 38, 39 AND 40	REGISTERED PLAN TOR-5	PART OF 14085-0229(LT)
3	OLD MILL LANE (FORMERLY MILL STREET)	REGISTERED PLAN TOR-5	PART OF 14085-0229(LT)
4	PART OF LOT 11	CONCESSION 3, WEST OF HURONTARIO STREET	PART OF 14085-0240(LT)
5	PART OF LOTS 38 AND 39	REGISTERED PLAN TOR-5	PART OF 14085-0240(LT)

PARTS 1 AND 3 COMPRISE ALL OF P.J.N. 14085-0240(LT)

BEARING REFERENCE

BEARINGS ARE UTM GRID, DERIVED FROM SPECIFIED CONTROL POINTS 00663522 AND 00663523, UTM, ZONE 17, NAD83 (ORIGINAL).

NOTES

DISTANCES SHOWN ON THIS PLAN ARE GROUND DISTANCES AND CAN BE USED TO COMPUTE GRID DISTANCES BY MULTIPLYING BY A COMBINED SCALE FACTOR OF 0.99970796.

FOR BEARING COMPARISONS A ROTATION OF 00°58'00" COUNTERCLOCKWISE WAS APPLIED TO BEARINGS ON PLAN 43R-1398, TO CONVERT TO GRID BEARINGS.

SPECIFIED CONTROL POINTS (SCP'S) ± 6" UTM, ZONE 17, NAD 83 (ORIGINAL), CO-ORDINATES TO URBAN ACCURACY PER SEC. 14(2) OF OREG 21640

POINT ID	NORTHING	EASTING
00663522	4 830 705.796	602 225.407
00663523	4 830 344.401	602 688.747

CO-ORDINATES CANNOT, IN THEMSELVES, BE USED TO RE-ESTABLISH CORNERS OR BOUNDARIES SHOWN ON THIS PLAN

SURVEYOR'S CERTIFICATE

I CERTIFY THAT:

1. THIS SURVEY AND PLAN ARE CORRECT AND IN ACCORDANCE WITH THE SURVEYS ACT, THE SURVEYORS ACT AND THE LAND TITLE ACT AND THE REGULATIONS MADE UNDER THEM.

2. THE SURVEY WAS COMPLETED ON THE 7TH DAY OF APRIL 2015.

April 8th 2015

Robb
VIOREL MARES
ONTARIO LAND SURVEYOR

MISSISSAUGA
TRANSPORTATION & WORKS DEPT.
ENGINEERING & CONSTRUCTION
GEOMATICS SECTION
CITY CENTRE @ STE 700
MISSISSAUGA, ONTARIO
L5B 2T4
PHONE: 905-65-3200, EXT. 595

SEP 09 2015

13

City of Mississauga

Corporate Report



MISSISSAUGA

Date: August 5, 2015 To: Chair and Members of General Committee From: Gary Kent Commissioner of Corporate Services and Chief Financial Officer	Originator's files: PO.11.GAZ
	Meeting date: September 9, 2015

Subject

Surplus land declaration of a portion of City owned property municipally known as 1455 Old Derry Road, for the purpose of a proposed transfer to Sherazade Khursigara (Ward 11)

Recommendation

1. That a portion of City owned property, municipally known as 1455 Old Derry Road, containing an area of approximately 217.2 square metres (2337.92 square feet), be declared surplus to the City's requirements for the purposes of a transfer to Sherazade Khursigara.

The subject lands are legally described as Part of Block 31 on Plan 43M-1336, designated as Part 2 on Reference Plan 43R-35031, in the City of Mississauga, Regional Municipality of Peel, in Ward 11.

2. That all steps necessary to comply with the requirements of Section 2.(1) of City Notice By-law 215-2008 be taken, including giving notice to the public by posting a notice on the City of Mississauga's website for at least three weeks prior to the execution of an Agreement of Purchase and Sale for the subject land.

Background

With the adoption of Recommendation GC-0101-2012 on February 22, 2012, City Council authorized the City Solicitor to implement Confidential Minutes of Settlement between Sherazade Khursigara and 788376 Ontario Limited and the City of Mississauga, arising from the resolution of legal action commenced by Sherazade Khursigara and 788376 Ontario Limited in 2006.

Comments

As part of the Minutes of Settlement requirements, the City is to declare the subject lands surplus and transfer the lands to Sherazade Khursigara at nominal consideration.

Realty Services has completed its internal circulation and all City departments have commented and acknowledged the surplus declaration of the subject lands can proceed for the purpose of a transfer to Sherazade Khursigara as part of the settlement between the City and Sherazade Khursigara and 788376 Ontario Limited.

13a

General Committee

August 5, 2015

2

Originators files: PO.11.GAZ

Transportation and Works Department has advised that the subject lands are within the regulated area of Credit Valley Conservation ("CVC") and any future developments of the lands would be subject to CVC approval and recommended that a warning clause be registered on title to the Lands.

The subject lands, currently forming part of 1455 Old Derry Road, are located on the west side of Gazette Gate and north of Old Derry Road, designated as Part 2 on Reference Plan 43R-35031, as attached in Appendix 2 containing an area of approximately 217.2 square metres (2337.92 square feet).

Prior to the completion of this transaction, 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 of Purchase and Sale of the said lands, as per the requirements of the City Notice By-law 0215-2008, as amended by By-law 0376-2008.

Financial Impact

Not applicable.

Conclusion

In order to fulfill one of the conditions forming part of the Minutes of Settlement, it is necessary for the City to declare the subject lands surplus for the purposes of transferring same at nominal consideration to the Sherazade Khursigara

Attachments

Appendix 1: Location of City's Surplus Lands at 1455 Old Derry Road (Ward 11)

Appendix 2: Copy of Reference Plan 43R-35031

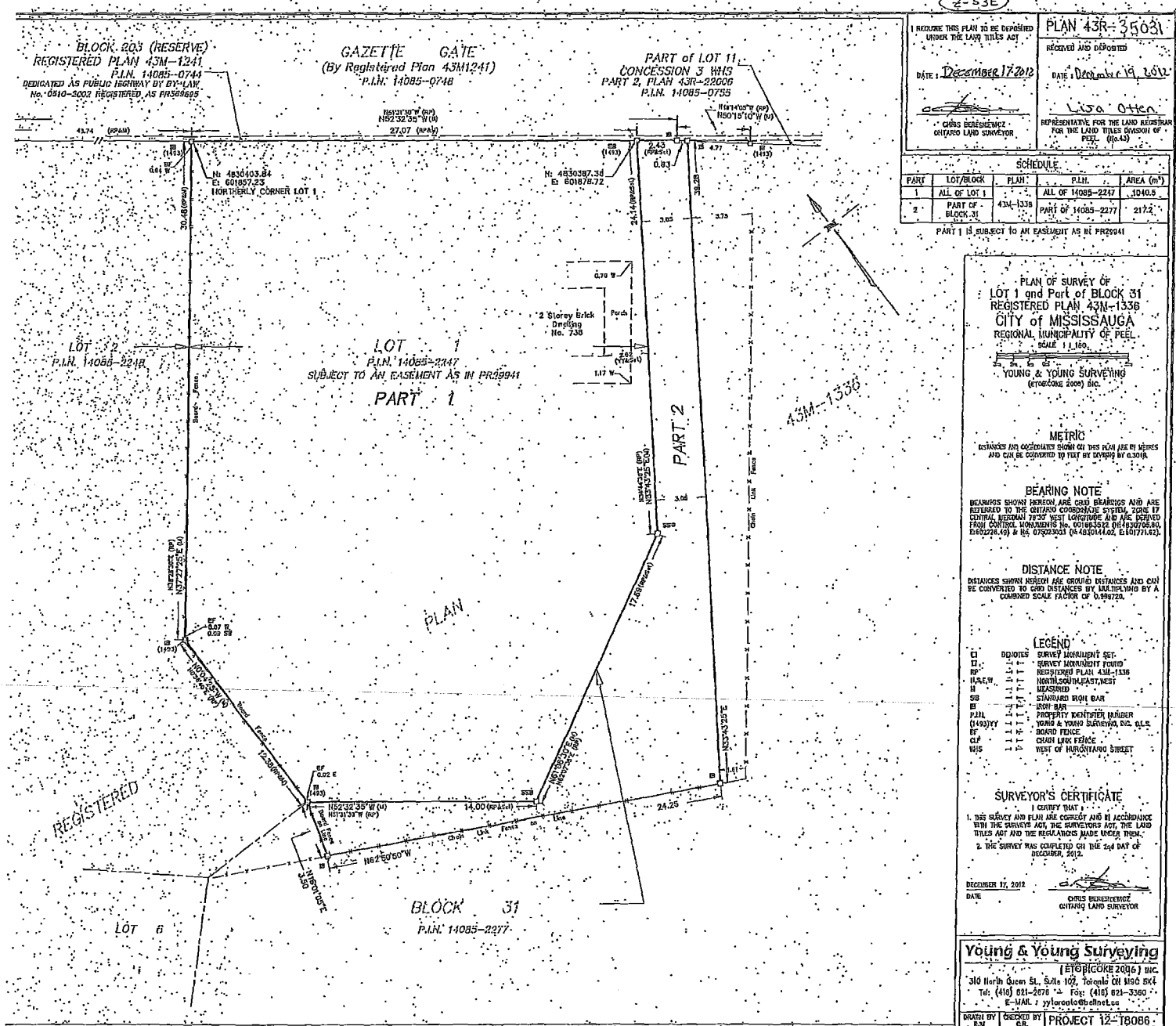


Gary Kent
Commissioner of Corporate Services and Chief Financial Officer

Prepared by: Stephen Law, Project Leader



13c



SEP 09 2015

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City of Mississauga

Corporate Report



MISSISSAUGA

Date: August 6, 2015 To: Chair and Members of General Committee From: Gary Kent Commissioner of Corporate Services and Chief Financial Officer	Originator's files: CA.11.DEL
	Meeting date: September 9, 2015

Subject

Delegation of Authority- Acquisition, Disposal, Administration and Lease of Land and Property- January 1, 2015 to June 30, 2015

Recommendation

That the report dated August 6, 2015 from the Commissioner of Corporate Services and Chief Financial Officer entitled, "Delegation of Authority- Acquisition, Disposal, Administration and Lease of Land and Property - January 1, 2015 to June 30, 2015", be received for information.

Background

The Delegation of Authority By-law 375-2008, approved by Council on November 12, 2008, provides delegated authority for the approval and execution of real estate agreements. Sections 3 and 4 of the by-law provides delegated authority to approve and conclude real property transactions at four staff levels; Manager, Director, Commissioner and City Manager, depending on the value of the transaction.

Delegated authority to approve and conclude real estate transactions is subject to the provisions outlined in Corporate Policy No. 05-04-01, Acquisition and Disposal of Real Property. Prior to the completion of any real estate transaction, all criteria of the Policy and Delegation of Authority By-law must be met. Section 4.5 of the Delegation of Authority By-law 375-2008, requires that the exercise of Delegated Authority be report to Council on a semi-annual basis. This report covers the real property transactions which were completed under this delegation by-law in the first half of 2015.

Comments

During the period of January 1, 2015 to June 30, 2015, a total of 39 real estate matters were approved under Delegated Authority. A breakdown of these matters is as follows:

- Acquisitions - Land: 1
- Disposals - Easements: 3
- Encroachments: 2

- Leases, Licenses and Other Agreements (City Use): 10
- Leases, Licenses and Other Agreements (Third Party Use): 23

In addition to the above noted transactions, five (5) easement transactions were completed with the Region of Peel under the Easement Protocol By-law 0296-2007, and ten (10) encroachment agreements were executed pursuant to the Encroachment By-law 0057-2004.

Financial Impact

A breakdown of the financial implications of the real estate transactions for the period of January 1, 2015 to June 30, 2015 is shown on Appendices 1-5 of this report.

Prior to transaction approval, where applicable, Realty Services staff has confirmed with Financial Services staff that the appropriate funds are available in the budget. The availability of funds is a condition and requirement for approval under delegated authority.

Conclusion

This report is forwarded for information pursuant to Delegation of Authority By-law 0375-2008.

Realty Services confirms that all transactions approved under delegation of Authority for the period of January 1, 2015 to June 30, 2015 are in compliance with the Delegation of Authority By-law 0375-2008, Corporate Policy No. 05-04-01, and the Notice By-law 215-2008, as amended, where applicable.

Attachments

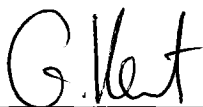
Appendix 1: Acquisition of Land - January 1, 2015 to June 30, 2015

Appendix 2: Disposition of Land and Easements- January 1, 2015 to June 30, 2015

Appendix 3: Leases, Licenses and other Agreements (City use) - January 1, 2015 to June 30, 2015

Appendix 4: Leases, Licenses and other Agreements (Third Party Use) - January 1, 2015 to June 30, 2015

Appendix 5: Encroachments- January 1, 2015 to June 30, 2015



Gary Kent
Commissioner of Corporate Services and Chief Financial Officer

Prepared by: Cory Crabtree, Administrative Assistant, Realty Services

Acquisition of Land - January 1, 2015 to June 30, 2015				
File Number	Approved By	Date of Approval	Report	Total Consideration
1.PO.10.GOR	Manager, Realty Services	2015/06/05	Agreement of Purchase and Sale between The City of Mississauga and Westwood Mall Holdings Limited for the purchase of a strip of land from 7215 Goreway Drive (Ward 5)	\$2.00 Nominal

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Appendix 2
Disposals- Easements
File: CA.11.DEL

Disposition of Easements - January 1, 2015 to June 30, 2015				
File Number	Approved By	Date of Approval	Report	Total Consideration
1. PO.12.CAM	Manager, Realty Services	2015/04/09	Release and Abandonment of an Existing Permanent Easement that was granted to the City of Mississauga from the Resident of 2365 Camilla Road (Ward 7	Payment of all fees incurred by the city
2. PO.12.RAT	Manager, Realty Services	2015/05/08	Offer to Convey Easement between The City of Mississauga and Enersource Hydro Mississauga Inc. for a permanent easement for the construction and maintenance of a conduit duct bank - 410 Rathburn Road West (Zonta Meadows) (Ward 4)	\$2.00 Nominal
3. PO.12.NIN	Commissioner Corporate Services and Chief Financial Officer	2015/05/12	Permanent Easement and Consent to Enter to Enbridge Gas Distribution Inc. between Ninth and Tenth Lines, south of Highway 401 and the Garry W. Morden Centre - Installation of a New 42 inch XHP Natural Gas Pipeline (Ward 9)	\$120,700, + \$479.00 per month

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Appendix 3
Leases, Licenses and other Agreements (City Use)
File: CA.11.DEL

Fees To Be Paid Associated with Leases, Licenses and Other Agreements January 1, 2015 to June 30, 2015				
File Number	Approved By	Date of Approval	Report	Total Consideration
1. PO.13.RIV	Acting Manager, Realty Services	2015/01/21	Lease Agreement with Credit Valley Conservation Authority – Riverwood Park (Ward 6)	\$2.00 Nominal
2. PO.13.UNI	Acting Manager, Realty Services	2015/01/27	Amending Agreement between The Corporation of the City of Mississauga and Mattice Management Limited and 1153266 Ontario Limited – 3135 Universal Drive (Ward 3)	\$2.00 Nominal
3. PO.13.KAN	Manager, Realty Services	2015/02/27	Consent to Enter Agreement with Peel Condominium Corporation No. 230, Lands at 3590 Kaneff Crescent (Ward 4)	\$2.00 Nominal
4. PO.13.KAN	Manager, Realty Services	2015/03/05	Consent to Enter Agreement with Peel Condominium Corporation No. 230, Lands at 3620 Kaneff Crescent (Ward 4)	\$2.00 Nominal
5. PO.13.MIS	Manager, Realty Services	2015/03/11	Consent to Enter Agreement with Febau (Canada) Limited, Lands at 1585 Mississauga Valley Boulevard (Ward 4)	\$2.00 Nominal
6. PO.13.GOR	Manager, Realty Services	2015/03/23	License Agreement between the City of Mississauga and Greater Toronto Airport Authority, maintenance of lands on Goreway Drive south of Wildwood Park (P-095) (Ward 5)	\$2.00 Nominal
7. PO.13.TH0	Manager, Realty Services	2015/04/07	Permission to Enter Agreement City of Mississauga and Metrolinx for City access to the Streetsville GO Station property at 45 Thomas Street – Bonnie Brea Park Pedestrian Bridge Replacement (Ward 11)	\$1,500.00
8. PO.13.HUR	Manager, Realty Services	2015/04/07	Estoppel Certificate in connection with the Leased Premises at 3024 Hurontario Street for the Cooksville Branch Library (Ward 7)	\$2.00 Nominal

14e

Appendix 3
Leases, Licenses and other Agreements (City Use)
File: CA.11.DEL

9. PO.13.ERI	Manager, Realty Services	2015/04/17	Permit For Use of Schools - Dufferin-Peel Catholic District School Board for St. Aloysius Gonzaga - 2800 Erin Centre Boulevard (Ward 9)	\$2.00 Nominal
10. PO.13.BRO	Manager, Realty Services	2015/06/25	License Renewal Agreement between Her Majesty the Queen, in Right of Ontario, as Represented by The Minister of Infrastructure, and The Corporation of the City of Mississauga - Lands for Public Recreational Purposes along the Royal Windsor Hydro Corridor from Winston Churchill to Southdown Road (Ward 2)	The agreement is for a nominal sum of \$2.00, plus 50% of all taxes, rates or grants assessed or levied against the lands.

Appendix 4
Leases, Licenses and other Agreements (Third Party Use)
File: CA.11.DEL

Fees To Be Collected with Leases, Licenses and Other Agreements January 1, 2015 to June 30, 2015				
File Number	Approved By	Date of Approval	Report	Total Consideration
1. PO.13.SYN	Acting Manager, Realty Services	2015/01/14	License Extension and Amending Agreement between The Corporation of the City of Mississauga and Patheon Inc. for the continued use of underground fibre optic cables within Syntex Court (Ward 9)	\$11,750.00 for 5 years
2. PO.13.MEA	Acting Manager, Realty Services	2015/01/16	Sublease Extension and Amending Agreement between The Corporation of the City of Mississauga and Peel-Halton-Dufferin Adult Learning Network - Meadowvale Branch Library located at 6677 Meadowvale Town Centre Circle (Ward 9)	\$7,259.40 Per Annum for the first year, \$7,283.00 for the second year
3. PO.13.DER	Acting Manager, Realty Services	2015/01/21	License Extension Agreement with Malton Soccer Club, Space at Malton Arena (Ward 5)	\$7,000 for 5 years
4. PO.13.DRE	Acting Manager, Realty Services	2015/01/27	License Agreement between The City of Mississauga as Licensor and Holcim (Canada) Inc., operating as Dufferin Construction Company as Licensee - Ward 5	\$2.00 Nominal
5. PO.13.WIN	Acting Manager, Realty Services	2015/02/11	Consent to Enter Agreement for Enersource Hydro Mississauga Inc. to enter on City Owned lands located in the north east quadrant of Winston Churchill Boulevard and Highway 403 (Ward 8)	\$2.00 Nominal
6. PO.13.EGL	Director, Facilities and Property Management	2015/03/26	Amending Agreement to Consent to Enter Agreement between The Corporation of the City of Mississauga and Metrolinx - Commerce Boulevard and Matheson Boulevard East (Ward 5)	\$2.00 Nominal
7. PO.13.WOL	Manager, Realty Services	2015/02/18	License Extension and Amending Agreement with Siltech Corporation - Lands adjacent to 3265 Wolfedale Road (Ward 6)	\$26,000 for 5 years

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Appendix 4
Leases, Licenses and other Agreements (Third Party Use)
File: CA.11.DEL

File Number	Approved By	Date of Approval	Report	Total Consideration
8. PO.13.DER	Manager, Realty Services	2015/02/27	Amending Agreement with Malton Soccer Club for the Clubhouse Facility at Wildwood Park	\$2.00 Nominal plus payment of utilities at \$150.00 per annum
9. PO.13.BRI	Director, Facilities and Property Management	2015/03/02	License Agreement with Vescio Group Inc. for use of City lands on Britannia Road East adjacent to 5980 Shawson Drive (Ward 5)	\$42,850 for 5 years plus security deposit of \$10,000
10. PO.13.LIV	Manager, Realty Services	2015/03/04	License Agreement between the City of Mississauga and the Sheridan College Institute of Technology and Advanced Learning - Temporary Power During Phase 2 Construction (Ward 4)	\$8,240
11. PO.13.CIT	Director, Facilities and Property Management	2015/03/10	License Agreement with Safe City Mississauga – Ground Floor Space at Civic Centre (Ward 4)	\$80,900 for 5 years
12. PO.13.CIT	Director, Facilities and Property Management	2015/03/10	License Agreement with Mississauga Arts Council – Ground Floor Space at Civic Centre (Ward 4)	\$79,110 for 5 years
13. PO.13.MAT	Commissioner, Corporate Services and Chief Financial Officer	2015/05/28	License Extension and Amending Agreement with Flite Hockey Inc., Proshop at Iceland Arena (Ward 5)	\$15,600, for the first year increasing 3% per annum for the remainder of the term.

14h

Appendix 4
Leases, Licenses and other Agreements (Third Party Use)
File: CA.11.DEL

Fees To Be Collected Associated with Leases, Licenses and Other Agreements January 1, 2015 to June 30, 2015				
File Number	Approved By	Date of Approval	Report	Total Consideration
14. PO.13.GAR	Manager, Realty Services	2015/04/01	License Renewal Agreement between The Corporation of the City of Mississauga and The Greater Toronto Airports Authority - Noise Monitoring Equipment located at Garnetwood Park (Ward 3)	\$2500 for 5 years
15. PO.13.DIX	Manager, Realty Services	2015/03/31	Consent to Enter Agreement for the Regional Municipality of Peel to enter on City Owned lands located at 1190 Dixie Road (Ward 1)	\$2.00 Nominal
16. PO.13.NIN	Manager, Realty Services	2015/04/17	License Agreement between the Corporation of the City of Mississauga and Cal-Arvona Developments Inc., for use of City lands for parking purposes (Ward 10)	\$9,400.00 for 2 years
17. PO.13.DIX	Manager, Realty Services	2015/04/24	Consent to Enter Agreement for the Regional Municipality of Peel to enter on City Owned lands located at 1190 Dixie Road (Ward 1)	\$2.00 Nominal
18. PO.13.DUN	Manager, Realty Services	2015/05/19	Management and Operation Agreement with The Mississauga Heritage Foundation Incorporated for use of the Robinson- Adamson House located at 1921 Dundas Street West (Ward 8	\$2.00 Nominal and Foundation responsible for all utilities and maintenance
19. PO.13.WIL	Manager, Realty Services	2015/05/29	License Agreement between The Corporation of the City of Mississauga and Quickchill Mobile Refrigeration Ltd. and Joseph Ponzo for the property known as 46 William Street (Ward 11)	\$17,187.50 for 39 months

Appendix 4
Leases, Licenses and other Agreements (Third Party Use)
File: CA.11.DEL

File Number	Approved By	Date of Approval	Report	Total Consideration
20. PO.13.CHU	Manager, Realty Services	2015/05/29	Consent to Enter Agreement for the Regional Municipality of Peel to enter on City Owned lands on Church Street (Ward 11)	\$2.00 Nominal
21. PO.13.NIN	Director, Facilities and Property Management	2015/06/10	License Extension and Amending Agreement between the City of Mississauga and the Regional Municipality of Peel for Police Dog Training – West side of Ninth Line (Ward 9)	\$62,500.00 for 5 years
22. PO.13.COL	Manager, Realty Services	2015/06/26	Management and Operation Agreement with Mississauga Southwest Baseball Association Inc. for the Clubhouse Facility at Tom Chater Memorial Park	\$1.00 Nominal plus utilities
23. PO.13.CRE	Manager, Realty Services	2015/06/30	Consent to Enter Agreement for Enbridge Gas Distribution to Utilize City Owned lands located along Creditview Road, east of Credit River (Ward 11)	\$2.00 Nominal

14j

Appendix 4
Leases, Licenses and other Agreements (Third Party Use)
File: CA.11.DEL

Encroachments - January 1, 2015 – June 30, 2015				
File Number	Approved By	Date of Approval	Report	Total Consideration
1. PO.16.TOR	Manager, Realty Services	2015/05/07	Construction and Encroachment Agreement Extension between Hydro One Networks Inc. and The Corporation of the City of Mississauga - Torbram Road Grade Separation Project (Ward 5)	\$2.00 Nominal
2. PO.16.BUR	Manager, Realty Services	2015/06/16	Easement Encroachment Agreement between the City of Mississauga and the Regional Municipality of Peel for the Burnhamthorpe Trail Bridge in Applewood Hills Park (Ward 3)	\$2.00 Nominal

14k

Appendix 5
Leases, Licenses and other Agreements (Third Party Use)
File: CA.11.DEL

Encroachments - January 1, 2015 – June 30, 2015				
File Number	Approved By	Date of Approval	Report	Total Consideration
1. PO.16.TOR	Manager, Realty Services	2015/05/07	Construction and Encroachment Agreement Extension between Hydro One Networks Inc. and The Corporation of the City of Mississauga - Torbram Road Grade Separation Project (Ward 5)	\$2.00 Nominal
2. PO.16.BUR	Manager, Realty Services	2015/06/16	Easement Encroachment Agreement between the City of Mississauga and the Regional Municipality of Peel for the Burnhamthorpe Trail Bridge in Applewood Hills Park (Ward 3)	\$2.00 Nominal



Insurance
Travel
Roadside
Rewards

Information Item A

General Committee

SEP 09 2015

August 26, 2015

Members of Mississauga Council
City of Mississauga
300 City Centre Drive
Mississauga, Ontario
L5B 3C1

Re: City of Mississauga towing licensing by-law (By-Law 521-04)

Dear Mayor and Members of Council,

On behalf of CAA South Central Ontario (CAA) and its over two million members, we are writing today to request that the City of Mississauga **exempt CAA from section 4 (1) (a) (i) of the by-law** which imposes a minimum seven (7) years of driving experience after completing the full "G" license requirements. We also request a delay in the implementation of the two-tier licensing model of the towing by-law, until provincial regulations are implemented.

CAA is a not-for profit auto club offering automotive care and roadside services, and has been advocating on behalf of our Members since 1903.

Today, our advocacy work focuses on transportation infrastructure, mobility, traffic safety, the environment and consumer protection. CAA has worked with municipalities across the Greater Toronto and Hamilton Area in recent years as municipal tow truck by-laws were drafted and implemented, ensuring these by-laws emphasize consumer protection as a critical component.

The provincial government is currently drafting regulations to regulate the towing industry following the passage of Bill 15. CAA has been actively involved in these discussions, including serving on their stakeholder advisory panel to determine how regulations will be implemented across Ontario.

For those unfamiliar with CAA and our towing services, CAA branded vehicles do not actively solicit for business at a collision or the scene of a vehicle breakdown. Rather, CAA members must contact us to request service, and a service vehicle is dispatched at that time.

We are requesting an exemption from the 7 year G- license requirement, because this portion of the city's towing licensing by-law unfairly imposes constraints on CAA, as a member service organization, to promptly and effectively serve the hundreds of thousands of our Members who reside and/or travel through Mississauga on an annual basis.

Several independent contractor companies cover CAA Member calls within Mississauga's boundaries. Over the past few years, the number of calls in Mississauga continues to be steady with CAA responding to more than 40,000 calls per year in both 2013 and 2014.

The changes by Mississauga's Council and Towing Industry Advisory Committee to move from a minimum requirement of having a G license in good standing and be at least 18 years old, to the current seven (7) year G-license requirement, has left our contractors with licenses in good standing to operate in Mississauga, but without a sufficient roster of drivers who fulfill the 7-year requirement. As a result, this is forcing numerous

trucks to be taken out of service, which in turn could affect the service provided to our Members and your constituents who have chosen CAA as their preferred choice for towing services.

The seven year requirement is exclusive to Mississauga, when comparing the requirements in other GTA municipalities including Vaughan, Richmond Hill, Hamilton, Brampton and Toronto.

Mississauga's requirements to have drivers with a minimum of 7-years of experience with a G license, does not take into consideration that drivers with less than 7 years of experience with a G license, may have other licenses such as an AZ class license which requires a higher skill level to obtain than a G license and meeting medical fitness requirements.

The 7-year G license requirement has the potential to limit younger entrants into the industry. As with regular passenger vehicle driver insurance, tow company owners employing drivers who are under 25 years of age pay more in insurance premiums. Therefore it is a business and financial consideration for tow operators to employ drivers 25 years or younger.

The city's current by-law also presents challenges in an industry where trends have indicated it is becoming more difficult to find drivers, as towing is a challenging industry to work in. It does not afford an opportunity to New Canadians who may want work in the industry, as they likely will not have 7 years of experience driving with a G license, but who may have passed CAA's mandatory training course. New Canadians deserve the same job opportunities as others and in particular in an industry that is in need of more resources.

All CAA drivers are required to pass a mandatory training course which is comprehensive on safety, operations and customer service components. CAA contract tow operations must meet significant contractual obligations including financial and insurance requirements and all drivers and companies are managed on specific service standards.

Additionally, the recently passed provincial regulation removes a former exemption for the tow industry which now makes them subject to the Commercial Vehicle Operating Registry (CVOR). The removal of this exemption gives the Ministry of Transportation and the police greater enforcement tools to address aggressive tow driving behaviours (i.e. speeding to the scene of a collision, running stop signs, etc.) as these infractions become registered under each driver's registry as well as the company owner and gives powers to address problem drivers and the owners who employ them.

We appreciate Council's consideration of the above aspects and respectfully request an exemption from the 7-year G license requirement for many of the reasons indicated above.

The second issue we would like to bring to your attention is the ongoing effort to introduce a **two-tier licensing model** in the City of Mississauga. At the June 2015 meeting of the Towing Industry Advisory Committee (and later approved by Council), a recommendation to defer the implementation of the two-tier model was approved. While CAA has previously supported the two-tier licensing model concept, we would like to recommend that the implementation of the two-tier licensing model, be deferred until regulations set by the province through Bill 15 are implemented, something we expect in early 2016. The proposed Mississauga two-tier system would be a significant change from the current structure, as two different sets of licenses would be issued; one for General towing for Hire (allowing trucks to access collision scenes and displaying the existing blue and white plates), and one for Contract towing/not for hire (identified by new red and white plates).

CAA's original support of the two-tier system was based on the understanding, as communicated to us by city staff, that CAA's not for hire services for Members would not be impacted. As details began to emerge on how the plan would be applied, CAA has identified concerns with portions of the proposed system. This includes the proposed fee structure in a two-tier system. The license rates for both types of plates are the same, even though the "not for hire / red and white" plate would limit the volume of business that those trucks could generate, and as a result should be issued at a reduced rate.

Other stakeholders at the June 2015 meeting also raised issues related to the two-tier licensing system. CAA suggests that with the onset of provincially set changes in execution of Bill 15, including the implementation of CVOR for the towing industry, the questions raised by both the industry and related stakeholders once City staff began implementation of its new system, that the City of Mississauga continue to defer this by-law and consult with all industry stakeholders.

CAA believes that the seven year license requirements and the proposed two-tier license system in their current forms challenge service responses in the city. We would be happy to discuss these issues further with staff or Members of Council at your earliest convenience.

Sincerely,

A handwritten signature in black ink, appearing to read "T. Felice". The signature is fluid and cursive, with a large initial "T" and a stylized "F".

Teresa Di Felice
Director, Government and Community Relations and Driver Training

SEP 09 2015

REPORT 5 – 2015

TO: CHAIR AND MEMBERS OF GENERAL COMMITTEE

The Traffic Safety Council presents its fifth Report for 2015 and recommends:

TSC-0095-2015

That the presentation made by Rajv Sawhney, resident, with respect to walking route safety concerns associated with the removal of school bus service for students attending Meadowvale Village Public School be received.

(Ward 11)

(TSC-0095-2015)

TSC-0096-2015

1. That the request for a crossing guard at the intersection of Lamplight Way and Historic Trail, Sombrero Way and Nimbus Gate, and Sombrero Way and Harmony Hill, for students attending St. Julia Catholic School be denied as the warrants are not met.
2. That Transportation and Works be requested to install "No Stopping" corner prohibitions on Historic Trail and Lamplight Way, and on the south side of Lamplight Way across from the intersection for students attending St. Julia Catholic School.
3. That Parking Enforcement staff be requested to enforce "No Stopping" prohibitions from 3:10 p.m. to 3:30 p.m. at Historic Trail and Lamplight Way, and on the south side of Lamplight Way across from the intersection, once "No Stopping" signage is in place, for students attending St. Julia Catholic School.
4. That Student Transportation of Peel Region be requested to consider reinstating busing to students attending St. Julia Catholic School and Meadowvale Village Public School on a temporary basis for the duration of the construction when the date for the commencement of construction to remove the Second Line West bridge (over the 401) is announced by the Ministry of Transportation.
5. That Transportation and Works be requested to review the placement of the all way stop signs at the intersection of Second Line West and Sombrero Way for the students attending St. Julia Catholic School and Meadowvale Village Public School.

(Ward 11)

(TSC-0096-2015)

TSC-0097-2015

That the request for a crossing guard at the intersection of Rathburn Road and Perivale Road for the students attending St. David of Wales Catholic School be denied as the warrants are not met.

(Ward 6)

(TSC-0097-2015)

TSC-0098-2015

That the request for a crossing guard at the intersection of Tomken Road and Runningbrook Drive for the students attending Blessed Teresa of Calcutta Catholic School and Silverthorn Public School be denied as the warrants are not met.

(Ward 3)

(TSC-0098-2015)

TSC-0099-2015

1. That the request for a crossing guard at the intersection of Homelands Drive and Barcella Crescent for students attending St. Francis of Assisi Catholic School, Sheridan Park Public School and Thorn Lodge Public School be denied as the warrants are not met.
2. That Transportation and Works be requested to review the feasibility of extending the No U Turn zone and review all other signage in front of Homelands Senior Public School.
3. That Peel Regional Police be requested to monitor and enforce speeding violations in the school zone between 3:00 p.m. and 3:30 p.m. for students attending St. Francis of Assisi Catholic School, Sheridan Park Public School and Thorn Lodge Public School.

(Ward 2)

(TSC-0099-2015)

TSC-0100-2015

That the request for a crossing guard at the intersection of Darcel Avenue and Brandon Gate Drive for students attending Corliss Public School and Holy Cross Catholic School be denied as the warrants are not met.

(Ward 5)

(TSC-0100-2015)

TSC-0101-2015

That the request for a safety review at Canadian Martyrs Catholic School, received from the office of Councillor John Kovac on behalf of parents expressing their concerns with on-street parking, parking on school property and the Kiss & Ride area be received and referred to the Traffic Safety Council Site Inspection Subcommittee for a report back to the Traffic Safety Council.

(Ward 4)

(TSC-0101-2015)

TSC-0102-2015

That the email dated June 19, 2015 from Alison Rea requesting the placement of a crossing guard at the intersection of Britannia Road West and Queen Street for students attending Dolphin Senior Public School be received and referred to the Traffic Safety Council Site Inspection Subcommittee for a report back to the Traffic Safety Council.

(Ward 11)

(TSC-0102-2015)

TSC-0103-2015

A report from the Manager of Parking Enforcement with respect to parking enforcement in school zones for the month of May 2015 be received for information.

(TSC-0103-2015)

TSC-0104-2015

That the verbal update from Sheelagh Duffin, Supervisor, Crossing Guards, Member of the Peel Regional Police School Safety Committee, regarding the draft brochure, be received for information.

(TSC-0104-2015)

TSC-0105-2015

Action Items List from the Transportation and Works Department for the months of May and June 2015 be received for information.

(TSC-0105-2015)

ENVIRONMENTAL ACTION COMMITTEE

July 7, 2015

REPORT 4-2015

General Committee

SEP 09 2015

TO: CHAIR AND MEMBERS OF GENERAL COMMITTEE

The Environmental Action Committee presents its fourth report for 2015 and recommends:

EAC-0023-2015

1. That the Prezi presentation by Muneef Ahmad, Water Resources Engineer, Transportation and Works, entitled, "Sustainable Neighbourhood Retrofit Action Plan (SNAP)" to the Environmental Action Committee on July 7, 2015, be received;
2. That the Environmental Action Committee supports the initiatives of the Sustainable Neighbourhood Retrofit Action Plan (SNAP);
3. That the Environmental Action Committee encourages Council's endorsement of the Sustainable Neighbourhood Retrofit Action Plan (SNAP) initiatives.

(EAC-0023-2015)

EAC-0024-2015

That the Environmental Action Committee – Strategic Planning Session June 9, 2015 table of action items, be received.

(EAC-0024-2015)

EAC-0025-2015

That the EAC Inquiries chart, updated for the meeting of the Environmental Action Committee on July 7, 2015, be received.

(EAC-0025-2015)

REPORT 6-2015

General Committee

SEP 09 2015

TO: MEMBERS OF GENERAL COMMITTEE

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

HAC-0041-2015

That the Memorandum from Ruth Marland, Strategic Leader, Strategic Community Initiatives Division, Planning and Building, dated July 8, 2015 entitled *Inspiration Port Credit - 70 Mississauga Road South - Update for Information*, be received for information.

(HAC-0041-2015)

HAC-0042-2015

1. That the property at 915 North Service Road be designated under the Ontario Heritage Act for its physical/design, historical/associative and contextual value and that the appropriate City officials be authorized and directed to take the necessary action to give effect thereto.
2. That, if there are objections to the designation, City Council direct the City Clerk to refer the matter to the Conservation Review Board.

(HAC-0042-2015)

HAC-0043-2015

1. That the request to alter the property at 1066 Old Derry Road, as described in the report from the Commissioner of Community Services, dated June 30, 2015, be approved with the condition that the house setback from the street be reduced as outlined in this report;
2. That if a variance is required that the Committee of Adjustment be requested to consider waiving the fee of \$900 given that the Owner has previously paid this fee and is in compliance with the Zoning By-law;
3. That the Planning and Building Department be requested to issue a conditional building permit to the Owner to commence work on the project.

(HAC-0043-2015)

HAC-0044-2015

That the property at 109 Indian Valley Trail, 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-0044-2015)

HAC-0045-2015

1. That the Memorandum from Paula Wubbenhorst, Senior Heritage Coordinator, dated June 25, 2015 entitled Heritage Impact Assessment, 6985 Second Line West (Ward 11), be received for information.
2. That staff request that a more traditional window style be utilized.

(HAC-0045-2015)

HAC-0046-2015

That the following Citizen Members from the Meadowvale Heritage Village Association be appointed to the Meadowvale Village Heritage Conservation District Advisory Subcommittee for a term ending November, 2018, or until a successor is appointed:

1. Brian Carmody
2. Janet Clewes
3. Jim Holmes
4. Gord MacKinnon
5. John McAskin
6. David Moir
7. Colleen Newmarch
8. Terry Wilson
9. Greg Young

(HAC-0046-2015)

HAC-0047-2015

That the Memorandum from Cecilia Nin Hernandez, Heritage Coordinator, dated July 6, 2015 entitled UTM Study Information Item - The Impact of Deer Browsing and Movements in The Riverwood Conservancy, be received for information.

(HAC-0047-2015)

**MISSISSAUGA CYCLING
ADVISORY COMMITTEE**

August 11, 2015

REPORT 7- 2015

General Committee

SEP 09 2015

TO: CHAIR AND MEMBERS OF GENERAL COMMITTEE

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

MCAC-0034-2015

That Transportation and Works staff and Community Services staff be directed to identify heavily used trails to paint central lines and to consider budget and maintenance implications.
(MCAC-0034-2015)

MCAC-0035-2015

That the memorandum from Jacqueline Hunter, Active Transportation Technologist dated August 5, 2015 regarding the 2nd Quarterly Update on the Proposed 2015 Network Program be received.
(MCAC-0035-2015)

MCAC-0036-2015

That the Bicycle Friendly Communities application feedback be deferred to a future Mississauga Cycling Advisory Committee.
(MCAC-0036-2015)

MCAC-0037-2015

That the 2015 Mississauga Cycling Advisory Committee Work Plan be approved as presented.
(MCAC-0037-2015)

MCAC-0038-2015

That the 2015 Mississauga Cycling Advisory Committee Calendar of Events be received.
(MCAC-0038-2015)

REPORT 4-2015

General Committee

SEP 09 2015

TO: CHAIR AND MEMBERS OF GENERAL COMMITTEE

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

PVAC-0030-2015

That the deputation and associated handout from Chris Schafer, Uber Public Policy Manager – Canada with respect to Uber operations, be received for information.

(PVAC-0030-2015)

PVAC-0031-2015

1. That the report from the Commissioner, Transportation and Works, dated July 21, 2015 and entitled "Changes to the Public Vehicle Licensing By-law 420-04, as amended, for the Licensing of Taxi and Limousine Drivers", be received;
2. That staff incorporate comments received from the Public Vehicle Advisory Committee and prepare a report to be considered by General Committee on the recommended changes to the requirements for the licensing of taxi and limousine drivers.

(PVAC-0031-2015)

PVAC-0032-2015

1. That the report from the Commissioner of Transportation and Works, dated July 28, 2015 and entitled, "Engagement of Consulting Services for the Regulation of Taxicab Mobile Applications", be received;
2. That staff amend the projected financial impact in the Request for Proposal to \$30,000;
3. That staff proceed with the process to procure consulting services for the regulation of Taxicab Mobile Applications, in consultation with Councillor Starr and Councillor Parrish.

(PVAC-0032-2015)

PVAC-0033-2015

That the Corporate Report dated July 7, 2015 from the City Solicitor entitled, "Uber Update", as presented to Council at their meeting on July 8, 2015, be received for information.

(PVAC-0033-2015)

PVAC-0034-2015

That the email dated July 24, 2015 from Mohammad Shabbeer, Taxicab Driver with respect to a change of the location for inspections, be received for information.

(PVAC-0034-2015)

PVAC-0035-2015

That the email dated August 4, 2015 from Mark Sexsmith, All Star Taxi with respect to an amendment to the Public Vehicle Licensing By-law 420-04, as amended regarding the "Definitions and Interpretation" section of the By-law, be referred to staff for consideration and report back to the Public Vehicle Advisory Committee.

(PVAC-0035-2015)

PVAC-0036-2015

That the memorandum dated July 8, 2015 from Karen Morden, Legislative Coordinator regarding the Terms of Reference for the Public Vehicle Advisory Committee, be received for information.

(PVAC-0036-2015)

PVAC-0037-2015

That the Public Vehicle Advisory Committee Action List for 2015 be received for information. (PVAC-0037-2015)