
General Committee

Date

January 13, 2016

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
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 (Chair)
Councillor George Carlson	Ward 11

Contact

Sacha Smith, Legislative Coordinator, Legislative Services

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Find it online

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

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2. **APPROVAL OF THE AGENDA**
3. **DECLARATIONS OF CONFLICT OF INTEREST**
4. **PRESENTATIONS**
5. **DEPUTATIONS**
- 5.1 Peter Tolia, President, Tolia Motivates and Founder of I Can, We Can, Eshan Khandaker, President-elect, Rotary Club Mississauga Airport and Chris Thompson, United Way of Peel Region with respect to the I Can, We Can event on February 11, 2016 at the Hershey Centre and a request to waive the fees to use the Centre.
6. **MATTERS TO BE CONSIDERED**
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- 7.1 Article dated January 5, 2016 from the National Post entitled, “Tristin Hopper: The \$600 million Edmonton train that snarls traffic, slows down transit times and increases emissions (Page 105)

8. ADVISORY COMMITTEE REPORTS

- 8.1 Towing Industry Advisory Committee Report 5-2015 December 14, 2015 (Page 108)

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9. COUNCILLORS' ENQUIRIES
10. OTHER BUSINESS/ANNOUNCEMENTS
11. CLOSED SESSION
(Pursuant to Subsection 239 (2) of the *Municipal Act, 2001*)
12. ADJOURNMENT

1. CALL TO ORDER**2. APPROVAL OF THE AGENDA****3. DECLARATIONS OF CONFLICT OF INTEREST****4. PRESENTATIONS****5. DEPUTATIONS**

- 5.1 Peter Tolas, President, Tolas Motivates and Founder of I Can, We Can, Eshan Khandaker, President-elect, Rotary Club Mississauga Airport and Chris Thompson, United Way of Peel Region with respect to the I Can, We Can event on February 11, 2016 at the Hershey Centre and a request to waive the fees to use the Centre.

6. MATTERS TO BE CONSIDERED**6.1 Stopping Prohibition – Crossfield Bend and Windy Oaks (Ward 1) (Page 16)**

Corporate Report dated December 17, 2015 from the Commissioner of Transportation and Works with respect to stopping prohibitions on Crossfield Bend and Windy Oaks.

RECOMMENDATION

That a by-law be enacted to amend The Traffic By-law 555-00, as amended, to implement stopping prohibitions on Crossfield Bend and Windy Oaks between 8:00 a.m. - 4:00 p.m., September 1 to June 30, Monday - Friday at the following locations:

1. On the west side of Crossfield Bend between Angelene Street and a point 282 metres (925feet) northerly thereof.
2. On the north side of Windy Oaks between the west limit of the roadway and the east limit of the roadway.

6.2 Lower Driveway Boulevard Parking – Burnford Trail (Ward 9) (Page 19)

Corporate Report dated December 17, 2015 from the Commissioner of Transportation and Works with respect to lower driveway boulevard parking on Burnford Trail.

RECOMMENDATION

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

6.3 Lower Driveway Boulevard Parking – Tacc Drive between Ninth Line and Farmcote Drive (Ward 9) (Page 22)

Corporate Report dated December 17, 2015 from the Commissioner of Transportation and Works with respect to lower driveway boulevard parking on Tacc Drive between Ninth Line and Farmcote Drive.

RECOMMENDATION

That a by-law be enacted to amend The Traffic By-law 555-00, as amended, to implement lower driveway boulevard parking between the curb and sidewalk, at any time on both sides of Tacc Drive between Ninth Line and Farmcote Drive.

6.4 Parking for Restricted Periods – Maiden Lane (Ward 11) (Page 25)

Corporate Report dated December 17, 2015 from the Commissioner of Transportation and Works with respect to parking for restricted periods on Maiden Lane.

RECOMMENDATION

That a by-law be enacted to amend The Traffic By-law 555-00, as amended, to implement two hour parking for three (3) parking spaces between the north and south curb at the east limit of Maiden Lane from a point 42 metres (138 feet) east of Queen Street South to a point 6 metres (20 feet) easterly thereof from 7:00 a.m. to 9:00 p.m. No parking will be permitted outside of these hours.

6.5 U-Turn Prohibition – Argentia Road and the Private Access to 3050 Argentia Road (Ward 9) (Page 28)

Corporate Report dated December 17, 2015 from the Commissioner of Transportation and Works with respect to a U-turn prohibition on Argentia Road and the private access to 3050 Argentia Road.

RECOMMENDATION

That a by-law be enacted to amend The Traffic By-law 555-00, as amended, to implement a U-turn prohibition, at any time, for westbound motorists at Argentia Road and the private access to 3050 Argentia Road.

6.6 Repeal and Replacement of the Accessible Parking By-law 1-09, as amended, and Amendments to the Administrative Penalty By-law 282-13, as amended (Page 31)

Corporate Report dated December 17, 2015 from the Commissioner of Transportation and Works with respect to the repeal and replacement of the Accessible Parking By-law 1-09, as amended and amendments to the Administrative Penalty By-law 282-13, as amended.

RECOMMENDATION

1. That a by-law to amend the Administrative Penalty By-law 282-13, as amended, (Appendix 1) be enacted as outlined in the report from the Commissioner of Transportation and Works, dated December 17, 2015 entitled "Repeal and Replacement of the Accessible Parking By-law 1-09, as amended, and Amendments to the Administrative Penalty By-law 282-13, as amended".
2. That the Accessible Parking By-law 1-09, as amended, be repealed and a new Accessible Parking By-law (Appendix 2) be enacted as outlined in the report from the Commissioner of Transportation and Works, dated December 17, 2015 entitled "Repeal and Replacement of the Accessible Parking By-law 1-09, as amended, and Amendments to the Administrative Penalty By-law 282-13, as amended".

6.7 Proposed Exemption to Noise Control By-law No. 360-79 – Southeast corner of Erin Mills Parkway and Lincoln Green Way: West side of Erin Mills Parkway approximately 300 metres (984 ft.) north of Burnhamthorpe Road West (Page 49)

Corporate Report dated December 17, 2015 from the Commissioner of Transportation and Works with respect to a proposed exemption to the Noise Control By-law 360-79 for the southeast corner of Erin Mills Parkway and Lincoln Green Way and the west side of Erin Mills Parkway approximately 300 metres north of Burnhamthorpe Road West.

RECOMMENDATION

That Technicore Underground Inc. be granted an exemption from Noise Control By-law No. 360-79, as amended, to allow for extended tunnelling works associated with the Phase 2 construction of the West Trunk Sanitary Sewer System between Highway 401 and Queen Elizabeth Way (QEW) at the following locations:

1. Southeast corner of Erin Mills Parkway and Lincoln Green Way intersection, commencing at 7:00 p.m. on Monday, January 25, 2016 and ending at 7:00 a.m. on Saturday, December 31, 2017.
2. West side of Erin Mills Parkway approximately 300 metres (984 ft.) north of Burnhamthorpe Road West, commencing at 7:00 p.m. on Monday, January 25, 2016 and ending at 7:00 a.m. on Saturday, December 31, 2017.

6.8 Municipal Works Servicing Agreement between 215 Broadway Holdings Inc. and The Corporation of the City of Mississauga Pursuant to Site Plan SP-13/125 (Ward 11) (Page 54)

Corporate Report dated December 21, 2015 from the Commissioner of Transportation and Works with respect to a Municipal Works Servicing Agreement with 215 Broadway Holdings Inc. pursuant to Site Plan SP-13/125.

RECOMMENDATION

That a by-law be enacted to authorize the Commissioner of Transportation and Works and the City Clerk to execute and affix the Corporate Seal to the Municipal Works Servicing Agreement between 215 Broadway Holdings Inc. and The Corporation of the City of Mississauga to the satisfaction of the City Solicitor as outlined in the Corporate Report dated December 21, 2015 from the Commissioner of Transportation and Works.

6.9 Province of Ontario – Dedicated Gas Tax Funds for Public Transportation Program (2015/16) (Page 57)

Corporate Report dated December 16, 2015 from the Commissioner of Corporate Services and Chief Financial Officer with respect to the Dedicated Gas Tax Funds for Public Transportation Program 2015/16 from the Province of Ontario.

RECOMMENDATION

That a by-law be enacted to authorize the Mayor and the Commissioner of Corporate Services and Chief Financial Officer to execute, on behalf of The Corporation of the City of Mississauga, the letter of agreement with Her Majesty the Queen in right of the Province of Ontario, represented by the Minister of Transportation for the Province of Ontario, under the Dedicated Gas Tax Funds for Public Transportation Program (2015/2016), which agreement is attached as Appendix 1 to the corporate report dated December 16, 2015 from the Commissioner of Corporate Services and Chief Financial Officer.

6.10 Name Change of Holcim Waterfront Estate (Ward 2) (Page 62)

Corporate Report dated November 10, 2015 from the Commissioner of Community Services with respect to the name change of Holcim Waterfront Estate.

RECOMMENDATION

1. That the Commissioner of Community Services and City Clerk be authorized, on behalf of The Corporation of the City of Mississauga (the "City"), to execute an Assignment Agreement among the City, Holcim (Canada) Inc. ("Holcim") and CRH Plc. ("CRH"), in a form satisfactory to Legal Services, to give effect to the assignment of all rights and obligations of Holcim in the Sponsorship Agreement between the City and Holcim dated July 26, 2013 to CRH Plc.
2. That Council waive the thirty (30) day notice requirement for the re-naming process, as required by Corporate Policy and Procedure No. 05-02-02, "Property and Facility Naming and Dedication".
3. That all necessary bylaw(s) be enacted.

6.11 Request for permission to submit a Minor Variance Application to the Committee of Adjustment within Erindale Park, 1695 Dundas West Street (Ward 6) (Page 65)

Corporate Report dated December 8, 2015 from the Commissioner of Community Services with respect to a request to submit a Minor Variance Application to the Committee of Adjustment within Erindale Park.

RECOMMENDATION

That the Community Services Department be authorized to submit a minor variance application, on behalf of Credit Valley Conservation, to permit the continued use of a washroom at Erindale Park until the permanent permission can be addressed through the City initiated Zoning By-Law Amendment.

6.12 Program Agreement between Trillium Health Partners and the Corporation of the City of Mississauga for the development and implementation of therapeutic recreation programs (Page 70)

Corporate Report dated December 8, 2015 from the Commissioner of Community Services with respect to a Program Agreement with Trillium Health Partners for the development and implementation of therapeutic recreation programs.

RECOMMENDATION

1. That the Commissioner of Community Services and the City Clerk be authorized on behalf of the Corporation of the City of Mississauga (the "City") to enter into an agreement together with all ancillary agreements with Trillium Health Partners to facilitate the development and implementation of therapeutic recreation programs in a form satisfactory to Legal Services as outlined in the Corporate Report dated December 8, 2015 from the Commissioner of Community Services.
2. That all necessary by-law(s) be enacted.

6.13 Single Source Recommendation with SAP Canada Inc. (Page 73)

Corporate Report dated December 15, 2015 from the Commissioner of Corporate Services and Chief Financial Officer with respect to a single source recommendation with SAP Canada Inc.

RECOMMENDATION

1. That report of the Commissioner of Corporate Services and Chief Financial Officer dated December 15, 2015 and entitled Single Source recommendation for SAP Canada Inc. be received for information.

2. That the Purchasing Agent be authorized to initiate contract negotiations with SAP Canada Inc. to continue a long term partnership and establish the licensing model and maintenance agreements for the ten year period, January 2016 – December 2025.
3. That the Purchasing Agent be authorized to execute the contract and all related ancillary documents with SAP Canada Inc., on a single source basis for products, professional services and maintenance and support, subject to City Solicitor approval of the contract and annual budget approval. This includes renewal of existing maintenance and support and forecasted growth for the first five year period.
4. That the Purchasing Agent be authorized to increase the value of the contract where necessary to accommodate growth and where the amount is provided in the budget and negotiate and issue contract amendments to add any future ERP Solution features, functionalities, modules and systems from SAP Canada Inc. to accommodate the City's new growth requirements such as better alignment, audit controls, modernization and mobility where the amounts are approved in the budget.
5. That SAP Canada Inc. continues to be designated a "City Standard" for the ten year period, January 2016 to December 2025.

6.14 Delegation of Regional Tax Ratio Setting Authority for 2016 (Page 83)

Corporate Report dated November 27, 2015 from the Commissioner of Corporate Services and Chief Financial Officer with respect to the Delegation of Regional Tax Ratio Setting Authority for 2016.

RECOMMENDATION

1. That Council consent to the enactment of a Regional by-law delegating tax ratio setting from the Region of Peel to Mississauga, Brampton and Caledon, in accordance with section 310 of *The Municipal Act, 2001, S.O. 2011, c. 25* for the 2016 property tax year.
2. That Council consent to the apportionment methodology in place in the 2015 taxation year updated for 2016 assessments.

6.15 2016 Interim Tax Levy for Properties on the Regular Instalment Plan (Page 85)

Corporate Report dated December 10, 2015 from the Commissioner of Corporate Services and Chief Financial Officer with respect to the 2016 Interim Tax Levy for Properties on the regular instalment plan.

RECOMMENDATION

1. That the report of the Commissioner of Corporate Services and Chief Financial Officer dated December 10, 2015 entitled 2016 Interim Tax Levy for Properties on the Regular Instalment Plan be received for information.
2. That a by-law be enacted to provide for a 2016 interim tax levy for properties on the regular instalment plan.
3. That the 2016 interim taxes be calculated to be 50% of the previous year's annualized taxes on properties that existed on the previous year's tax roll.
4. That assessments added to the tax roll in the current year be levied an amount that approximates 50% of a full year's taxes, had the property been included on the previous year's tax roll, using tax rates set out in Appendix 1 of this report and the current year's phased-in assessment.
5. That the 2016 interim levy for residential properties on the regular instalment plan be payable in three instalments on March 3, April 7, and May 5, 2016.
6. That the 2016 interim levy for regular instalment plan properties in the commercial, industrial and multi-residential property classes be payable in one instalment on March 3, 2016.

6.16 Access to Western Pier, Provincial Funding (Page 89)

Corporate Report dated December 18, 2015 from the Commissioner of Corporate Services and Chief Financial Officer with respect to Provincial funding for access to the Western Pier.

RECOMMENDATION

1. That a by-law be enacted authorizing the City Manager and City Clerk to execute and affix the corporate seal to a Transfer Payment Agreement, and subsequent amending agreements and/or ancillary documents, between the City of Mississauga and the Province of Ontario for work related to gaining public access to the Western Pier on the Ontario Power Generation Lakeview property, in a form satisfactory to Legal Services.
2. That a capital account (PN16951) be created in 2016 with a budget of \$450,000 which will be offset by a grant from the Province of the same amount with net zero impact to the City.
3. That the Purchasing Agent be authorized to execute an agreement with Golder Associates Ltd. as a sole/single source consultant for the work to be completed with the funds under the Transfer Payment Agreement; subject to the negotiation of appropriate terms and conditions and fees for service.

6.17 2016 Pre-Budget Submission to the Province of Ontario (Page 96)

Corporate Report dated January 5, 2016 from the City Manager and Chief Administrative Officer with respect to the 2016 Pre-Budget Submission to the Province of Ontario.

RECOMMENDATION

1. That the report entitled "2016 Pre-Budget Submission to the Province of Ontario," including Appendix 1, from the City Manager and Chief Administrative Officer, be endorsed as content for submission to the Ministry of Finance, Province of Ontario for the Ontario 2016 Budget deliberations.
2. That staff circulate by email a final, formatted version, including statistics and graphics, to Council.
3. That the Mayor be directed to forward the approved formatted submission with this report to the Minister of Finance, the local MPPs and MPs, Ontario's Big City Mayors (LUMCO) and the Association of Municipalities of Ontario (AMO).

7. INFORMATION ITEMS

- 7.1 Article dated January 5, 2016 from the National Post entitled, "Tristin Hopper: The \$600 million Edmonton train that snarls traffic, slows down transit times and increases emissions (Page 105)

8. ADVISORY COMMITTEE REPORTS

- 8.1 Towing Industry Advisory Committee Report 5-2015 December 14, 2015

RECOMMENDATIONS

TIAC-0022-2015

1. That the report from the Commissioner of Transportation and Works dated December 1, 2015 entitled "City of Mississauga Centralized Vehicle Pound Facility Feasibility Study Update – Information Report" be received for information.
2. That the Towing Industry Advisory Committee (TIAC) provide comments on a centralized vehicle pound facility compared with the alternative options discussed in this report.
3. That the deputations under Items 5.1 and 5.2 from Chris Rouse, Project Manager, Mobile Licensing, and Brad Butt representing Atlantic Collision Group, respectively, to the Towing Industry Advisory Committee on December 14, 2015, be received.

(TIAC-0022-2015)

TIAC-0023-2015

That the action list of the Towing Industry Advisory Committee meeting held on December 14, 2015 provided to the Committee to update on the status of initiatives raised at prior meetings be received.

(TIAC-0023-2015)

TIAC-0024-2015

That the Memorandum dated October 23, 2015 from Karen Morden, Legislative Coordinator, with respect to the 2016 meeting dates of the Towing Industry Advisory Committee be received.

(TIAC-0024-2015)

TIAC-0025-2015

That the document entitled “City of Mississauga Advisory Committees” from the Office of the City Clerk with respect to the role of an Advisory Committee and the ground rules for Committees and their Members be received for information.

(TIAC-0025-2015)

9. COUNCILLORS’ ENQUIRIES

10. OTHER BUSINESS/ANNOUNCEMENTS

11. CLOSED SESSION

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

12. ADJOURNMENT

City of Mississauga

Corporate Report



<p>Date: December 17, 2015</p>	<p>Originator's files:</p> <p>MG.23.REP RT.10.Z-7</p>
<p>To: Chair and Members of General Committee</p> <p>From: Martin Powell, P. Eng. Commissioner of Transportation and Works</p>	<p>Meeting date:</p> <p>2016/01/13</p>

Subject

Stopping Prohibition - Crossfield Bend and Windy Oaks (Ward 1)

Recommendation

That a by-law be enacted to amend The Traffic By-law 555-00, as amended, to implement stopping prohibitions on Crossfield Bend and Windy Oaks between 8:00 a.m. - 4:00 p.m., September 1 to June 30, Monday - Friday at the following locations:

1. On the west side of Crossfield Bend between Angelene Street and a point 282 metres (925 feet) northerly thereof.
2. On the north side of Windy Oaks between the west limit of the roadway and the east limit of the roadway.

Background

The Transportation and Works Department received a concern from area residents through the Ward Councillor's office with respect to on-street parking in the vicinity of Mineola Public School during admission and dismissal time.

Comments

The Transportation and Works Department conducted observations in the vicinity of the school which revealed that a number of motorists were stopping on both sides of Crossfield Bend and Windy Oaks during admittance and dismissal times creating a safety issue.

As a result, the Transportation and Works Department recommends the implementation of stopping prohibitions between 8:00 a.m. - 4:00 p.m., September 1 to June 30, Monday - Friday, on Crossfield Bend and Windy Oaks.

The Ward Councillor supports the recommendation of implementing a stopping prohibition between 8:00 a.m. - 4:00 p.m., September 1 to June 30, Monday - Friday, on Crossfield Bend and Windy Oaks as mentioned above.

Financial Impact

Costs for the signs installation can be accommodated in the 2016 Budget.

Conclusion

The Transportation and Works Department recommends the implementation of the stopping prohibitions between 8:00 a.m. - 4:00 p.m., September 1 to June 30, Monday - Friday at the following locations:

1. On the west side of Crossfield Bend between Angelene Street and a point 282 metres (925 feet) northerly thereof.
2. On the north side of Windy Oaks between the west limit of the roadway and the east limit of the roadway.

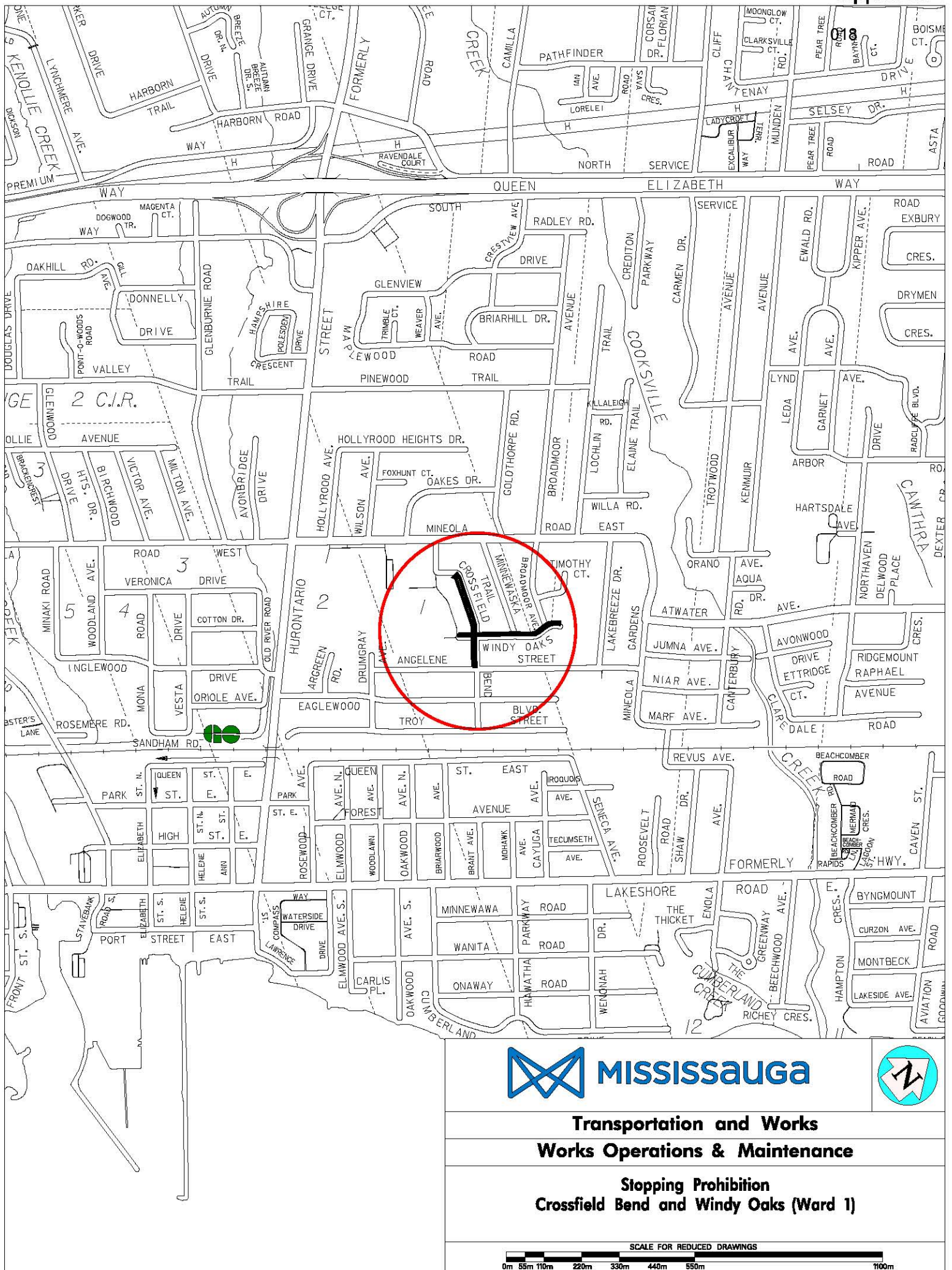
Attachments

Appendix 1: Location Map - Stopping Prohibition - Crossfield Bend and Windy Oaks (Ward 1)



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

Prepared by: Alex Liya, Traffic Operations Technician



City of Mississauga

Corporate Report



<p>Date: December 17, 2015</p> <p>To: Chair and Members of General Committee</p> <p>From: Martin Powell, P. Eng. Commissioner of Transportation and Works</p>	<p>Originator's files:</p> <p>MG.23.REP RT.10.Z-39W</p> <hr/> <p>Meeting date:</p> <p>2016/01/13</p>
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Subject

Lower Driveway Boulevard Parking - Burnford Trail (Ward 9)

Recommendation

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

Background

The Transportation and Works Department received a completed petition from an area resident to implement lower driveway boulevard parking on both sides of Burnford Trail between Westhampton Road (south intersection) and Glen Erin Drive. A sidewalk is present on both sides of the road and lower driveway boulevard parking between the curb and sidewalk is currently prohibited. Currently, three-hour parking is permitted on Burnford Trail.

Comments

To determine the level of support for lower driveway boulevard parking between the curb and sidewalk, a parking questionnaire was distributed to the residents of Burnford Trail.

Eighty-seven (87) questionnaires were delivered and 37 (43%) were returned; 34 (92%) supported the implementation of lower driveway boulevard parking and 3 (8%) were opposed. Since greater than 66% of the total respondents support lower driveway boulevard parking, the Transportation and Works Department recommends implementing lower driveway boulevard parking between the curb and sidewalk, at any time, on both sides of Burnford Trail.

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

Financial Impact

Costs for the sign installation can be accommodated in the 2016 Current Budget

Conclusion

Based on the results of the questionnaire, the Transportation and Works Department supports lower driveway boulevard parking between the curb and sidewalk, at any time, on both sides of Burnford Trail.

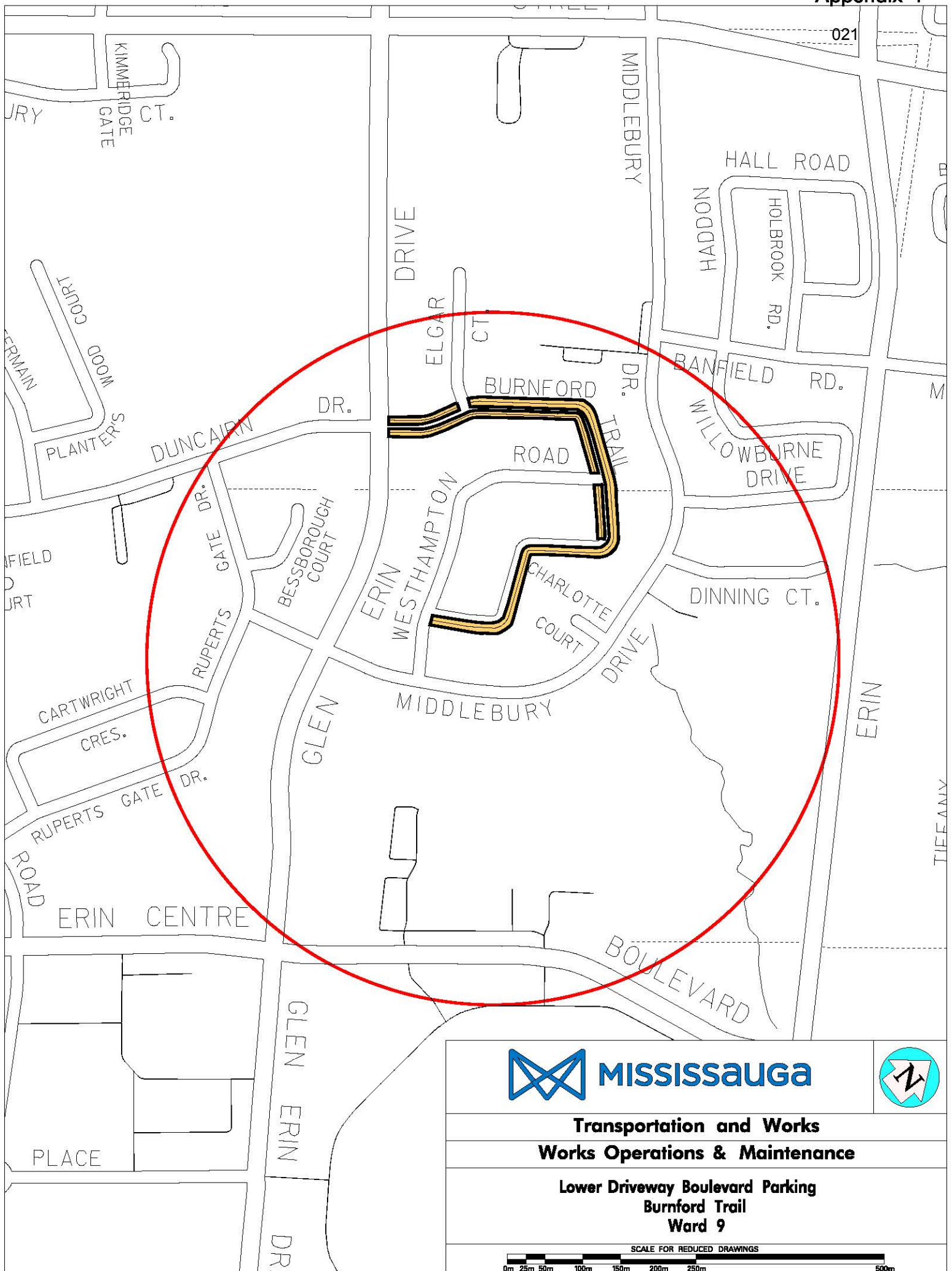
Attachments

Appendix 1: Location Map - Lower Driveway Boulevard Parking - Burnford Trail (Ward 9)



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

Prepared by: Wasan Yonan, Traffic Operations Technician



MISSISSAUGA



**Transportation and Works
Works Operations & Maintenance**

**Lower Driveway Boulevard Parking
Burnford Trail
Ward 9**

SCALE FOR REDUCED DRAWINGS

0m 25m 50m 100m 150m 200m 250m 500m

City of Mississauga

Corporate Report



<p>Date: December 17, 2015</p> <p>To: Chair and Members of General Committee</p> <p>From: Martin Powell, P. Eng. Commissioner of Transportation and Works</p>	<p>Originator's files:</p> <p>MG.23.REP RT.10.Z-57</p> <hr/> <p>Meeting date:</p> <p>2016/01/13</p>
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Subject

Lower Driveway Boulevard Parking - Tacc Drive between Ninth Line and Farmcote Drive (Ward 9)

Recommendation

That a by-law be enacted to amend The Traffic By-law 555-00, as amended, to implement lower driveway boulevard parking between the curb and sidewalk, at any time on both sides of Tacc Drive between Ninth Line and Farmcote Drive.

Background

The Transportation and Works Department received a completed petition from an area resident to implement lower driveway boulevard parking on both sides of Tacc Drive between Ninth Line and Farmcote Drive. A sidewalk is present on the north and south side of the roadway and lower driveway boulevard parking between the curb and sidewalk is currently prohibited. Currently, three-hour parking is permitted on Tacc Drive between Ninth Line and Farmcote Drive.

Comments

To determine the level of support for lower driveway boulevard parking between the curb and sidewalk, a parking questionnaire was distributed to the residents of Tacc Drive between Ninth Line and Farmcote Drive.

Twenty-four (24) questionnaires were delivered and 8 (33%) were returned; 8 (100%) supported the implementation of lower driveway boulevard parking and 0 (0%) were opposed. Since greater than 66% of the total respondents support lower driveway boulevard parking, the Transportation and Works Department recommends implementing lower driveway boulevard parking between the curb and sidewalk, at any time, on both sides of Tacc Drive between Ninth Line and Farmcote Drive.

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

Financial Impact

Costs for the sign installation can be accommodated in the 2016 Current Budget.

Conclusion

Based on the results of the questionnaire, the Transportation and Works Department supports lower driveway boulevard parking between the curb and sidewalk, at any time, on both sides of Tacc Drive between Ninth Line and Farmcote Drive.

Attachments

Appendix 1: Location Map: Lower Driveway Boulevard Parking - Tacc Drive between Ninth Line and Farmcote Drive (Ward 9)



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

Prepared by: Magda Kolat, Traffic Operations Technician



City of Mississauga

Corporate Report



<p>Date: December 17, 2015</p> <p>To: Chair and Members of General Committee</p> <p>From: Martin Powell, P. Eng. Commissioner of Transportation and Works</p>	<p>Originator's files:</p> <p>MG.23.REP RT.10.Z-38W</p> <hr/> <p>Meeting date:</p> <p>2016/01/13</p>
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Subject

Parking For Restricted Periods - Maiden Lane (Ward 11)

Recommendation

That a by-law be enacted to amend The Traffic By-law 555-00, as amended, to implement two-hour parking for three (3) parking spaces between the north and south curb at the east limit of Maiden Lane from a point 42 metres (138 feet) east of Queen Street South to a point 6 metres (20 feet) easterly thereof from 7:00 a.m. to 9:00 p.m. No parking will be permitted outside of these hours.

Background

A Corporate Report with a recommendation to implement a parking regulation change on Maiden Lane was brought forward to the General Committee meeting on November 4, 2015 (GC-0652-2015). General Committee considered this matter and the following recommendation was issued:

That a by-law be enacted to amend The Traffic By-law 555-00, as amended, to implement two-hour parking for three (3) parking spaces between the north and south curb at the east limit of Maiden Lane from a point 42 metres (138 feet) east of Queen Street South to a point 48 metres (158 feet) easterly thereof from 7:00 a.m. to 9:00 p.m. No parking will be permitted outside of these hours.

Subsequently, this recommendation was adopted and By-law 0276-2015 was enacted by Council on November 18, 2015.

Comments

This Corporate Report is housekeeping in nature to revise the recommendation indicated in the Corporate Report submitted for the General Committee meeting on November 4, 2015 (GC-0652-

2015). The revised recommendation accurately reflects the location of this parking regulation change and reads as follows:

That a by-law be enacted to amend The Traffic By-law 555-00, as amended, to implement two-hour parking for three (3) parking spaces between the north and south curb at the east limit of Maiden Lane from a point 42 metres (138 feet) east of Queen Street South to a point 6 metres (20 feet) easterly thereof from 7:00 a.m. to 9:00 p.m. No parking will be permitted outside of these hours.

Financial Impact

Not applicable.

Conclusion

The Transportation and Works Department recommends to amend The Traffic By-law 555-00 to implement two-hour parking for three (3) parking spaces between the north and south curb at the east limit of Maiden Lane from a point 42 metres (138 feet) east of Queen Street South to a point 6 metres (20 feet) easterly thereof from 7:00 a.m. to 9:00 p.m. No parking will be permitted outside of these hours.

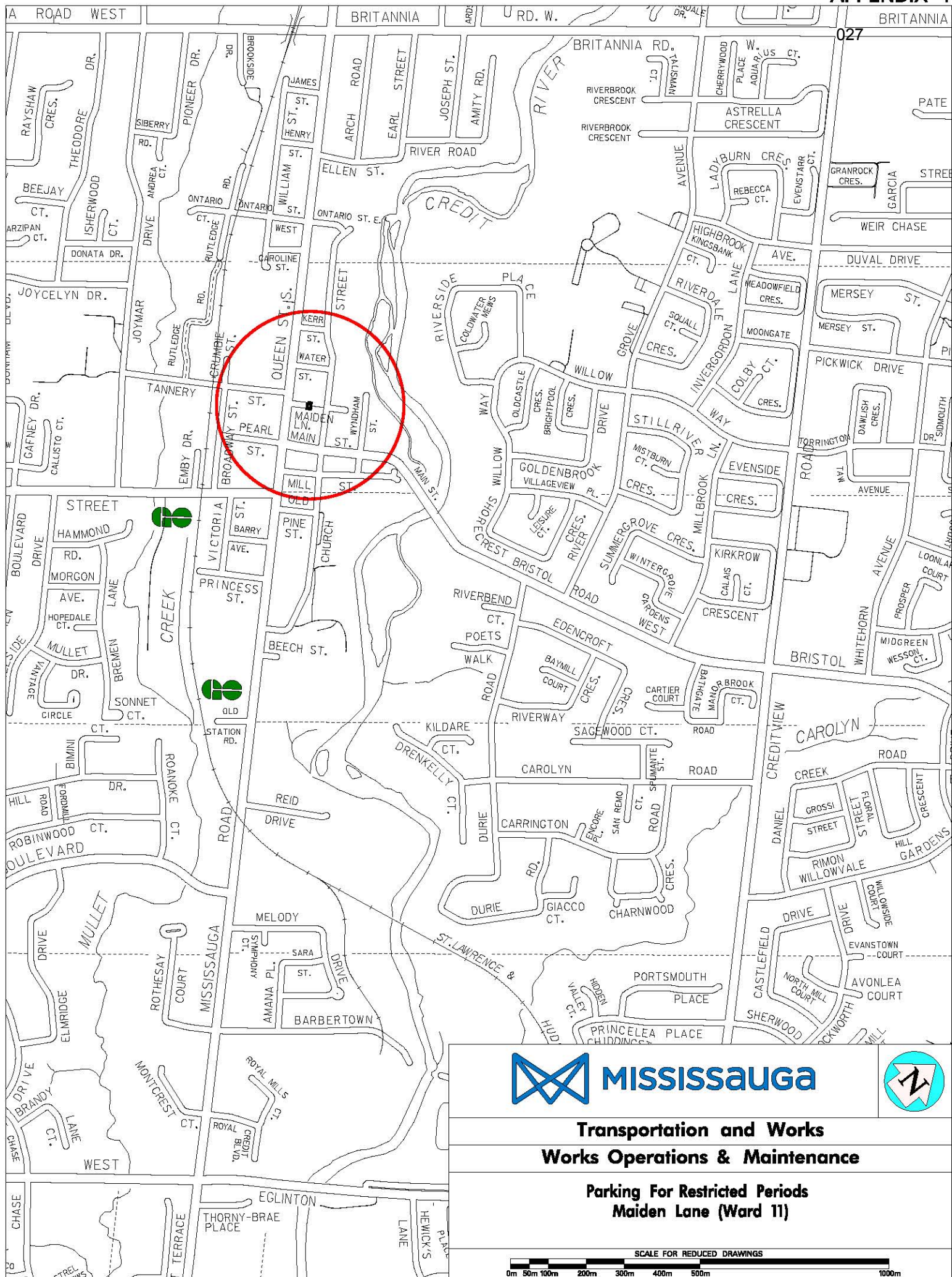
Attachments

Appendix 1: Location Map - Parking For Restricted Periods - Maiden Lane (Ward 11)



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

Prepared by: Ouliana Drobychevskaia, Traffic Operations Technologist



**Transportation and Works
Works Operations & Maintenance**

**Parking For Restricted Periods
Maiden Lane (Ward 11)**



City of Mississauga

Corporate Report



<p>Date: December 17, 2015</p> <p>To: Chair and Members of General Committee</p> <p>From: Martin Powell, P. Eng. Commissioner of Transportation and Works</p>	<p>Originator's files:</p> <p>MG.23.REP RT.10.Z-55</p> <hr/> <p>Meeting date:</p> <p>2016/01/13</p>
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Subject

U-Turn Prohibition - Argentia Road and the Private Access to 3050 Argentia Road (Ward 9)

Recommendation

That a by-law be enacted to amend The Traffic By-law 555-00, as amended, to implement a U-turn prohibition, at any time, for westbound motorists at Argentia Road and the private access to 3050 Argentia Road.

Background

The Transportation and Works Department is in receipt of a safety concern from an area resident regarding westbound U-turns at Argentia Road and the private access to 3050 Argentia Road. The area resident indicated that motorists often perform unsafe U-turns at this location.

Comments

Transportation and Works Department staff completed a review of Argentia Road and the private access to 3050 Argentia Road and observed forty (40) U-turns (westbound), some of these were observed as three-point-turns. These U-turns and three-point-turns are being performed during times of increased traffic volumes creating safety concerns and overall confusion and conflicts for westbound motorists executing left turns into 3050 Argentia Road as well as for the motorists turning east from the private access onto Argentia Road. Designating a U-turn prohibition at this intersection for westbound motorists would not negatively impact overall traffic operation and should increase the overall level of safety. The Transportation and Works Department therefore recommends a westbound U-turn prohibition at Argentia Road and the private access to 3050 Argentia Road. This prohibition would allow for enforcement by Peel Regional Police.

Financial Impact

Costs for the sign installation can be accommodated in the 2016 Current Budget.

Conclusion

The Transportation and Works Department supports the implementation of a westbound U-turn prohibition at Argentia Road and the private access to 3050 Argentia Road.

Attachments

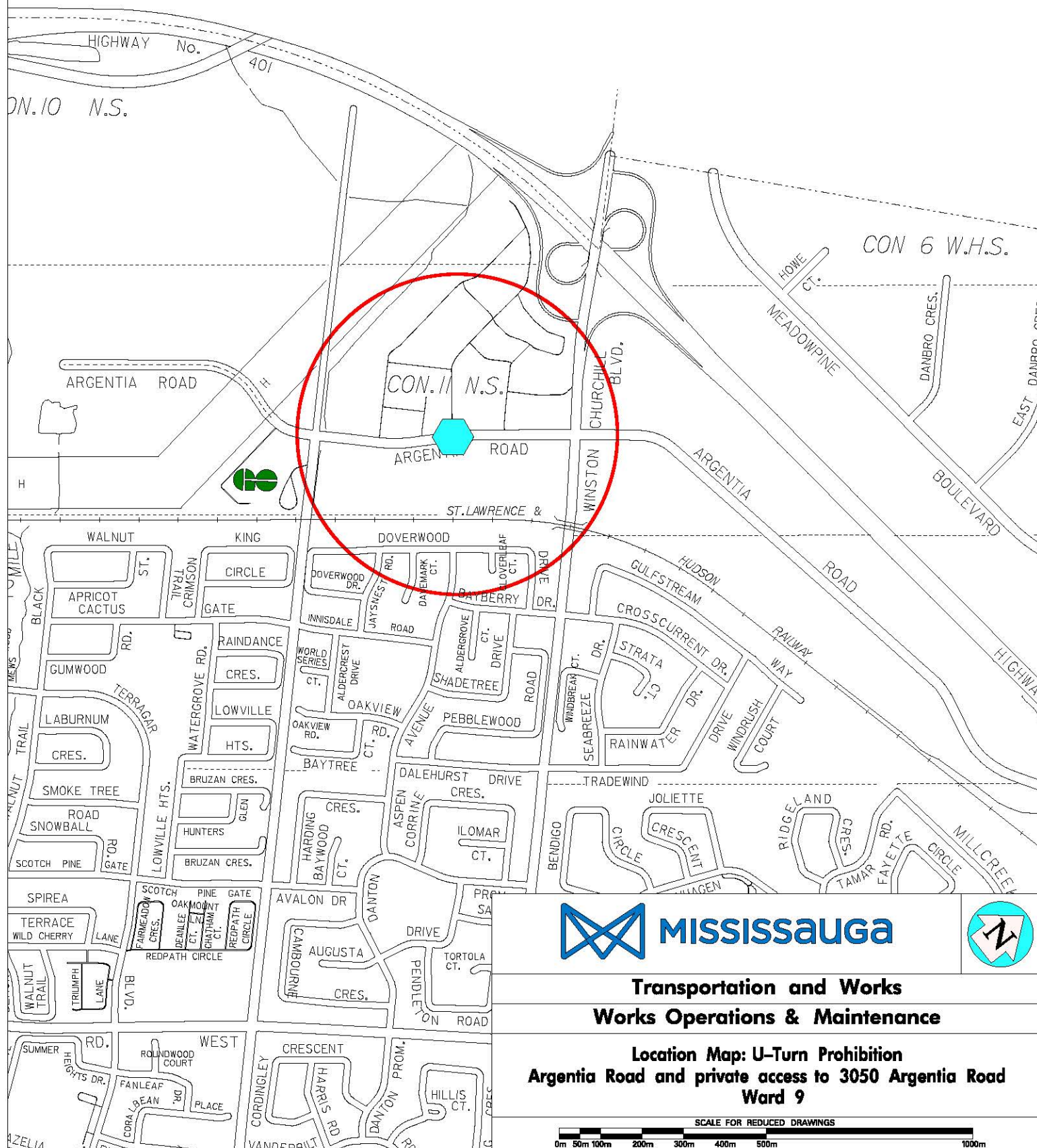
Appendix 1: Location Map: U-Turn Prohibition - Argentia Road and the private access to 3050 Argentia Road (Ward 9)



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

Prepared by: Magda Kolat, Traffic Operations Technician

OF HALTON HILLS



City of Mississauga

Corporate Report



Date: December 17, 2015	Originator's files:
To: Chair and Members of General Committee	
From: Martin Powell, P. Eng. Commissioner of Transportation and Works	Meeting date: 2016/01/13

Subject

Repeal and Replacement of the Accessible Parking By-law 1-09, as amended, and Amendments to the Administrative Penalty By-law 282-13, as amended.

Recommendation

1. That a by-law to amend the Administrative Penalty By-law 282-13, as amended, (Appendix 1) be enacted as outlined in the report from the Commissioner of Transportation and Works, dated December 17, 2015 entitled "Repeal and Replacement of the Accessible Parking By-law 1-09, as amended, and Amendments to the Administrative Penalty By-law 282-13, as amended".
2. That the Accessible Parking By-law 1-09, as amended, be repealed and a new Accessible Parking By-law (Appendix 2) be enacted as outlined in the report from the Commissioner of Transportation and Works, dated December 17, 2015 entitled "Repeal and Replacement of the Accessible Parking By-law 1-09, as amended, and Amendments to the Administrative Penalty By-law 282-13, as amended".

Report Highlights

- Recent amendments to Ontario Regulation 333/07 (APS Regulation) have revoked the monetary limit for administrative penalties allowing the City to incorporate accessible parking contraventions into its Administrative Penalty System (APS) and increase the penalty amount for parking contraventions that were previously reduced due to the monetary limit.
- The Administrative Penalty By-law 282-13, as amended, must be amended to include a new schedule for Accessible By-law contraventions and increase the penalty amounts for fire route and heavy vehicle contraventions.
- A number of changes to the Accessible Parking By-law 1-09 are required to incorporate

accessible parking contraventions into the City's APS and the accessible parking requirements set out in Ontario Regulation 191/11 entitled the Integrated Accessibility Standards Regulation (IASR).

- Due to the number of changes required to the Accessible Parking By-law 1-09, as amended, it is recommended that the by-law be repealed and replaced.

Background

Administrative Penalty System

In the report from the Commissioner of Transportation and Works, dated May 1, 2013 entitled "Administrative Penalty System for Licensing and Parking Offences and Single Source Contract Award to ParkSmart Inc. for Parking Enforcement and Administrative Penalty System Solution Supplementary Report" staff informed Council that the APS Regulation limited administrative penalties for parking contraventions to \$100 and prohibited the application of administrative penalties to by-laws related to disabled parking. In addition to recommending the implementation of a system of administrative penalties for parking and licensing contraventions, staff also recommended that the penalty amounts for heavy vehicle and fire route parking be reduced from the provincial set fine amount of \$125 to \$100 to allow the contraventions to be designated under the APS.

At its meeting of July 3, 2013 Council approved these recommendations (GC-0411-2013).

In June of 2014 the City launched its APS for parking contraventions including heavy vehicle and fire route contraventions. Contraventions of the Accessible Parking By-law 1-09, as amended, continued to be enforced under the *Provincial Offences Act* and the court system. This was due to the prohibition in the APS regulation and the \$100 monetary limit. Accessible parking infractions had a provincial set fine of \$350.

Integrated Accessibility Standards

Ontario's aging population is driving a need for more accessible parking. Statistics Canada and Government of Ontario data project a four percent increase in the number of accessible parking permit holders by 2025. The province's response to this is Ontario Regulation 191/11 entitled the Integrated Accessibility Standards Regulation (IASR) enacted pursuant to the *Accessibility for Ontarians with Disabilities Act, 2005*. The IASR, Design of Public Spaces Standards (Section 80.32-80.39), sets out accessible parking requirements in an effort to provide minimum province-wide standards that will meet the needs of a diverse and growing population of accessible parking permit holders.

The accessible parking requirements apply to new parking facilities and the redevelopment of existing parking facilities intended for public use but do not apply to periodic maintenance or restorative activities such as re-painting of existing lines to mark parking spaces.

City of Mississauga Accessible Parking By-law 1-09, as amended, prohibits the parking of unauthorized vehicles in a parking space designated for vehicles displaying a valid accessible parking permit and sets out accessible parking requirements for owners and operators of public parking areas, including specifications for designated parking spaces. Accessible Parking By-law 1-09, as amended, currently does not comply with the standards as set out in the IASR.

Comments

Administrative Penalty System

On July 1, 2015 Ontario Regulation 149/15 came into effect amending the APS Regulation and revoking both the \$100 monetary limit and the provision prohibiting municipalities from designating disabled parking by-laws under its APS.

With the recent amendments to the APS regulation the City is now able to include accessible parking under its APS and increase the penalty amounts for the contraventions previously reduced due to the monetary limit.

The APS regulation requires the municipality designate the by-laws and or the parts of the by-laws to which the APS will apply. The Administrative Penalty By-law 282-13, as amended, must be amended to include an additional schedule setting out the section of the Accessible Parking By-law to which the APS will apply and the amount of the administrative penalty for the designated provision.

The current provincial set fine of \$350 for the contravention of parking a vehicle in a designated parking space without properly displaying a permit in the City of Mississauga has not changed since March of 2009 and is lower than Burlington, London, Ottawa and Toronto as shown in the following table:

Municipality	Set Fine for Parking Vehicle in a designated parking space without displaying a permit
Brampton	\$350
Burlington	\$400
Hamilton	\$350
London	\$375
Mississauga	\$350
Ottawa	\$450
Toronto	\$450
Vaughan	\$300

Staff recommend the penalty be raised from \$350 to \$400 to more effectively achieve compliance with the by-law and align with the fine amounts in other municipalities.

Staff recommend that the penalty amounts for heavy vehicle parking contraventions be increased from \$100 to \$125 to more effectively achieve compliance with the by-law and align with the provincial set fine of \$125.

Staff further recommend that the penalty amounts for fire route parking contraventions be increased from \$100 to \$175 for the following reasons:

- Since the penalty amount was decreased from \$125 to \$100 staff have observed an increase in non-compliance and increased ticket issuance as shown in the following table:

Year	# Fire Route Tickets	% of Total ticket issuance
2013 (\$125 set fine)	6,672	3%(192,680 tickets issued)
2014 (\$125 reduced to \$100 in June)	7,336	4% (189,296 tickets issued)
2015 (\$100)	9,935	6% (174,735 tickets issued)

- This data supports the conclusion that the existing penalties are not acting as a sufficient deterrent.
- Fire routes, more than any other parking prohibition, serve a significant public safety purpose by ensuring driveways are clear of any vehicles that may obstruct the passage of emergency vehicles.

- The \$125 provincial set fine for fire route parking was set in 2009 and has not been increased since.

A review of the penalties and fines for fire route contraventions in other municipalities is not of assistance as most surrounding municipalities have now transitioned to an APS and have reduced their penalty amounts for fire route contraventions to \$100 to conform to the monetary limit previously set out in the APS regulation. Staff anticipate municipalities will increase their fire route penalties now that the monetary limit in the APS regulation has been revoked.

Attached is the recommended by-law to amend the Administrative Penalty By-law 282-13, as amended (Appendix 1).

The City of Mississauga Accessible Parking By-law 1-09, as amended, currently references enforcement of its provisions in accordance with the *Provincial Offences Act*, R.S.O. 1990, Chapter P.33. To incorporate accessible parking contraventions into the City's APS the Accessible Parking By-law must add a provision allowing enforcement through the *Municipal Act*, 2001 and the City's Administrative Penalty By-law.

Integrated Accessibility Standards

The IASR states that off-street parking facilities intended for public use must have a minimum number of parking spaces for the use of persons with disabilities and sets out the specific requirements. Further, space between parking spaces that allows persons with disabilities to get in and out of their vehicles must be provided for all parking spaces for the use of persons with disabilities. The specific requirements for these access aisles are also set out in the regulation.

In addition, the IASR states that off-street parking facilities intended for public use must provide two types of parking spaces for the use of persons with disabilities: a wider parking space marked with "van accessible" signage for people who use mobility devices and need more space for the deployment of ramps and a standard parking space. Detailed specifications for each type of space are set out in the regulation.

The City's Accessible Parking By-law must incorporate these new minimum requirements.

Attached is the recommended by-law to replace Accessible Parking By-law 1-09, as amended, which incorporates both the changes required to bring accessible parking contraventions under the City's APS and the changes required pursuant to the IASR (Appendix 2).

Financial Impact

The increase to penalty amounts may have a positive impact on parking enforcement revenue; however, this cannot be said with certainty at this time. Increased penalty amounts may be offset by decreased ticket issuance as a result of increased compliance, which our experience has shown

to be a consequence of increased fines. Staff will monitor the actual impact to parking enforcement revenue.

Conclusion

The Administrative Penalty By-law 282-13, as amended, must be amended to include accessible parking contraventions and increase the penalty amounts for fire route and heavy vehicle parking contraventions. A number of changes to the Accessible Parking By-law 1-09, as amended, are required to comply with the IASR and allow for enforcement through the City's APS. It is recommended that Accessible Parking By-law 1-09, as amended, be repealed and replaced with a new Accessible Parking By-law. It is further recommended that the by-laws attached to this report be enacted substantially as set out and attached to this report.

Attachments

Appendix 1: A By-law to amend the Administrative Penalty By-law 282-13 as amended

Appendix 2: A By-law to implement a new and updated Accessible Parking By-law, and to repeal By-law 1-2009, as amended



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

Prepared by: Carla Mariuz, Project Manager, APS

APPENDIX 1

A by-law to amend By-law 282-13, being a by-law to
establish a System of Administrative Penalties
respecting the stopping, standing or parking of
vehicles in the City of Mississauga

WHEREAS sections 8, 9 and 11 of the *Municipal Act, 2001*, S.O. 2001, c. 25, as amended, ("*Municipal Act, 2001*") authorize The Corporation of the City of Mississauga to pass by-laws necessary or desirable for municipal purposes;

AND WHEREAS subsection 102.1(1) of the *Municipal Act, 2001* provides that a municipality may require a person to pay an administrative penalty if the municipality is satisfied that the person failed to comply with any by-laws respecting the parking, standing or stopping of vehicles.

AND WHEREAS the Province adopted the "Administrative Penalties" regulation, O.Reg. 333/07 pursuant to the *Municipal Act, 2001* which applies to administrative penalties in respect of the parking, standing or stopping of vehicles;

AND WHEREAS The Council of the Corporation of the City of Mississauga is desirous of amending the Administrative Penalty By-law 282-13, as amended, to effect housekeeping measures;

NOW THEREFORE the Council of The Corporation of the City of Mississauga **ENACTS** as follows:

1. That Schedule "A" Items 27, 28, 29, 30, 31, 32 and 33 Column 3 of By-law 282-13, as amended, are hereby amended by increasing the Administrative Penalty amounts from \$100.00 to \$125.00.
2. That Schedule "B" Items 1 and 2 Column 3 of By-law 282-13, as amended, are hereby amended by increasing the Administrative Penalty amounts from \$100.00 to \$175.00.
3. That section 3 of By-law 282-13, as amended, is hereby deleted in its entirety and replaced with the following section:
 3. City by-laws, or portions of City by-laws, that are listed in Schedules "A", "B" and "D" to this By-law shall be Designated By-laws and are hereby designated for the purposes of section 3(1)(b) of the Regulation and the provisions of this By-law shall apply to any contravention of a Designated By-law. Schedules "A", "B" and "D" shall set out the short form wording to be used for the contraventions of Designated By-laws and also set out the Administrative Penalties imposed for the contraventions.
4. That By-law 282-13, as amended, is hereby amended by adding Schedule "A" to this By-law, as Schedule "D".
5. This By-law shall come into force on March 1, 2016.

ENACTED AND PASSED this day of , 2016.

APPROVED AS TO FORM City Solicitor MISSISSAUGA			
Date	2015		

MAYOR

CLERK

SCHEDULE “A”

SCHEDULE “D”

CITY OF MISSISSAUGA ADMINISTRATIVE PENALTY BY-LAW
DESIGNATED BY-LAW PROVISIONS - ACCESSIBLE PARKING BY-LAW #####-2016

- 1. For the purpose of section 3 of this By-law, Column 1 in the following table lists the provisions in the Accessible Parking By-law #####-2016, that are hereby designated for the purposes of 3(1)(b) of the Regulation.
- 2. Column 2 in the following table sets out the short form wording to be used in a Penalty Notice for the contravention of the designated provisions listed in Column 1.
- 3. Column 3 in the following table sets out the Administrative Penalty amounts that are payable for contraventions of the designated provisions listed in Column 1.

ITEM	COLUMN 1 Designated Provisions	COLUMN 2 Short Form Wording	COLUMN 3 Administrative Penalty
1	20(a)	Park, stop or leave vehicle in an accessible parking space without displaying a permit	\$400.00
2	20(b)	Park, stop or leave vehicle in an accessible parking space containing a vehicle	\$400.00
3	20(c)	Park, stop or leave vehicle not fully within an accessible parking space	\$400.00
4	20(d)	Park, stop or leave vehicle in an accessible parking space in a manner that encroaches upon an access aisle	\$400.00

APPENDIX 2

Being a By-law to implement a new and updated Accessible
Parking By-law, and to repeal By-law 1-2009

WHEREAS sections 9 and 11 of the *Municipal Act, 2001*, S.O. 2001, c. 25, as amended (“Municipal Act, 2001”), authorize a municipality to enact by-laws regulating parking;

AND WHEREAS section 102 of the *Municipal Act, 2001* confers upon Council the power to pass by-laws for requiring the owners or operators of parking lots or other parking facilities to which the public has access, whether on payment of a fee or otherwise, to provide designated parking spaces for the sole use of vehicles displaying an accessible parking permit issued under and displayed in accordance with the *Highway Traffic Act*, R.S.O. 1990, c. H.8, as amended and the regulations made under it, and for prescribing the conditions of use of such permit and for prohibiting the improper use of the permit;

AND WHEREAS section 102.1 of the *Municipal Act, 2001*, provides that a municipality may require a person to pay an administrative penalty if the municipality is satisfied that the person has failed to comply with any by-laws respecting the parking, standing or stopping of vehicles;

AND WHEREAS section 427 of the *Municipal Act, 2001* provides that a by-law establishing a system of accessible parking shall provide that any person who contravenes the by-law is guilty of an offence and on conviction is liable to a fine of not less than \$300.00;

AND WHEREAS section 436 of the *Municipal Act, 2001* provides that a municipality may pass by-laws providing that the municipality may enter on land at any reasonable time for the purpose of carrying out an inspection to determine compliance with a by-law or an order made pursuant to the by-law;

AND WHEREAS the Council of The Corporation of the City of Mississauga considers it desirable to repeal By-law 1-09, being the Accessible Parking By-law as amended and enact a new By-law named The Accessible Parking By-law to capture the standards under the *Accessibility for Ontarians with Disabilities Act, 2005*.

NOW THEREFORE the Council of The Corporation of the City of Mississauga **ENACTS** as follows:

DEFINITIONS

1. In this By-law,

“**Access Aisle**” means an accessible pedestrian space for an Accessible Parking Space, that conforms to the requirements and regulations made under the *Accessibility for Ontarians with Disabilities Act*;

“**Accessibility for Ontarians with Disabilities Act**” means the *Accessibility for Ontarians with Disabilities Act, 2005*, S.O. 2005, c. 11, as amended, and the regulations made thereunder;

“**Accessible Parking Permit**” or “**permit**” means:

- (1) A current and valid parking permit for a Person with a Disability as issued by the Ministry of Transportation under the provisions of the *Highway Traffic Act*; or
- (2) A current and valid permit, number plate or other marker or device bearing the international symbol of access for people with disabilities which has been issued by a legally recognized jurisdiction outside Ontario.

“**Accessible Parking Space**” means a Parking Space designated by Authorized Parking Signs for the exclusive use of a vehicle displaying an Accessible Parking Permit in accordance with the requirements of the *Highway Traffic Act* and this By-law.

“**Administrative Fees**” means any fees specified in the Administrative Penalty By-law and listed in Schedule “C” thereto;

“Administrative Penalty” means a monetary penalty as set out in the City’s Administrative Penalty By-law for a contravention of a Designated By-law;

“Administrative Penalty By-law” means the City’s Administrative Penalty By-law 0282-2013, as amended (or its successor), being a by-law to establish a system of administrative penalties respecting the stopping, standing or parking of vehicles in the City of Mississauga;

“Authorized Emergency Vehicle” means a City fire department vehicle, an Ontario Provincial Police or a Region of Peel police department vehicle, or a Region of Peel ambulance.

“Authorized Parking Sign” means any sign, Pavement markings or other device which has been placed, installed or erected on a Highway, Private Property or Municipal Property by the City or by another party acting under the direction or authority of the City, to designate, regulate and/or enforce the provisions of this By-law and the City’s Traffic By-law, as amended;

“By-law” means this by-law to regulate Accessible Parking in the City of Mississauga;

“City” means The Corporation of the City of Mississauga;

“Designated By-law” means a by-law or provision of a by-law that is designated under the Administrative Penalty By-law or any other by-law, as a by-law or provision of a by-law to which the Administrative Penalty By-law applies;

“Highway” includes a common and public highway, street, avenue, parkway, driveway, square, place, bridge, viaduct, or trestle, any part of which is intended for or used by the general public for the passage of vehicles and includes the area between the lateral property lines thereof;

“Highway Traffic Act” means the *Highway Traffic Act*, R.S.O. 1990, c. H.8, as amended, and the regulations made thereunder;

“Municipal Property” means real property owned by the City other than Highways and includes recreation centres, arenas, park lots, fire stations, transit terminals, work yards and maintenance yards;

“Officer” means a police officer, police cadet, municipal law enforcement officer or an officer appointed for carrying out the provisions of this By-law and the *Highway Traffic Act*;

“Park” or **“Parking”** means the standing of a vehicle, whether occupied or not, except when standing temporarily for the purpose of and while actually engaged in loading or unloading merchandise or passengers;

“Parking Space” means a portion of a Highway, Municipal Property or Private Property that is designated for the Parking of a vehicle by Authorized Parking Signs;

“Pavement markings” means the markings on the pavement within a Type A Parking Space or Type B Parking Space, containing the International Symbol of Access which includes a 1525 mm x 1525 mm (5 ft. x 5 ft.) white border and symbol with a blue background field colour;

“Penalty Notice” means a notice given to a Person pursuant to the City’s Administrative Penalty By-law for a contravention of a Designated By-law;

“Person with a Disability” means any person who has been deemed to be disabled by a designated medical authority and who possesses a valid Accessible Parking Permit;

“Planning Act” means the *Planning Act*, R.S.O. 1990, c. P.13, as amended;

“Private Property” means real property owned by persons, other than property owned by the City and includes real property owned by individuals, local boards, corporations and public authorities;

“Provincial Offences Act” means the *Provincial Offences Act*, R.S.O. 1990, c. P-33, as amended;

“Public Parking Area” means any open area or portion of a structure other than a street or Highway, intended for the temporary parking of vehicles and on which there are Accessible Parking Spaces, whether their use involves the payment of a fee or otherwise;

“Repair and Storage Liens Act” means the *Repair and Storage Liens Act*, R.S.O. 1990, c. R.25, as amended;

“Stop” or “Stopping” means the halting of a vehicle, even momentarily, whether occupied or not, except when necessary to avoid conflict with other traffic or in compliance with the direction of a Police Officer, or of a traffic control sign or signal;

“Type A Parking Space” means an Accessible Parking Space for those who use mobility devices and need more space for the deployment of ramps, and has signage that identifies the space as “van accessible”;

“Type B Parking Space” means an Accessible Parking Space for those who may need the use of canes, crutches or walkers and do not need the extra space of a Type A Parking Space;

“vehicle” means any “vehicle” as defined by the *Highway Traffic Act*;

“vehicle pound facility” has the same meaning for the purposes of this By-law, as the definition of “vehicle pound facility” found in the City’s Business Licensing By-law No. 0001-2006, as amended, or its successor.

INTERPRETATION AND VALIDITY

2. Where words and phrases used in this By-law are defined in the *Highway Traffic Act*, but not defined in this By-law, the definitions in the *Highway Traffic Act* shall apply to such words and phrases.
3. Words importing the singular number shall include the plural, and words importing the masculine gender shall include the feminine, and the converse of the foregoing also applies, unless the context of this By-law otherwise requires.
4. If a court of competent jurisdiction declares any provisions or part of a provision of this By-law to be invalid or to be of no force and effect, it is the intention of Council in enacting this By-law that the remainder of this By-law shall continue in force and be applied and enforced in accordance with its terms to the fullest extent possible according to law.

NUMBER OF PARKING SPACES

5. (1) Every owner or operator of a Public Parking Area shall provide Accessible Parking Spaces in conformity with the provisions of this By-law for the use of vehicles with permits.
- (2) The minimum number of Accessible Parking Spaces which must be provided shall be calculated in accordance with the table found in Schedule “A” to this By-law.
- (3) Every owner or operator of a Public Parking Area may voluntarily provide a number of Accessible Parking Spaces above and beyond the requirements of this By-law if they so wish.

TOWING

6. **Storage Area** - An Officer, upon discovery of any vehicle Parked or Standing in contravention of this By-law, may cause it to be moved or taken to and placed or stored in a licensed vehicle pound facility and all costs and charges for the removal, care and storage of the vehicle, if any, are a lien upon the vehicle which may be enforced in the manner provided by the *Repair and Storage Liens Act*.

7. **Re-locate Vehicle** - Where any vehicle is lawfully parked pursuant to this By-law; however needs to be moved for emergency or maintenance purposes, an Officer may cause it to be moved and re-located to a nearby location.

All costs and charges for the re-location thereof, if any, will be paid by the authorized requestor and not the owner of the vehicle. The authorized requestor shall also make reasonable effort to inform the owner of the vehicle of the vehicle's relocation.

8. No person other than a person named in sections 6 and 7 of this By-law shall move or cause a vehicle to be moved to another location.

ACCESSIBLE PARKING SPACES

9. Each and every Accessible Parking Space shall:
 - (1) have an unobstructed rectangular area with a minimum width of no less than 3400 mm (11 ft. 2 in.) for a single off-street Type A Parking Space;
 - (2) have an unobstructed rectangular area with a minimum width of no less than 2400 mm (7 ft. 10-1/2) for a single off-street Type B Parking Space;
 - (3) be no less than 5200 mm (17ft) long for an off-street Parking Space;
 - (4) be no less than 7250 mm (23ft-10in.) long for an on-street Parking Space;
 - (5) incorporate Pavement markings containing the International Symbol of Access which includes a 1525 mm x 1525 mm (5 ft. x 5 ft.) white border and symbol with a blue background field colour;
 - (6) be comprised of a stable surface such as asphalt, concrete, pervious materials or other hard-surfaced material;
 - (7) be drained so as to control the pooling of surface water and prevent the flow of surface water to adjacent lands;
 - (8) be located so as to be readily accessible to a Person with a Disability, whether via ramps, depressed curbs or other appropriate means and where the Public Parking Area is intended to serve a particular building or complex, located within easy access of said building or complex;
 - (9) be placed with sufficient clearance around the vehicle in terms of other vehicles or obstacles such as light standards or waste receptacles;
 - (10) include an access aisle, where required; and
 - (11) be distinctly identified by an Authorized Parking Sign that conforms with sections 11 - 16 of this By-law.

RESPONSIBILITY OF MAINTAINING ACCESSIBLE PARKING SPACES

10. Each and every Accessible Parking Space shall be kept free and clear from obstructions, and kept free and clear of snow, ice or other material which could render the parking space unusable.

ACCESSIBLE PARKING SIGNS

11. Accessible Parking Signs referred to in this By-law shall comply with regulations made under the *Highway Traffic Act* and the *Accessibility for Ontarians with Disabilities Act*, which is in a form and content as illustrated in Schedule "B" and "C" to this By-law.
12. Accessible Parking Signs shall be mounted on a level wall surface or mounted on a permanent post, pillar, or other suitable surface, conforming to the requirements or regulations made under the *Highway Traffic Act* and the *Accessibility for Ontarians with Disabilities Act*, and be located:

- (1) At a height of 1200 mm (47 in.) from the ground/floor surface to the bottom edge of the sign;
 - (2) If mounted on a post, the post shall be colour contrasted with the background environment;
 - (3) For perpendicular parking, centred on the Parking Space; and
 - (4) For parallel parking, located toward the end of the Parking Space, on the opposite side from the access aisle.
- 13. Each and every Type A Parking Space shall have two (2) 150 mm x 300 mm (6 inches x 11 3/4 inches) signs, on the same sign post/wall mount and located immediately below the sign described in sections 9 and 11, with the words “Van Accessible” followed underneath with “Maximum Fine \$5,000.00”, as illustrated in Schedule “C” to this By-law.
 - 14. Each and every Type B Parking Space shall have a 150 mm x 300 mm (6 inches x 11 3/4 inches) sign, on the same sign post/wall mount and located immediately below the sign described in sections 9 and 11, with the words “Maximum Fine \$5,000.00”, as illustrated in Schedule “C” to this By-law.
 - 15. Each and every Accessible Parking Space shall have the applicable signs prescribed in sections 11, 13 and 14 of this By-law installed in a permanent manner at the centre of the Accessible Parking Space.
 - 16. Every owner or operator of each Public Parking Area in which Accessible Parking Signs are located, pursuant to this By-law, shall be responsible for the procurement, installation and maintenance of said Accessible Parking Signs and for ensuring that said Accessible Parking Signs comply with regulations.

EXEMPTIONS

- 17. The provisions of this By-law shall not apply to an Authorized Emergency Vehicle and shall also not apply to any vehicles while actually engaged in works undertaken for or on behalf of the City.
- 18. Subsection 5(2) of this By-law does not apply to an owner or operator of a Public Parking Area, where the Public Parking Area is already in compliance with the requirements of the City’s Zoning By-law 0225-2007, as amended or its successor, or is otherwise in compliance with the requirements of the *Planning Act*.
- 19. Section 9, subsections (1) to (4) of this By-law do not apply to an owner or operator of a Public Parking Area if compliance with these subsections will cause the Public Parking Area to be in non-compliance with the provisions of the City’s Zoning By-law 0225-2007, as amended or its successor, or is otherwise in compliance with the requirements of the *Planning Act*.

PROHIBITIONS

- 20. No person shall Park, Stop or leave a vehicle in an Accessible Parking Space unless:
 - (a) a valid Accessible Parking Permit is properly displayed upon the vehicle ensuring the permit number and expiry date are clearly visible; and
 - (b) the Accessible Parking Space is vacant of any other vehicle; and
 - (c) the vehicle is positioned fully within the Accessible Parking Space; and
 - (d) the vehicle does not encroach upon an access aisle, if any.
- 21. No owner or operator of a Public Parking Area shall fail to provide the required number of Accessible Parking Spaces pursuant to section 5 of this By-law.
- 22. No owner or operator of a Public Parking Area shall fail to provide an Accessible Parking Space that meets the requirements under Section 9 of this By-law.

- 23. No owner or operator of a Public Parking Area shall fail to maintain an Accessible Parking Space pursuant to Section 10 of this By-law.
- 24. No owner or operator of a Public Parking Area shall fail to provide Accessible Parking Signs pursuant to the requirements under Sections 11 to 16 of this By-law.
- 25. No fee shall be charged for the use of an Accessible Parking Space in excess of that fee charged to other members of the general public in request of the abutting non-Accessible Parking Spaces.

PENALTIES AND ENFORCEMENT

- 26. Any person who contravenes any of the provisions of this By-law is guilty of an offence and upon conviction is liable to a fine of not less than \$300.00 and any other penalties, as provided for in the *Provincial Offences Act*, the *Municipal Act 2001*, and the *Fire Protection and Prevention Act*, as applicable, and any such successor to each of those statutes.
- 27. Every person who contravenes section 19 of this By-law shall, when given a Penalty Notice, be liable to pay to the City an Administrative Penalty in the amount specified in the City's Administrative Penalty By-law, and shall be liable to pay to the City Administrative Fees pursuant to the City's Administrative Penalty By-law, and shall follow the procedures for payment or review/appeal as outlined in the City's Administrative Penalty By-law.
- 28. The owner of a vehicle may be charged with and convicted of an offence under this By-law for which the driver of the vehicle is subject to be charged unless, at the time of the offence, the vehicle was in the possession of some person other than the owner without the owner's consent.
- 29. An Officer may, at any reasonable time, enter on land for the purpose of carrying out an inspection to determine compliance with this By-law.

GENERAL

- 30. All Schedules attached to this By-law form part of this By-law.
- 31. This By-law shall be known as the "Accessible Parking Bylaw".
- 32. This By-law shall come into force and effect on March 1, 2016.
- 33. After the effective date of this By-law, By-law 0001-2009, as amended shall apply only to offences issued prior to the effective date of this By-law or if an order has been issued prior to the effective date, and then only to such properties until such time as the work or actions prescribed pursuant to the order have been completed or otherwise been concluded.
- 34. Subject to section 33, By-law 0001-2009 being the former Accessible Parking Bylaw shall be deemed to be repealed upon this By-law coming into force and effect pursuant to section 32.

ENACTED AND PASSED THIS day of , 2016.

APPROVED AS TO FORM City Solicitor MISSISSAUGA			
Date	2015		

MAYOR

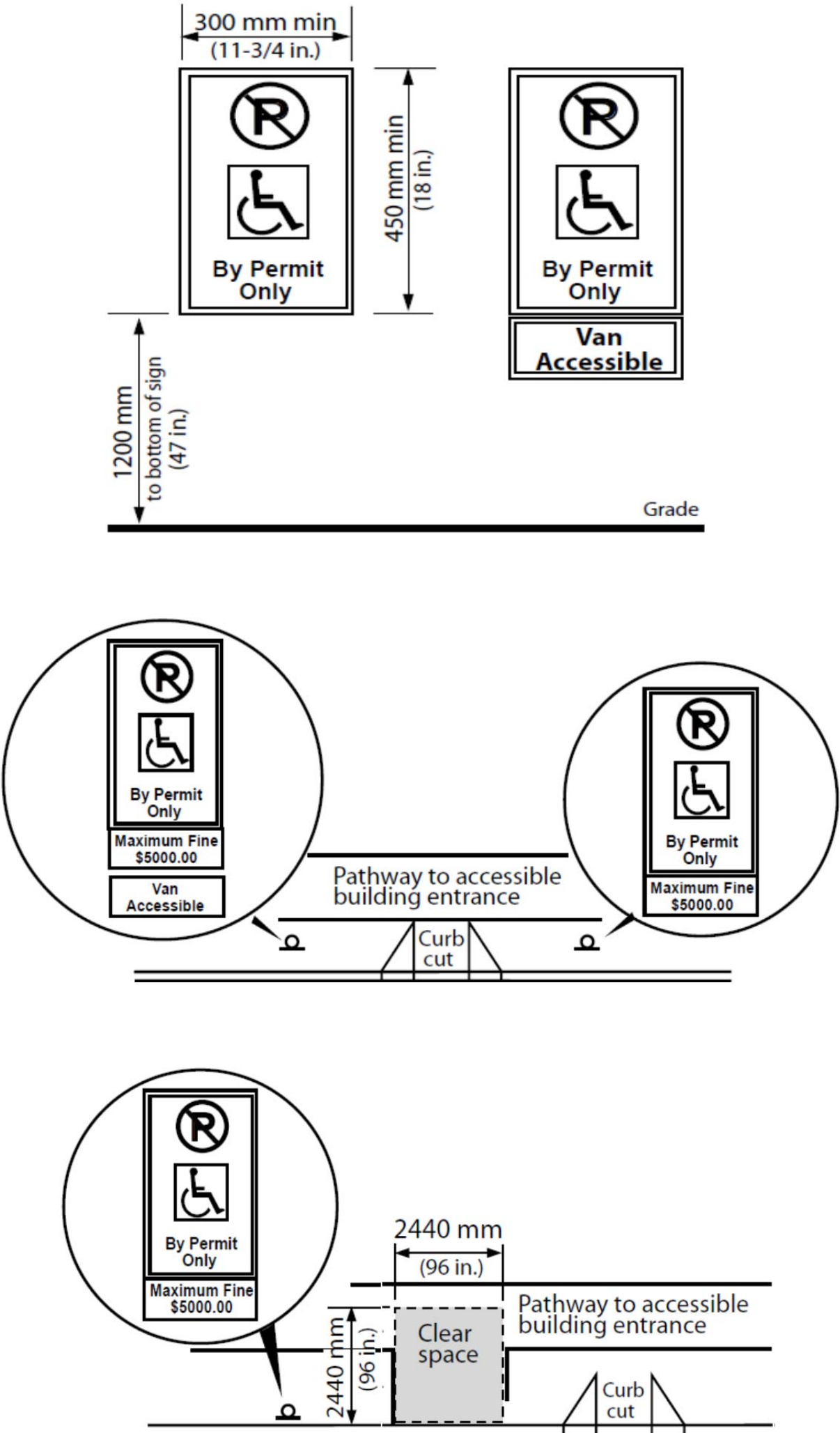
CLERK

SCHEDULE “A”
ACCESSIBLE PARKING SPACE REQUIREMENTS

Total number of parking spaces	Total number of Accessible Parking Spaces required	Type A spaces	Type B spaces
1 – 12	1	1	0
13 – 100	4%	For lots with an even number of total Accessible Parking Spaces - provide an equal number of Type A and Type B spaces.	
101 – 200	3% + 1		
201 – 1000	2% + 2		
1001 +	1% + 11		
Note:	The number of spaces shall be rounded up to the nearest whole number. For example, 6.25 spaces is rounded up to 7 spaces.	For lots with an odd number of total Accessible Parking Spaces - provide an equal number of Type A and Type B spaces. The additional space may be a Type B space.	

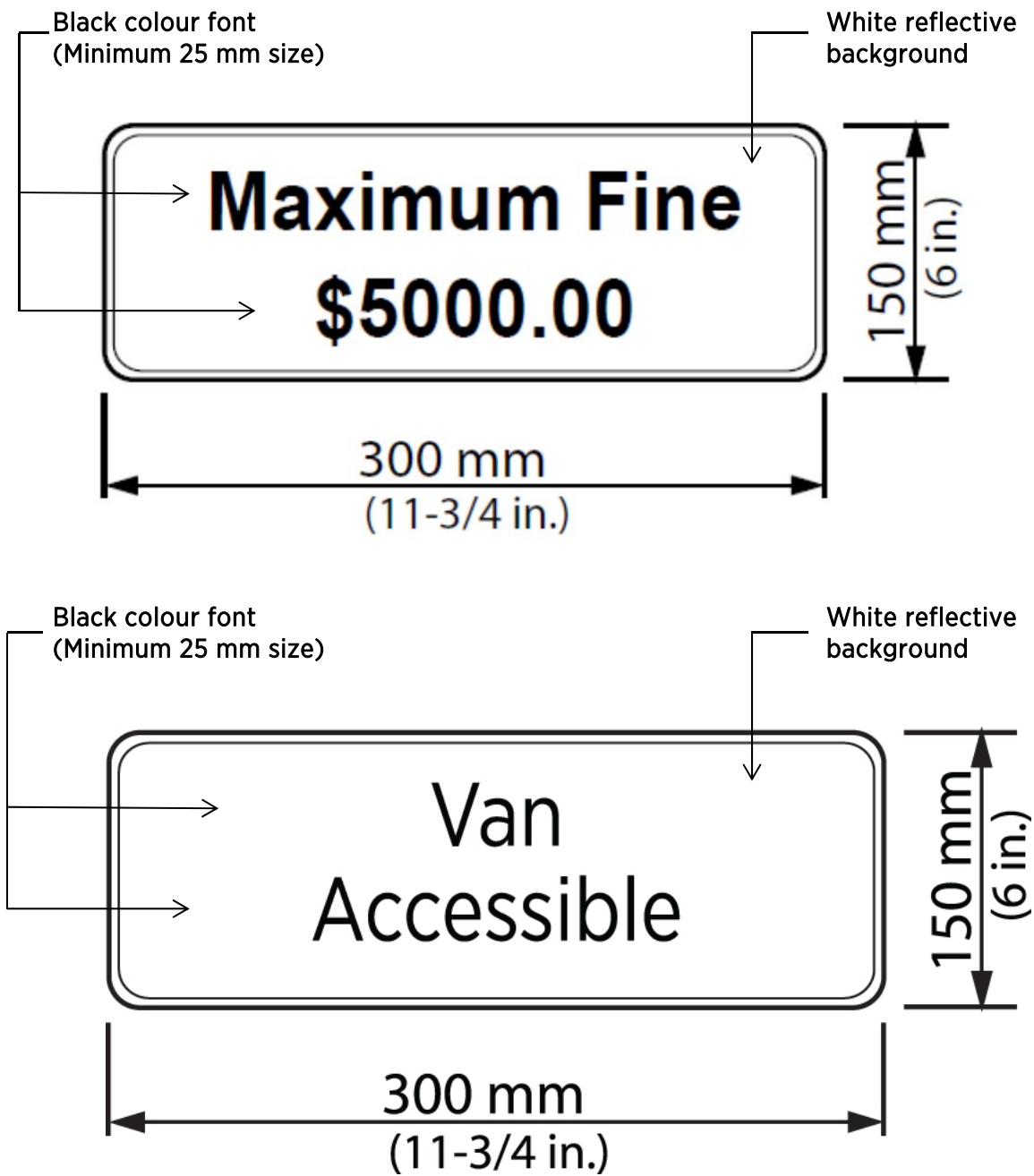
SCHEDULE "B"

ACCESSIBLE PARKING SPACE SIGN REQUIREMENTS



SCHEDULE “C”

ACCESSIBLE PARKING SPACE SECOND AND THIRD SIGN REQUIREMENTS



City of Mississauga

Corporate Report



<p>Date: December 17, 2015</p> <p>To: Chair and Members of General Committee</p>	<p>Originator's files:</p> <p>MG.23.REP RT.10.Z17 RT.10.Z32</p>
<p>From: Martin Powell, P. Eng. Commissioner of Transportation and Works</p>	<p>Meeting date:</p> <p>2016/01/13</p>

Subject

Proposed Exemption to Noise Control By-law No. 360-79 - Southeast corner of Erin Mills Parkway and Lincoln Green Way; West side of Erin Mills Parkway approximately 300 metres (984 ft.) north of Burnhamthorpe Road West.

Recommendation

That Technicore Underground Inc. be granted an exemption from Noise Control By-law No. 360-79, as amended, to allow for extended tunnelling works associated with the Phase 2 construction of the West Trunk Sanitary Sewer System between Highway 401 and Queen Elizabeth Way (QEW) at the following locations:

1. Southeast corner of Erin Mills Parkway and Lincoln Green Way intersection, commencing at 7:00 p.m. on Monday, January 25, 2016 and ending at 7:00 a.m. on Saturday, December 31, 2017.
2. West side of Erin Mills Parkway approximately 300 metres (984 ft.) north of Burnhamthorpe Road West, commencing at 7:00 p.m. on Monday, January 25, 2016 and ending at 7:00 a.m. on Saturday, December 31, 2017.

Background

Technicore Underground Inc., on behalf of the Regional Municipality of Peel, intends to proceed with the next phase of the West Trunk Sanitary Sewer System expansion.

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

Comments

Technicore Underground Inc., on behalf of the Regional Municipality of Peel, has requested an exemption from Noise Control By-law No. 360-79 to allow for a two shift tunnelling and shaft sinking operation between the shaft locations. The proposed construction hours are specified as 7:00 a.m. to 3:30 p.m. for the day shift operations followed by a 3:30 p.m. to 12:00 a.m. (midnight) afternoon shift. Some occasional construction activities outside the specified hours may occur as the need arises.

It should also be noted that McNally-Kiewit-Aecon Partnership have been approved and are currently advancing with tunneling works for the Phase 1 construction of the West Trunk Sanitary Sewer System at various existing shaft locations along Erin Mills Parkway.

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

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

The local Ward Councillors have been made aware of the proposed exemption from Noise Control By-law No. 360-79.

Financial Impact

Not Applicable.

Conclusion

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

1. Southeast corner of Erin Mills Parkway and Lincoln Green Way, commencing at 7:00 p.m. on Monday, January 25, 2016 and ending at 7:00 a.m. on Saturday, December 31, 2017.
2. West side of Erin Mills Parkway approximately 300 metres (984 ft.) north of Burnhamthorpe Road West, commencing at 7:00 p.m. on Monday, January 25, 2016 and ending at 7:00 a.m. on Saturday, December 31, 2017.

Attachments

Appendix 1: Location Map: The Noise By-law Exemption - Southeast corner of Erin Mills Parkway and Lincoln Green Way (Ward 2)

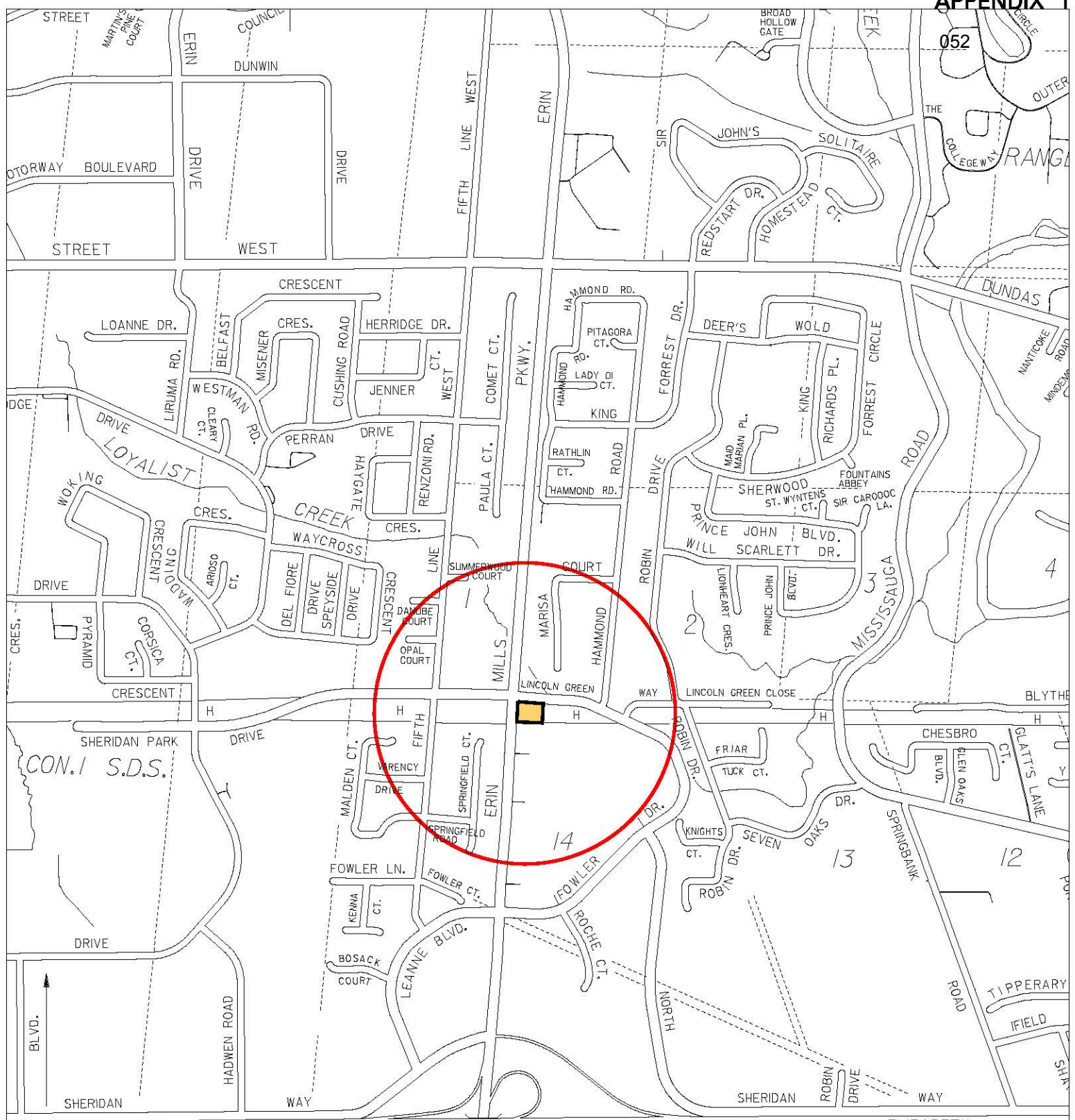
Appendix 2: Location Map: The Noise By-law Exemption - West side of Erin Mills Parkway approximately 300 metres (984 ft.) north of Burnhamthorpe Road West (Ward 8)



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

Prepared by: Darek Koziol, Traffic Operations Technologist

052



LIZABETH WAY

QUEEN

ELIZABETH

FINFAR COURT

RESS COURT

HOBBS CRES.


FONTWELL CRES.

SWANSON CRES.

HARTINGTON COURT

THETFORD COURT

DAVEBROOK



MISSISSAUGA

Transportation and Works

Works Operations & Maintenance

Location Map - the Noise By-law Exemption

SE corner of Erin Mills Parkway and Lincoln Green Way


Ward 2

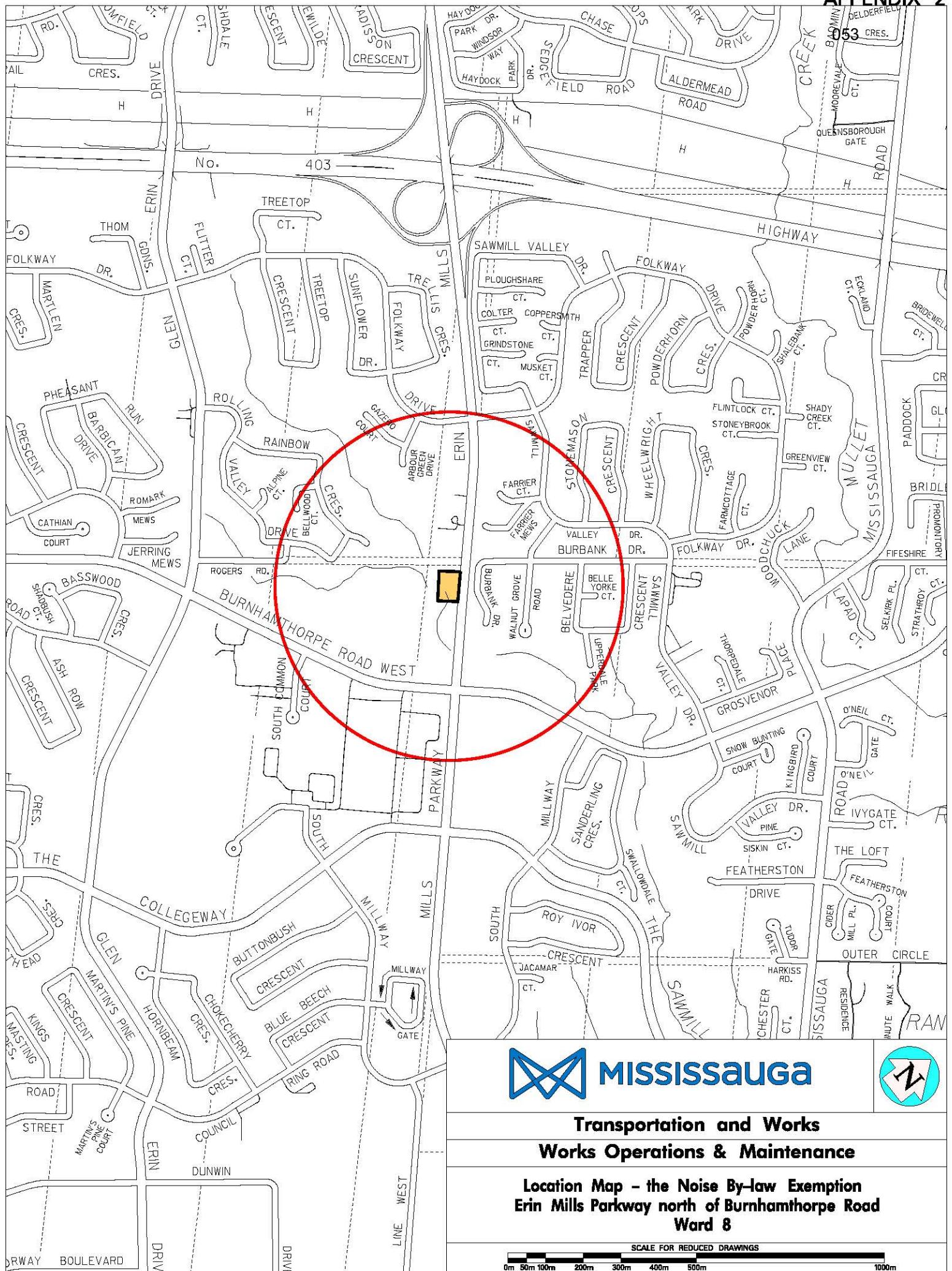
SCALE FOR REDUCED DRAWINGS

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

RD. PIERRE PL.

SOUTH WEMBURY SHERIDAN



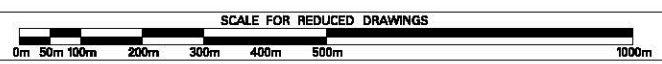


MISSISSAUGA



**Transportation and Works
Works Operations & Maintenance**

**Location Map - the Noise By-law Exemption
Erin Mills Parkway north of Burnhamthorpe Road
Ward 8**



City of Mississauga

Corporate Report



<p>Date: December 21, 2015</p>	<p>Originator's files: SP-13/125</p>
<p>To: Chair and Members of General Committee</p> <p>From: Martin Powell, P. Eng. Commissioner of Transportation and Works</p>	<p>Meeting date: 2016/01/13</p>

Subject

Municipal Works Servicing Agreement between 215 Broadway Holdings Inc. and The Corporation of the City of Mississauga Pursuant to Site Plan SP-13/125, (Ward 11)

Recommendation

That a by-law be enacted to authorize the Commissioner of Transportation and Works and the City Clerk to execute and affix the Corporate Seal to the Municipal Works Servicing Agreement between 215 Broadway Holdings Inc. and The Corporation of the City of Mississauga to the satisfaction of the City Solicitor as outlined in the Corporate Report dated December 21, 2015 from the Commissioner of Transportation and Works.

Background

Appendix 1 indicates the location of the municipal works required in support of the proposed three storey mixed use building at 215 Broadway Street under Site Plan Application SP-13/125.

Comments

215 Broadway Holdings Inc., pursuant to Site Plan Application SP-13/125, is responsible for certain municipal works associated with the proposed three-storey mixed-use building at 215 Broadway Street. These municipal works are comprised of the construction of a storm sewer and associated works along Broadway Street. The Transportation and Works Department has identified that 215 Broadway Holdings Inc. will be required to enter into a Municipal Works Servicing Agreement with the City of Mississauga. Under the terms of the Municipal Works Servicing Agreement, 215 Broadway Holdings Inc. will be responsible for the construction of these works and all associated costs.

Financial Impact

Not applicable.

Conclusion

215 Broadway Holdings Inc. is constructing certain works associated with the proposed three-storey mixed-use building at 215 Broadway Street. As these works involve new municipal infrastructure to be located within the municipal right-of-way of Broadway Street, 215 Broadway Holdings Inc. is required to enter into a Municipal Works Servicing Agreement with The Corporation of the City of Mississauga.

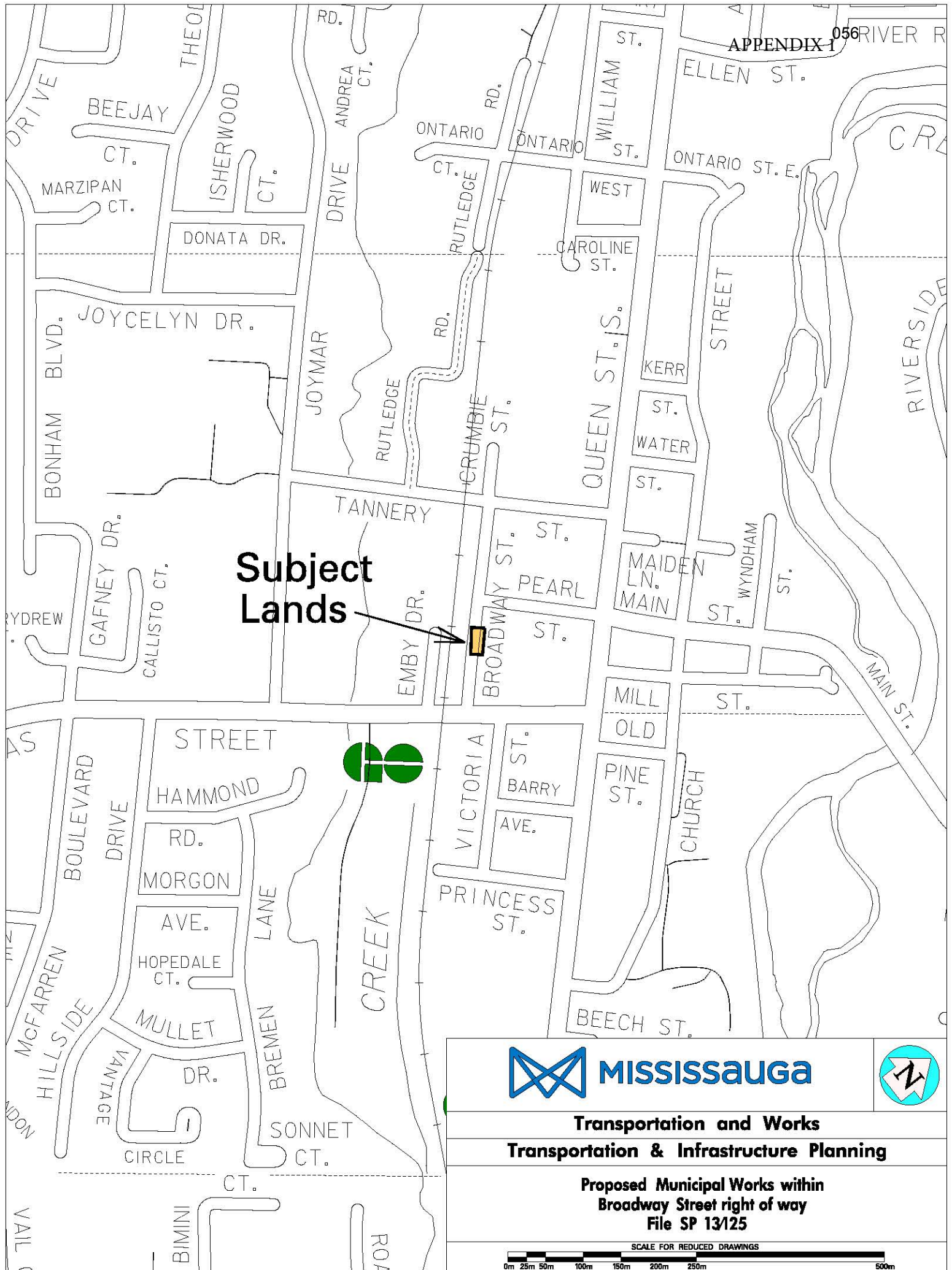
Attachments

Appendix 1: Proposed Municipal Works within Broadway Street right-of-way, SP-13/125.



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

Prepared by: Tony Rocco, C. Tech., Development Engineering Technician



**Subject
Lands**



**Transportation and Works
Transportation & Infrastructure Planning**

**Proposed Municipal Works within
Broadway Street right of way
File SP 13/25**



City of Mississauga

Corporate Report



<p>Date: December 16, 2015</p> <p>To: Chair and Members of General Committee</p> <p>From: Gary Kent, Commissioner of Corporate Services and Chief Financial Officer</p>	<p>Originator's files:</p> <hr/> <p>Meeting date:</p> <p>2016/01/13</p>
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Subject

Province of Ontario - Dedicated Gas Tax Funds for Public Transportation Program (2015/16)

Recommendation

That a by-law be enacted to authorize the Mayor and the Commissioner of Corporate Services and Chief Financial Officer to execute, on behalf of The Corporation of the City of Mississauga, the letter of agreement with Her Majesty the Queen in right of the Province of Ontario, represented by the Minister of Transportation for the Province of Ontario, under the Dedicated Gas Tax Funds for Public Transportation Program (2015/2016), which agreement is attached as Appendix 1 to the corporate report dated December 16, 2015 from the Commissioner of Corporate Services and Chief Financial Officer.

Background

Annually, the Minister of Transportation advises each municipality of the amount of gas tax funds it is eligible to receive. On June 13, 2013, Provincial Gas Tax funding was made permanent when the *Dedicated Funding for Public Transportation Act, 2013* received Royal Assent.

Comments

Provincial gas tax funding may only be used for operating and capital expenditures for transit services, unchanged from the previous year's program.

Provincially, total available funding for the year is calculated based on a sharing formula of \$0.02 per litre and will be approximately \$332.9 million. The program allocation formula remains unchanged and is based on 70% ridership and 30% population which is updated annually.

The 2015/16 annual allocation is \$16.3 million. MiWay's 2016 operating plan/budget includes an

allocation of approximately \$16.1 million in provincial gas tax revenues to cover the costs of service expansion and improvements introduced from 2005 to 2010.

To secure the City's share of funding from this program, the Ministry of Transportation must receive a signed letter of agreement. The agreement must be accompanied by a municipal by-law permitting the municipality to enter into the letter of agreement. A copy of the agreement is attached as Appendix 1.

Financial Impact

The Ministry of Transportation will process a payment for \$12,231,657 when they receive the authorizing municipal by-law and signed agreement. This amount represents 75% of the City's annual allocation.

Conclusion

A municipal by-law permitting the municipality to enter into the letter of agreement needs to be completed and forwarded to the Ministry of Transportation by January 29, 2016. This action will secure the City's share of provincial gas tax funding.

Attachments

Appendix 1: Letter of Agreement



Gary Kent, Commissioner of Corporate Services and Chief Financial Officer

Prepared by: Donna Herridge, Manager, Finance Transportation and Works

**Ministry of
Transportation**

Office of the Minister

Ferguson Block, 3rd Floor
 77 Wellesley St. West
 Toronto, Ontario
 M7A 1Z8
 416-327-9200
www.ontario.ca/transportation

**Ministère des
Transports**

Bureau du ministre

Édifice Ferguson, 3^e étage
 77, rue Wellesley ouest
 Toronto (Ontario)
 M7A 1Z8
 416-327-9200
www.ontario.ca/transports



November 12, 2015

Her Worship Bonnie Crombie
 Mayor
 City of Mississauga
 300 City Centre Drive
 Mississauga, ON L5B 3C1

Dear Mayor Crombie:

RE: Letter of Agreement between Her Majesty the Queen in right of the Province of Ontario, represented by the Minister of Transportation for the Province of Ontario (the "Ministry") and the City of Mississauga (the "Municipality") Related to Funding Provided by the Province of Ontario (the "Province") to the Municipality under the Dedicated Gas Tax Funds for Public Transportation Program (this "Letter of Agreement")

This Letter of Agreement sets out the terms and conditions for the use of dedicated gas tax funds by municipalities for public transportation.

As the Province desires to increase public transportation ridership to support the development of strong communities, the Ministry maintains a Dedicated Gas Tax Funds for Public Transportation Program (the "Program"), under which two cents of the existing provincial gas tax is provided to municipalities for public transportation expenditures.

Following the passage of the *Dedicated Funding for Public Transportation Act, 2013* (the "DFPTA"), a portion of the tax that is paid to Ontario under the *Gasoline Tax Act* in each fiscal year is dedicated to the provision of grants, including those pursuant to the Program, to municipalities for public transportation.

Any funding to the Municipality by the Ministry will be provided in accordance with the terms and conditions set out in this Letter of Agreement and the enclosed Dedicated Gas Tax Funds for Public Transportation Program 2015/2016 Guidelines and Requirements (the "guidelines and requirements").

In consideration of the mutual covenants and agreements contained in this Letter of Agreement and the guidelines and requirements, which have been reviewed and are understood by the Municipality and are hereby incorporated by reference, the Ministry and the Municipality covenant and agree as follows:

1. To support increased public transportation ridership in the Municipality, and in recognition of the Municipality's need for predictable and sustainable funding to support investments in the renewal and expansion of public transportation systems, the Ministry agrees to provide funding to the Municipality under the Program in an amount up to

-2-

\$16,308,876 in accordance with, and subject to, the terms set out in this Letter of Agreement and the guidelines and requirements, with \$12,231,657 payable on receipt of this signed Letter of Agreement and related authorizing municipal by-law(s), and any remaining payment(s) payable thereafter.

2. Despite Section 1, the Municipality understands and agrees that any amount payable under this Letter of Agreement may be subject, at the Ministry's sole discretion, to adjustment to reflect final gas tax receipts and any other adjustments as set out in the guidelines and requirements.
3. If the Municipality receives dedicated gas tax funds on behalf of any other municipality, and the other municipality has agreed to the Municipality collecting the dedicated gas tax funds on its behalf, the Municipality shall provide, upon request and in compliance with the requirements set out in the guidelines and requirements, any applicable municipal by-law and legal agreement between the Municipality and the other municipality providing for such arrangement to the Ministry prior to the payment of any dedicated gas tax funds by the Ministry under this Letter of Agreement.
4. The Municipality shall deposit the funds received under this Letter of Agreement in a dedicated gas tax funds reserve account, and use such funds and any related interest only in accordance with the guidelines and requirements.
5. The Municipality shall adhere to the reporting and accountability measures set out in the guidelines and requirements, and shall provide all requested documents to the Ministry.
6. The Municipality understands and agrees that the funding provided under this Letter of Agreement represents the full extent of the Ministry's and Province's financial contribution under the Program, and that no additional funds will be provided by either the Ministry or the Province for such purposes to the Municipality for the 2015/2016 Program year.
7. The Ministry may terminate this Letter of Agreement at any time, without cause, liability, penalty or costs upon giving at least sixty (60) days written notice to the Municipality. If the Ministry terminates this Letter of Agreement without cause, it may cancel all further dedicated gas tax funds payments. Where the Ministry has terminated this Letter of Agreement under this Section, the Ministry may, after determining the Municipality's reasonable costs to terminate any binding agreement for any eligible public transportation service acquired, or to be acquired, with dedicated gas tax funds provided under this Letter of Agreement, provide the Municipality with additional funding to offset, in whole or in part, such costs. The additional funding may be provided only if there is an appropriation for this purpose, and in no event shall the additional funding result in the total funding under this Letter of Agreement exceeding the amount specified under Section 1.
8. Any provisions, including those in the guidelines and requirements, which by their nature are intended to survive the termination or expiration of this Letter of Agreement, shall survive its termination or expiration.

-3-

9. This Letter of Agreement may only be amended by a written agreement duly executed by the Ministry and the Municipality.
10. The Municipality agrees that it will not assign any of its rights or obligations under this Letter of Agreement.
11. The invalidity or unenforceability of any provision of the Letter of Agreement will not affect the validity or enforceability of any other provision of the Letter of Agreement. Any invalid or unenforceable provision will be deemed to be severed.
12. The term of this Letter of Agreement will commence on the date of the last signature of this Letter of Agreement.
13. The Municipality hereby consents to the execution by the Ministry of this Letter of Agreement by means of an electronic signature.

If the Municipality is satisfied with and accepts the terms and conditions of this Letter of Agreement, please secure the required signatures for the four enclosed copies of this Letter of Agreement and return two fully signed copies to:

Ministry of Transportation
Division Services and Program Management Office
27th Floor, Suite #2702
777 Bay Street,
Toronto, Ontario M7A 2J8

Once the Ministry has received the signed copies of this Letter of Agreement and a copy of the authorizing municipal by-law, the Ministry will make arrangements for the payment of the dedicated gas tax funds to the Municipality.

Yours sincerely,



Steven Del Duca
Minister of Transportation

I have read and understand the terms of this Letter of Agreement, as set out above, and, by signing below, I am signifying the Municipality's consent to be bound by these terms.

City of Mississauga

Per: _____
Mayor

Date: _____

Per: _____
Chief Financial Officer/Treasurer

Date: _____

City of Mississauga

Corporate Report



<p>Date: November 10, 2015</p> <p>To: Chair and Members of General Committee</p> <p>From: Paul Mitcham, P. Eng, MBA, Commissioner of Community Services</p>	<p>Originator's files:</p> <hr/> <p>Meeting date:</p> <p>January 13, 2016</p>
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Subject

Name Change of Holcim Waterfront Estate (Ward 2)

Recommendation

1. That the Commissioner of Community Services and City Clerk be authorized, on behalf of The Corporation of the City of Mississauga (the "City"), to execute an Assignment Agreement among the City, Holcim (Canada) Inc. ("Holcim") and CRH Plc. ("CRH"), in a form satisfactory to Legal Services, to give effect to the assignment of all rights and obligations of Holcim in the Sponsorship Agreement between the City and Holcim dated July 26, 2013 to CRH Plc.
2. That Council waive the thirty (30) day notice requirement for the re-naming process, as required by Corporate Policy and Procedure No. 05-02-02, "Property and Facility Naming and Dedication".
3. That all necessary bylaw(s) be enacted.

Report Highlights

- On July 3, 2013, Council authorized the Commissioner of Community Services and the City Clerk to execute a letter of intent with Holcim (Canada) Inc. ("Holcim"), granting Holcim title naming rights to the Bell-Gairdner Estate.
- On April 7, 2014, Holcim Ltd. and Lafarge SA ("Lafarge") publicly announced a global merger. The merger resulted in Holcim selling their Canadian operations and all associated assets to Ireland's CRH Plc. ("CRH")
- As a result of the sale of all of Holcim Ltd.'s Canadian assets to CRH, Holcim has requested the City's consent to assign all of its rights and obligations set out in the Sponsorship Agreement between Holcim and the City to CRH and, consequently, to rename the Holcim

Waterfront Estate to the CRH Waterfront Estate.

- CRH Canada has agreed to cover all costs incurred by the City related to changes in signage at the facility including the main facility sign, way-finding street signage, and promotional signage.

Background

On July 3, 2013, Council through Resolution 0142-2013 authorized the Commissioner of Community Services and the City Clerk to execute a letter of intent with Holcim regarding the offer of cash and materials to the City for construction at the Bell-Gairdner Estate while a sponsorship agreement was finalized. This resolution also directed staff to finalize an agreement which was executed on July 26, 2013 and authorized by By-Law 0183-2013 (“Sponsorship Agreement”).

Comments

On April 7, 2014, Holcim Ltd. and Lafarge SA (“Lafarge”) publicly announced a global merger. Ireland’s CRH Plc, agreed to purchase Holcim’s Canadian assets which Holcim was required to sell for regulatory approval of the proposed merger. The City’s consent is required to assign all of Holcim’s rights and obligations to CRH Plc. under the Sponsorship Agreement. An Assignment Agreement is required to formalize this change.

In addition, staff would like to amend the “Use of Facility” section of the Sponsorship Agreement. The initial proposal to Holcim offered 5 annual uses of the indoor meeting space based on a \$1,000 per full-day rental rate. However, the current full-day rental fee is \$550 and Holcim has shown interest in booking for half days. Moreover, they’d like to book the full facility for some functions and that rate is \$2,700 per day. The spirit of the offer was for facility use to be flexible, not fixed, while working within a maximum value constraint. Staff would like to amend the clause to read that CRH will receive a value bank of \$5,000 to be used annually towards facility rental fees at CRH Waterfront Estate.

Financial Impact

CRH Canada has agreed to cover all costs incurred by the City related to changes in signage at the facility including the main facility sign, way-finding street signage, and promotional signage.

Conclusion

CRH Canada Inc. has committed to carrying on the long-standing and strong, relationship with the City that began with St. Lawrence Cement and was carried forward by Holcim. This partnership represents strong value for the City as the material contribution will be utilized to enhance and augment the facility, and the cash contribution will be utilized to help market and promote the venue to the public.



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

Prepared by: Michael Campbell, Manager, Sponsorship & Corporate Development

City of Mississauga

Corporate Report



<p>Date: December 8, 2015</p> <p>To: Chair and Members of General Committee</p>	<p>Originator's files:</p> <p>CD.10.60</p>
<p>From: Paul Mitcham, P. Eng, MBA, Commissioner of Community Services</p>	<p>Meeting date:</p> <p>January 13, 2016</p>

Subject

Request for permission to submit a Minor Variance Application to the Committee of Adjustment within Erindale Park, 1695 Dundas West Street, (Ward 6)

Recommendation

That the Community Services Department be authorized to submit a minor variance application, on behalf of Credit Valley Conservation, to permit the continued use of a washroom at Erindale Park until the permanent permission can be addressed through the City initiated Zoning By-Law Amendment.

Report Highlights

- The existing washroom was constructed in 1999 and has reached the end of its lifecycle.
- Due to high public demand, it is the City's desire to replace the existing washroom with a permanent facility. The facility will respond to recently updated accessibility standards; provide all-season access; integrate parks maintenance storage to optimize construction and maintenance efficiencies, while increasing casual surveillance of the washroom.
- The City leases the lands from Credit Valley Conservation (CVC) who support the construction of a new, permanent facility (see Appendix 2).
- The process will be subject to community information sessions regarding the proposed washroom design and its features.
- The replacement washroom is proposed in the general vicinity of the existing washroom (see Appendix 1).
- The consultant(s) for the washroom design and construction will be retained in the summer of 2016 with construction to be completed during spring 2018.

Background

Erindale Park, located at 1695 Dundas Street West was formerly the site of a hydro-electric dam and a sanitary landfill. The lands are owned by Credit Valley Conservation, and leased by the City of Mississauga.

Opened in 1986, the property is the City's largest park at 90 hectares (220 acres) and is the site for numerous events throughout the year. The park features five picnic facilities that can accommodate approximately 500 people, barbecue facilities, a playground, a lookout, a toboggan hill and parking for approximately 400 vehicles. It offers walking opportunities via the Culham Trail, fishing, canoeing, and excellent views of the Credit River valley.

The existing washroom was constructed in 1999 as a semi-permanent facility through the permissions afforded by Section 19 of the Zoning By-law. Section 19 identified instances where undertakings by a public authority were exempt from the provisions of the Zoning By-law. The section provided the City the opportunity to use its lands for its own purposes, notwithstanding zoning regulations that might otherwise restrict or forbid a prospective use.

In this instance, it allowed the City to construct a washroom within a Greenbelt Zone wherein the construction of any building would typically be prohibited.

Present Status

Erindale Park has a high volume of public use throughout the year and is a picnic and fishing destination. The washroom must be replaced as it has reached the end of its lifecycle and does not meet accessibility standards. A seasonal temporary washroom facility will be provided during the 2016 and 2017 season until the new washroom facility is opened to the public.

The new washroom is proposed to be located in the same vicinity as the present washroom and no modifications to the adjacent parking lots are expected (see Appendix 1). In addition to the incorporation of the new Provincial accessibility standards, the building is anticipated to provide for all-season use and include Parks Operations storage thereby optimizing construction and maintenance efficiencies while increasing opportunities for casual staff surveillance of the facility.

Comments

The subject lands are zoned Greenbelt (G1-14). In addition to the passive recreation and natural heritage protection afforded by the G1 zone, exception 14 allows for temporary tents and/or stage on the site but does not allow for the provision of other buildings or structures.

As the permission for the washroom provided through Section 19 of the former Zoning By-law is no longer in effect, a minor variance is required to provide for the continuation of the washroom use until the subject permissions are addressed through the next City initiated Zoning By-Law Amendment.

Consequently, staff request permission to submit a variance application on behalf of the Credit Valley Conservation as the owner of the property. See Appendix 2 for CVC's letter of support.

Strategic Plan

Mississauga's Strategic Plan under the "Completing our Neighbourhoods" pillar states that our future Mississauga is a beautiful, sustainable city with safe neighbourhoods that support a strong, connected and vibrant community - a place where all can live, work and prosper. People can play as a child, walk to meet a friend, fall in love, raise a family and grow old.

The continued provision of a washroom in Erindale Park contributes to the objective to provide opportunities for everyone to enjoy great parks, plazas and unique natural environments.

Financial Impact

A fee of approximately \$1325.00 is required for the variance application and will be addressed through existing budgets.

Conclusion

That the Community Services Department be authorized to submit a minor variance application to the Committee of Adjustment to permit the continued use of a washroom at Erindale Park until a site specific exemption can be addressed through the City initiated Zoning By-Law Amendment.

Attachments

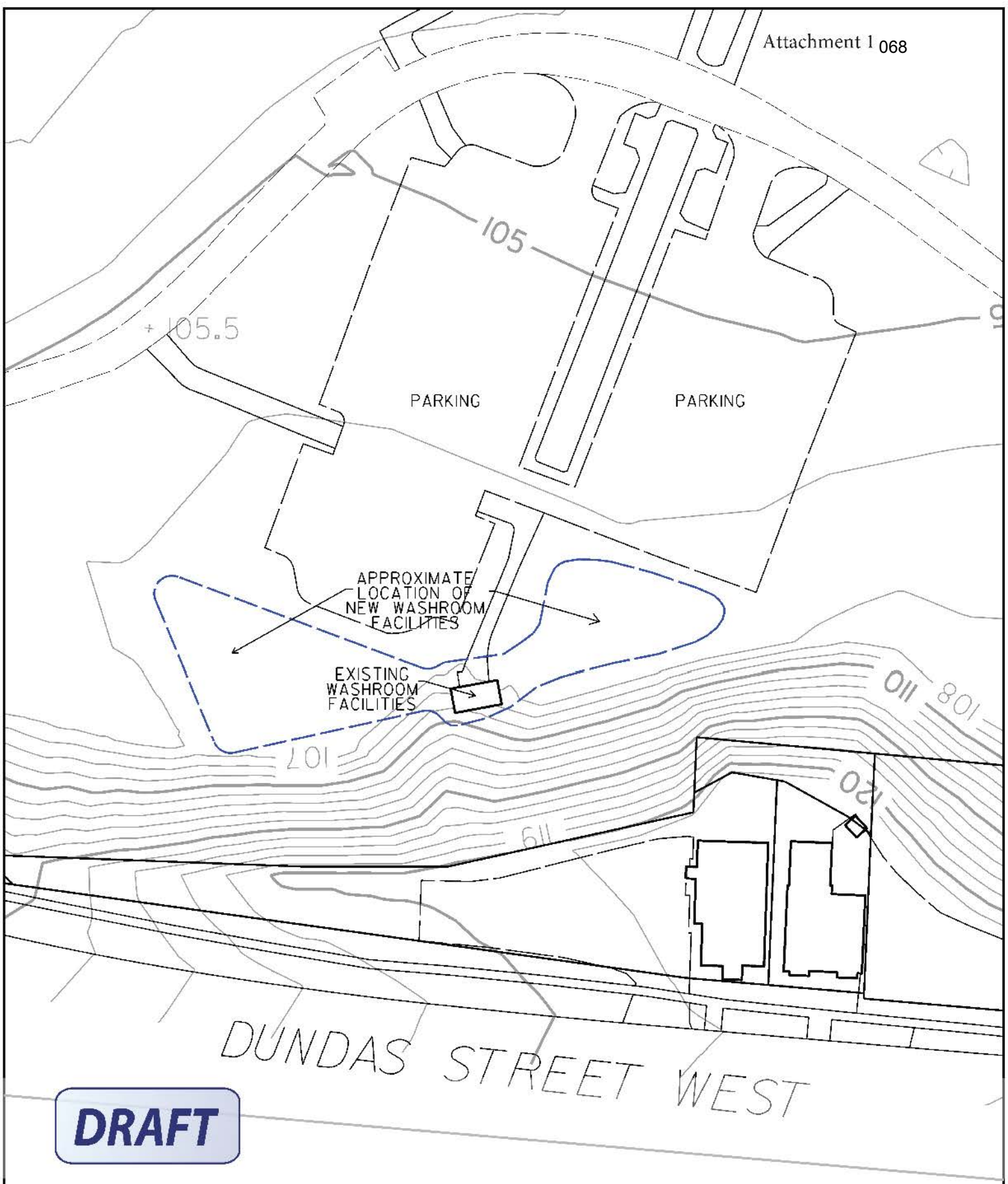
Appendix 1: Existing/Proposed Washroom Location

Appendix 2: Letter of Support from Credit Valley Conservation

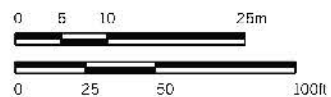


Paul Mitcham, P. Eng, MBA, Commissioner of Community Services

Prepared by: Mark Howard, Team Leader, Park Planning, Community Services



ERINDALE PARK WASHROOM FACILITIES RELOCATION MAP





October 28th, 2015

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

ATTN: Erin Senior BFA, BURPI
Planner - Long Term Planning, Park Planning

RE: Landowner Authorization for Committee of Adjustment Process – Erindale Washroom Building

This letter is issued to provide landowner support and authorization for an application to the City of Mississauga's Committee of Adjustment respecting the Erindale Park Washroom facility at Erindale Park. We confirm that CVC is the registered owner of a certain portion of park lands known municipally as Erindale Park (PIN 13881-0153), which is under long term lease to the City of Mississauga for conservation, recreation and open-space purposes.

It is our understanding that the City of Mississauga is in the process of planning and designing a new washroom facility at Erindale Park and is currently pursuing internal processes through the Committee of Adjustment to correct zoning and permitted uses to allow the facility redevelopment to occur.

For the purposes of this washroom redevelopment and all the ancillary authorizations required through the City's own processes, including applications to its Committee of Adjustment, CVC authorizes the City of Mississauga to apply for on any such permits and permissions and to act as an agent on behalf of CVC.

If there are further requirements of CVC for authorization please contact the undersigned.

A handwritten signature in black ink, appearing to read 'Jesse de Jager'.



Jesse de Jager
Conservation Lands Planner
Credit Valley Conservation Authority
jesse.dejager@creditvalleyca.ca | 905.670.1615 ext 281



City of Mississauga

Corporate Report



Date: December 8, 2015

To: Chair and Members of General Committee

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

Meeting date:

2016/01/13

Subject

Program Agreement between Trillium Heath Partners and the Corporation of the City of Mississauga for the development and implementation of therapeutic recreation programs.

Recommendation

1. That the Commissioner of Community Services and the City Clerk be authorized on behalf of the Corporation of the City of Mississauga (the "City") to enter into an agreement together with all ancillary agreements with Trillium Health Partners to facilitate the development and implementation of therapeutic recreation programs in a form satisfactory to Legal Services as outlined in the Corporate Report dated December 8, 2015 from the Commissioner of Community Services.
2. All necessary by-law(s) be enacted.

Report Highlights

- The City of Mississauga and Trillium Heath Partners have been working together to develop therapeutic programs for over ten years (ie. Sweet Success).
- The current programs are governed by individual program agreements.
- The proposed comprehensive agreement will allow for continued operations of existing programs and efficient and responsive expansion of new therapeutic programs to meet the needs of our residents.

Background

The City of Mississauga and Trillium Health Partners have been working together to deliver a number of therapeutic recreation programs to residents for over ten years. These programs provide participants living with chronic conditions access to physical activity and fitness opportunities in order to help sustain independence in their daily living.

Programs such as “Sweet Success”, “Stronger and Steadier” and “Moving On” have been developed and implemented in partnership with either the former Credit Valley Hospital or Trillium Health Mississauga. Each program operated under a separate legal agreement and was reviewed annually by City and hospital staff.

Trillium Health Partners works with City staff to provide support in detailed program planning to ensure long-term participant success. Trillium has supported the development of program content, provided education resources, patient referrals and staff to ensure a smooth transition from hospital rehabilitation programs to community-based, recreation programs where participants can integrate into their community. The existing programs take place in our recreation facilities with City staff and in some cases Trillium staff co-leading activities. Participants pay appropriate user fees.

A new comprehensive agreement between the City of Mississauga and Trillium Health Partners will ensure continued development of programs that meet the needs of our residents for whom traditional recreation programs are not a suitable fit.

The proposed comprehensive agreement will ensure programs are operated under a similar set of guidelines. Each individual program will be documented as a program schedule under the overarching agreement. The new agreement will clearly outline the obligations of the City and Trillium Health Partners, simplify the process for adding new programs and enable sharing of non-medical information to provide evidence-based benefits of participating in therapeutic recreation programs.

Comments

The merging of the two hospitals into Trillium Health Partners combined with a greater demand for therapeutic recreation programs has provided the opportunity to merge existing single program contracts into an overarching agreement. The partnership will provide a structure for developing stronger working relationships that will allow for more responsive programming to meet resident's needs.

The existing partnership programs operate to support individuals with a particular chronic condition. Many participants have transitioned from the partnership programs to the City's fitness, aquatic or therapeutic memberships after their program completion.

The City of Mississauga introduced a therapeutic membership in December 2014. This membership is geared to providing programming opportunities both on-land and in-water to our residents recovering from short-term mobility issues or living with a chronic condition. Therapeutic recreation is a growing segment of our business and bridges the gap between hospital services and mainstream recreation.

Strategic Plan

The partnership program agreement aligns with the Belong pillar by strengthening individuals in our community who live with chronic conditions or who are recovering from an injury.

Financial Impact

The direct costs associated with the delivery of the programs are fully recovered through participant fees.

Conclusion

Attending therapeutic programs helps participants manage chronic conditions or physical limitations and improves their quality of life and social interaction. This agreement allows for continued delivery of existing partnership programs and supports a streamlined process to develop additional programming to support our residents.



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

Prepared by: Jodi Robillos, Area Manager, Recreation

City of Mississauga

Corporate Report



<p>Date: December 15, 2015</p>	<p>Originator's files:</p>
<p>To: Chair and Members of General Committee</p> <p>From: Gary Kent, Commissioner of Corporate Services and Chief Financial Officer</p>	<p>Meeting date:</p> <p>2016/01/13</p>

Subject

Single Source Recommendation with SAP Canada Inc.

File Ref: FA.49.331-15

Recommendation

1. That report of the Commissioner of Corporate Services and Chief Financial Officer dated December 15, 2015 and entitled Single Source Recommendation for SAP Canada Inc. be received for information.
2. That the Purchasing Agent be authorized to initiate contract negotiations with SAP Canada Inc. to continue a long term partnership and establish the licensing model and maintenance agreements for the ten year period, January 2016 – December 2025.
3. That the Purchasing Agent be authorized to execute the contract and all related ancillary documents with SAP Canada Inc., on a single source basis for products, professional services and maintenance and support, subject to City Solicitor approval of the contract and annual budget approval. This includes renewal of existing maintenance and support and forecasted growth for the first five year period.
4. That the Purchasing Agent be authorized to increase the value of the contact where necessary to accommodate growth and where the amount is provided in the budget and negotiate and issue contract amendments to add any future ERP Solution features, functionalities, modules and systems from SAP Canada Inc. to accommodate the City's new growth requirements such as better alignment, audit controls, modernization and mobility where the amounts are approved in the budget.
5. That SAP Canada Inc. continues to be designated a "City Standard" for the ten year period, January 2016 to December 2025.

Report Highlights

- SAP Canada Inc. is the City Standard for Enterprise Resource Planning (ERP) for all Finance and Human Capital functions.
- SAP as an Enterprise Resource Planning system is a best practice in the public service for large and mid-size public sector organizations. Today, the City uses SAP solutions for HR and Finance functions including managing three-quarters of a billion dollars in revenue and half a billion dollars in expenditures annually; as well as processing payroll and HR transactions for over 7,500 staff.
- A series of new features and minor improvements have been implemented based on recommendations from the IT Plan 2.0, continuous improvement recommendations of e3 and Lean and Audit recommendations. Employee Self-Serve and Manager Self-Serve were rolled out to more than 3,100 full time staff allowing staff to view pay statements, benefits and vacation leave statements and update personal information and Managers to approve time and view information relating to their staff.
- The initiatives identified in the SAP Roadmap better positions the City of Mississauga as a large tier municipality that will continue to grow and put further demands on our use of Enterprise Resource Planning systems for managing a significant financial and human capital asset base.
- Key initiatives planned for the next five years include expanding Employee Self-Serve for Fire and Transit union staff, part-time and temporary staff; solutions for Talent Acquisition, Learning Management, Performance, Goals and Compensation Management, Succession Planning, Career Development, Analytics for City wide use; and solutions to automate Accounts Payables invoice and expense report processing and payments.
- It is recommended to authorize the Purchasing Agent to initiate contract negotiations and execute the contract with SAP Canada Inc., on a single source basis, for products, professional services and maintenance and support, subject to City Solicitor and annual budget approval.

Background

SAP Canada Inc. has been the City Standard for Enterprise Resource Planning (ERP) for financials, accounting, accounts receivables, accounts payables, purchasing, revenue management and financial reporting. The City also used the PeopleSoft ERP system for its people planning, payroll and HR administrative functions up until 2010 when all of these functions were rolled into the SAP solution establishing SAP as the City's Enterprise Resource Planning System for all Finance and Human Capital functions. The City of Mississauga established a relationship with SAP Canada Inc. to grow its use of SAP upon the completion of the PeopleSoft to SAP conversion introducing new features and efficiencies for a rapidly growing corporation with a significant workforce and financial responsibility.

The City has grown significantly over the past ten years with many historical business processes and systems in place that have not scaled well. There are still many manual processes, smaller systems and use of spreadsheets that make it complex to effectively manage business processes in a large organization while maintaining compliance with policies and best practices for Finance and Human Resources. The City will continue to grow in the coming years and this growth cannot be sustained with the current processes and systems in place without negative implications and risk to the corporation.

The development of the SAP Roadmap establishes a clear set of initiatives and SAP solutions that will assist in sustaining the City's growth and support the HR and Finance business strategies for the next five years.

Comments

Through benchmarking, we have established that the SAP Enterprise Resource Planning system is a best practice in the public service for large and mid-size public sector organizations. Since inception 43 years ago, SAP Canada Inc. has grown to serve more than 293,000 customers in 190 countries and has become a world leader in enterprise applications. In addition to the City of Mississauga, other Canadian municipalities using SAP include: City of Toronto, City of Ottawa, City of Kitchener, City of Barrie, City of Thunder Bay, City of Vancouver, City of Edmonton, City of Nanaimo, City of Burnaby, City of Abbotsford and Region of Halton.

Today, the City uses SAP solutions for HR and Finance functions including managing three-quarters of a billion dollars in revenue and half a billion dollars in expenditures annually; as well as processing payroll and HR transactions for over 7,500 staff.

A series of new features and minor improvements have been implemented based on recommendations from the IT Plan 2.0, Continuous Improvement recommendations of e3, Lean and Audit recommendations including:

- Employee Self-Serve (ESS) and Manager Self-Serve (MSS) applications were rolled out to more than 3,100 full time staff allowing staff to view pay statements, benefits and vacation leave statements and supervisors to approve time and view information relating to their staff.
- The Personal Information Change allows staff to update their own personal information online resulting in more accurate and up to date information and eliminating manual processes.
- The Position Authorization Form allows hiring managers to initiate the recruitment process for budgeted positions and tracks the approval status to give hiring managers more visibility on the approval process and status.
- The PMP Worksheet Template allows managers to enter PMP scores in an Excel spreadsheet that is used to automatically populate information into SAP to simplify the process and save time for managers and HR administrative staff.

- In July 2015, the City became the first Canadian municipality to implement the SAP Mobile Leave Request app available anywhere on any device; a transformative experience for staff with significant benefits and efficiencies.

All of these initiatives have introduced efficiencies that provide additional capacity in the form of staff time that can be reallocated or considered for savings opportunities.

By developing a SAP Roadmap a series of opportunities have been defined that align with the needs of the Corporation to effectively manage its Financial and Human Capital requirements through the implementation of SAP solutions. Initiatives planned in the SAP Roadmap over the next five years can be found in Appendix 1.

The initiatives identified in the SAP Roadmap will address current deficiencies in process and audit controls while establishing a platform better aligned with a corporation our size with additional features and modules needed to fulfill the objectives of the People Strategy and modernization of Finance. These initiatives will also continue to provide opportunities to drive efficiencies and savings.

Not investing in our Enterprise Resource Planning System will result in further degradation of processes and compliance for Financial and Human Capital assets affecting half a billion dollars in Accounts Payables and three quarters of a billion in Revenue annually. In addition, without these investments the corporation will not be able to maintain its workforce effectively at a time when resource management has become critical across all industries with an aging workforce and significant competition for talent.

Purchasing By-law Authorization

The recommendation in this report is made in accordance with Schedule A of the Purchasing By-law #374-06, items 1(b)(xi) which states that a single source procurement method may be applied when, “a need exists for compatibility with, or for the maintenance and support of a City Standard and there are no reasonable alternatives, substitutes, or accommodations”; and (a) (iii), wherein it states that “the Goods and/or Services are only available from one supplier by reason of; the existence of exclusive rights such as patent, copyright or license”.

Information Technology, Legal Services and Materiel Management staff are collaborating to establish the detailed requirements, negotiate the final arrangements and prepare the requisite forms including the contract agreements.

Financial Impact

An operating budget amount of \$390,800 is currently funded to pay for ongoing system maintenance and support of the SAP solution in place today. The maintenance and support is indicative of the costs related to a system that is “on premise”; locally run. The technology industry has been shifting to Cloud based solutions or Software as a Service (SaaS) which is based on a subscription model. The proposed initiatives in the SAP Road Map are a balance of on premise and Software as Service solutions.

Staff will initiate discussions with SAP Canada Inc. for a single source procurement proposal that will establish the licensing model and maintenance agreement for SAP solutions identified in the SAP Roadmap and to renew the existing contract for an additional 10 years. An estimated capital budget of \$3,600,000 would be required to complete all initiatives identified in the SAP Road Map. It is estimated that operating budget increases for the subscription costs of approximately \$150,000 would start in 2017 increasing over the term of the contract to as much as \$1,300,000 in operating costs to cover ongoing system maintenance and subscription costs by 2020 for all initiatives identified in the SAP Road Map. A Statement of Work that establishes the framework for the negotiation process is provided in Appendix 1.

Once negotiations are concluded, estimated costs will be firmed up and the approval of each initiative identified in the SAP Road Map will follow the Business Planning and Budget process for approval prior to proceeding.

There will be offsetting operating budget reductions with the elimination of existing systems in the order of \$135,000 annually. Additional benefits in the form of capacity and time saved have been demonstrated consistently with the current investment in SAP and it is expected that these types of efficiencies will continue to be identified in each new initiative providing opportunity to capture additional savings.

Conclusion

The City has used SAP since 1995 and SAP Canada Inc. is the City Standard for Enterprise Resource Planning for HR and Finance functions.

A SAP Roadmap was developed to define the SAP solutions required to sustain the City's growth, improve efficiencies, ensure legislative and audit compliance and to deliver on the Action Plans identified in the People Strategy to implement Talent Management.

These proposed initiatives focus on the critical priorities of the corporation building on the success and improvements recently implemented. Although there is still a significant gap left to be addressed to meet the needs of the 6th largest City in Canada, a less aggressive plan would allow for the cost to be spread out over multiple years. The benefits would not be realized right away and there would be continued issues with maintaining compliance with policies and Finance and Human Resources best practices.

This report proposes to authorize the Purchasing Agent to initiate contract negotiations and execute the contract with SAP Canada Inc., on a single source basis, for products, professional services and maintenance and support, subject to City Solicitor and annual budget approval. This includes renewal of existing maintenance and support and forecasted growth for the first five year period. In year five, a progress report will be submitted for Council approval that will outline the plan and cost estimates for the last five year period.

General Committee		December 15, 2015	6
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Attachments

Appendix 1: SAP Roadmap Initiatives Benefits

Appendix 2: SAP Canada Inc. – Statement of Work



Gary Kent, Commissioner of Corporate Services and Chief Financial Officer

Prepared by: Shawn Slack, Director, Information Technology and Chief Information Officer

SAP Roadmap Initiatives Benefits

Initiatives Key Benefits include:**SuccessFactors Talent Acquisition:**

- \$102,786 annual savings for iCims licensing
- Reduce manual recruitment processes
- Eliminate internal applications printing process
- Eliminate manual On-boarding, Off-Boarding and Cross-Boarding processes
- Consolidate internal and external job site platforms
- Gain applicant tracking capabilities for internal candidates
- Offer self-service interview scheduling
- Offer video recruitment capabilities (i.e. Job Ads, Resumes and Interviews)
- Offer mobile tools to applicants and hiring managers
- Enhance IT security administration for via cross-boarding
- Offer better applicant experience
- Offer better candidate experience and better engage new hires
- Better leverage City's Employment Brand
- Improve social recruitment capabilities
- Gain recruitment metrics capabilities

SuccessFactors Learning Management:

- \$33,000 annual savings for Vubiz licensing
- Eliminate manual training administration processes
- Reduce HR administrative effort to monitor mandatory training compliance
- Offer mobile training content delivery
- Offer self-serve training and events registration
- Gain development and learning analytics capability

SuccessFactors Talent Management:**Performance and Rewards Management:**

- Reduce PMP administrative time and effort for managers
- Eliminate triplicate PMP Data keying and capture (i.e. InfoPath, Excel, SAP)
- Reduce Overtime "PMP Season" for HR Staff
- Improve business/employee goals alignment
- Agile goals and Performance Agreements (i.e. Goals Change and Evolve)
- Goals development tools
- Offer better employee and manager experience
- Offer Managers coaching tools and automated review writing tools
- Improve PMP Agreement/Review quality and consistency
- Skill assessment capabilities
- Enhance employee performance objectives and City goals alignment
- Support business agility and better manage changing goals
- Improve employee coaching processes and tools
- Identify High Performers and High Potential talent
- Gain performance analytics capability

Succession Planning and Workforce Planning:

- Increase succession planning capacity

- Increase internal fills and reduce external recruitment costs
- Eliminate paper based talent profiles
- Talent profiles and development plan automation
- Produce succession Org Charts and “Domino Effect Charts”
- Perform side by side talent comparisons
- Increase internal placements
- Leverage Talent Pool analytics
- Identify talent gaps quicker
- Better job skills matching

Employee Self-Serve for Fire Union, Transit Union, Part-Time and Temporary Staff:

- Allows staff access to Personal Information Change (PIC)
- Allows staff to access pay statements using kiosks or desktops
- Eliminates printing and distributing hard copy pay statements for staff
- Eliminates staff time to distribute paper pay statements for staff
- Allows staff to also use any SAP mobile solutions (ie. Pay Statements)

Concur Travel and Expense:

- Reduction in expense report processing costs
- Integration with P-Card provider
- Incremental labor productivity gain
- Reduced unauthorized expenses and increased awareness of and compliance with corporate expense policies
- Faster employee expense reimbursement
- Controlled travel expense by ensuring that employees use preferred providers and enforcing compliance
- Enabled accurate travel expense chargeback due to increased accuracy of travel expense accounting.
- Eliminated expense associated with scanning and storing paper records
- Negotiated more favorable hotel rates
- Reduction in travel booking expense
- Reduction in lodging expense
- Records handling and storage expense avoided

Ariba Invoice to Pay

- Improve Accounts Payable efficiencies and reduce invoice processing costs
- Reduce errors
- Faster payment to suppliers to take advantage of early payment discounts
- Enforce compliance with contracts
- Address audit recommendations

City Analytics & Reporting

- Provides tools to staff for ad-hoc reporting, dashboards and data analysis
- Reduces manual manipulation of data and report/presentation formatting
- Reduces manual Service Level monitoring
- Provides Team 300 Manager Dashboards
- Gains predictive modeling capability
- Provides timely metrics and insights

Business Planning and Consolidation

- Prepare for real time financial reporting
- Flexible reporting formats
- Free up time spent on creating the report and more time on analysis
- Take version snapshots, and to perform what-if analysis

Suite on HANA

- Provides real-time analytics for large volumes of data coming from different sources
- Includes all SAP Mobile applications
- Includes out of the box analytics
- Prepare the infrastructure for the next SAP ERP release
- Maintains currency and provides additional features

S4 HANA Finance

- Real-time processes for planning, assessment, accounting, treasury, consolidation, financial processes, risk and compliance
- Real-time reconciliation to speed up close
- Real-time dashboards to show state of finances
- Liquidity forecasting to predict liquidity based on forecasted invoices and receivables

SAP Canada Inc. – Statement of Work

The following outlines the solutions and services that will be negotiated with SAP Canada Inc. and staff from Material Management, Legal Services and Information Technology as part of establishing the contracts and pricing models for the first five (5) year term.

Single Source Recommendation with SAP Canada Inc. Procurement FA.49.331-15:

On-Premise Solutions include:

1. Employee Self-Serve for Transit Union, Fire Union, part time and temporary staff
2. City Analytics and Reporting tools
3. Suite on HANA ,S4 HANA Finance and S4 HANA Logistics to stay current with software versions and maintain state of good repair
4. Business Planning and Consolidation
5. Maintenance and support for SAP modules that the City currently uses (Accounting, Accounts Receivables, Accounts Payables, Revenue Management & Reporting, Material Management, Payroll, Human Capital Management, Employee and Management Self-Serve, Business Objects Reporting) and new modules for the next five (5) years

The maintenance and support agreement for SAP modules that the City currently uses will expire on December 2016. Annual maintenance and support is capped at 22% of the initial licensing purchase until 2021. After 2021, an increase based on Consumer Price Index (CPI) may apply.

Software as a Service (SaaS) Subscription Based Solutions include:

1. SuccessFactors Talent Acquisition for 8,000 staff
2. SuccessFactors Learning Management for 8,000 staff
3. SuccessFactors Performance, Goals and Compensation Management for 4,000 staff
4. SuccessFactors Planning and Career Development for 4,000 staff
5. SuccessFactors Workforce Analytics for 8,000 staff
6. Ariba Invoice to Pay to manage half of billion dollars of spends annually
7. Concur Travel and Expense to manage 9,600 expense reports annually

City of Mississauga

Corporate Report



<p>Date: November 27, 2015</p> <p>To: Chair and Members of General Committee</p> <p>From: Gary Kent, Commissioner of Corporate Services and Chief Financial Officer</p>	<p>Originator's files:</p> <hr/> <p>Meeting date:</p> <p>January 13, 2016</p>
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Subject

Delegation of Regional Tax Ratio Setting Authority for 2016

Recommendation

1. That Council consent to the enactment of a Regional by-law delegating tax ratio setting from the Region of Peel to Mississauga, Brampton and Caledon, in accordance with section 310 of *The Municipal Act, 2001, S.O. 2011, c. 25* for the 2016 property tax year.
2. That Council consent to the apportionment methodology in place in the 2015 taxation year updated for 2016 assessments.

Background

Section 310 of The Municipal Act, 2001, S.O. 2001, c. 25, provides for the Council of an upper-tier municipality to delegate to the Council of each of its lower-tier municipalities, the authority to pass a by-law establishing the tax ratios for the year within the lower-tier municipality for both upper-tier and lower-tier tax levies. This by-law must also contain the method by which the upper-tier levy is apportioned between the lower-tier municipalities. All lower-tier municipalities must consent to delegation. The deadline for consent by the lower-tier municipalities and the passing of the Regional by-law is February 28, 2016.

Comments

The Region of Peel has delegated tax ratio setting since the property tax legislation was reformed in 1998.

Staff are proposing to continue with delegation for the 2016 property tax year, utilizing the 2015 apportionment formula updated to 2016 assessments.

The apportionment formula used in 2015 and proposed for the 2016 taxation year is:

General Committee		November 27, 2015	2
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- Waste costs allocated based upon number of households in each municipality as determined by MPAC;
- Police costs split out, with Caledon paying for OPP service and Mississauga and Brampton paying for Peel Regional Police, based on weighted current value assessment;
- All other costs apportioned based on weighted current value assessment.

Delegation of tax ratio setting authority and the apportionment formula will be approved by Regional Council on January 14, 2016.

The Minister of Municipal Affairs and Housing must approve the delegation and the apportionment formula before it can take effect.

Financial Impact

Not applicable

Conclusion

The Area and Regional Treasurers are recommending that delegation of tax ratio setting from the Region of Peel to Mississauga, Brampton and Caledon be continued for the 2016 property tax year. The Regional levy apportionment plan would remain the same as in 2015 updated to 2016 assessments.



Gary Kent, Commissioner of Corporate Services and Chief Financial Officer

Prepared by: Connie Mesih, Director, Revenue & Materiel Management

City of Mississauga

Corporate Report



<p>Date: December 10, 2015</p>	<p>Originator's files:</p>
<p>To: Chair and Members of General Committee</p> <p>From: Gary Kent, Commissioner of Corporate Services and Chief Financial Officer</p>	<p>Meeting date:</p> <p>2016/01/13</p>

Subject

2016 Interim Tax Levy for Properties on the Regular Instalment Plan

Recommendation

1. That the report of the Commissioner of Corporate Services and Chief Financial Officer dated December 10, 2015 entitled 2016 Interim Tax Levy for Properties on the Regular Instalment Plan be received for information.
2. That a by-law be enacted to provide for a 2016 interim tax levy for properties on the regular instalment plan.
3. That the 2016 interim taxes be calculated to be 50% of the previous year's annualized taxes on properties that existed on the previous year's tax roll.
4. That assessments added to the tax roll in the current year be levied an amount that approximates 50% of a full year's taxes, had the property been included on the previous year's tax roll, using tax rates set out in Appendix 1 of this report and the current year's phased-in assessment.
5. That the 2016 interim levy for residential properties on the regular instalment plan be payable in three instalments on March 3, April 7, and May 5, 2016.
6. That the 2016 interim levy for regular instalment plan properties in the commercial, industrial and multi-residential property classes be payable in one instalment on March 3, 2016.

Background

The *Municipal Act, 2001, S.O. 2001, c. 25* provides municipalities with the ability to pass a by-law to levy interim taxes in order to meet financial obligations. A by-law for interim taxes for taxpayers on pre-authorized payment plans was passed by Council on December 2, 2015. This report provides for an interim billing for properties on the regular instalment plan.

Comments

Section 317 of the *Municipal Act, 2001, S.O. 2001, c. 25* allows municipalities to levy interim taxes. The amount levied on a property may not exceed 50% of the total amount of taxes levied on the property for the previous year, adjusted for any supplementaries or cancellations that applied to only part of the previous year as if the supplementary or cancellation had applied for the entire year. Any impact resulting from reassessment and phase-in along with budgetary increases are applied on the final bill.

Assessments added to the tax roll for the current year are to be levied an amount that approximates 50% of a full year's taxes, had they been included in the previous year's tax roll, using tax rates set out in Appendix 1 and the current year's phased-in assessment.

Interim levies are also made on Payment-in-lieu properties such as Canada Post, The Region of Peel and others.

An interim levy would allow the municipality to meet its financial obligations including payment of Region of Peel and school board requirements.

It is proposed that the 2016 interim levy for residential properties with regular instalment due dates be payable in three instalments on March 3, April 7, May 5, 2016 and that the 2016 interim levy for commercial, industrial, and multi-residential properties on the regular instalment plan be payable in a single instalment on March 3, 2016.

Financial Impact

Not applicable

Conclusion

A 2016 interim tax levy is required so that the City of Mississauga can meet its financial obligations. The 2016 interim levy for those properties paying through the regular instalment plan will be calculated pursuant to Section 317 of the *Municipal Act, 2001, S.O. 2001, c. 25* to be 50% of the annualized taxes levied on the property in the previous year. Interim taxes for assessments added to the tax roll for the current year will be calculated using tax rates set out in Appendix 1 and the current year's phased-in assessment.

General Committee		December 10, 2015	3
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Instalment due dates for residential properties paying through the regular instalment plan will be March 3, April 7, and May 5, 2016. The instalment due date for commercial, industrial or multi-residential properties paying through the regular instalment plan will be March 3, 2016.

Attachments

Appendix 1: 2016 Interim Rates



Gary Kent, Commissioner of Corporate Services and Chief Financial Officer

Prepared by: Cathy McDonald, Manager, Revenue & Taxation

**The Corporation of the City of Mississauga
2016 Interim Tax Rates**

Description	Tax Class	2016 Interim Tax Rate
Residential	RT	0.425020%
Residential Shared (PIL for Ed)	RH	0.425020%
Res Farm Awaiting Development I	R1	0.127505%
Residential - Education Only	RD	0.092875%
Multi-Residential	MT	0.683691%
Multi-Residential Farm Awaiting Development I	M1	0.127505%
Commercial	CT	0.984653%
Commercial Shared (PIL for Ed)	CH	0.984653%
Commercial Taxable (No Ed)	CM	0.468265%
Commercial Excess Land (PIL for Ed)	CK	0.689256%
Commercial Farm Awaiting Development I	C1	0.127505%
Commercial Excess Land	CU	0.689256%
Commercial Vacant Land (PIL for Ed)	CJ	0.689256%
Commercial Vacant Land	CX	0.689256%
Commercial New Construction	XT	0.984653%
Commercial New Construction Excess Land	XU	0.689256%
Office Building	DT	0.984653%
Office Building Shared (PIL for Ed)	DH	0.984653%
Office Building Excess Land	DU	0.689256%
Office Building Excess Land (PIL for Ed)	DK	0.689256%
Office Building New Construction	YT	0.984653%
Office Building New Construction Excess Land	YU	0.689256%
Shopping Centre	ST	0.984653%
Shopping Centre Excess Land	SU	0.689256%
Shopping Centre New Construction	ZT	0.984653%
Shopping Centre New Construction Excess Land	ZU	0.689256%
Parking Lot	GT	0.984653%
Industrial	IT	1.166768%
Industrial Shared (PIL for Ed)	IH	1.166768%
Industrial Farm Awaiting Development I	I1	0.127505%
Industrial Excess Land	IU	0.816737%
Industrial Vacant Land	IX	0.816737%
Industrial Vacant Land (PIL for Ed)	IJ	0.816737%
Industrial Excess Land (PIL for Ed)	IK	0.816737%
Industrial New Construction	JT	1.166768%
Large Industrial	LT	1.166768%
Large Industrial Excess Land	LU	0.816737%
Large Industrial New Construction	KT	1.166768%
Pipeline	PT	1.042581%
Farm	FT	0.106255%
Managed Forests	TT	0.106255%

City of Mississauga Corporate Report



<p>Date: December 18, 2015</p> <p>To: Chair and Members of General Committee</p> <p>From: Edward R. Sajecki, Commissioner of Planning and Building</p>	<p>Originator's file: CD.21.OPG</p> <hr/> <p>Meeting date:</p> <p>January 13, 2016</p>
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Subject

Access to Western Pier, Provincial Funding

Recommendation

1. That a by-law be enacted authorizing the City Manager and City Clerk to execute and affix the corporate seal to a Transfer Payment Agreement, and subsequent amending agreements and/or ancillary documents, between the City of Mississauga and the Province of Ontario for work related to gaining public access to the Western Pier on the Ontario Power Generation Lakeview property, in a form satisfactory to Legal Services.
2. That a capital account (PN16951) be created in 2016 with a budget of \$450,000 which will be offset by a grant from the Province of the same amount with net zero impact to the City.
3. That the Purchasing Agent be authorized to execute an agreement with Golder Associates Ltd. as a sole/single source consultant for the work to be completed with the funds under the Transfer Payment Agreement; subject to the negotiation of appropriate terms and conditions and fees for service.

Background

The City of Mississauga, Ontario Power Generation (OPG), and the Province of Ontario (Province) have established a common vision for the Inspiration Lakeview lands. One of the short term objectives of this work includes providing public access to the waterfront, particularly to the end of the Western Pier on the OPG lands (Appendix 1).

In 2013, as part of the work related to developing the Inspiration Lakeview Master Plan, the City awarded a contract to Golder Associates Ltd., (Golder) for environmental study and technical assessments of the OPG lands and the Western Pier. The Province funded this work by Golder.

Concurrently, the City commissioned a study to determine the feasibility of providing safe access for the public to the Western Pier.

The Golder work and the Feasibility Study concluded it is feasible to provide public access to the Western Pier, but acknowledged additional work is required.

The next stage of work is estimated to cost \$450K, and consists of the following:

- Undertaking a risk assessment of the proposed route and filing a Record of Site Condition;
- Clean-up of a specific area along the proposed route (required for a Record of Site Condition); and
- Completing a structural assessment of the pier.

It is estimated this work will take two to three years to complete from the time a consultant contract is awarded.

The construction of the trail and the Western Pier refurbishment is not included in the work listed above. The capital cost for the entire access route, including the pier, will be better understood once the above work is completed. However the order of magnitude for the full cost of construction is estimated at \$6 - \$9 million. This is dependent on the level of mitigation required, immediate maintenance needs, proposed bridges, and the level of detailed design needed.

Present Status

In May 2015, the Honourable Minister Charles Sousa announced that the Provincial Government will fund \$450,000 towards the next stage of work for gaining access to the Western Pier (Appendix 2). The Province requires that the City enter into a Transfer Payment Agreement to receive the funds.

Comments

Staff from Legal Services, Community Services, Transportation and Works, and Strategic Community Initiatives have worked cooperatively with the Province to develop a Transfer Payment Agreement. The funds from the Province will be allotted in instalments and payments will be provided to the City upon reaching certain milestones in the project work (for example, upon completion of supplementary testing and a report on same).

Staff are of the view that the Transfer Payment Agreement meets the requirements of the City and recommend it be authorized.

OPG has been consulted about the upcoming work. City staff will continue to work with OPG to provide access to the site as required for the duration of the project.

Golder has been involved extensively with the Inspiration Lakeview Master Plan. Golder has reviewed all the confidential environmental documents provided by OPG, and have prepared site specific environmental reports on the OPG lands which have informed the Inspiration Lakeview Master Planning process, and the original access to the Western Pier Feasibility Study. Golder has extensive background knowledge, a good working relationship, and established protocol with OPG and the City. Based on this, staff recommend issuing a single source contract to Golder for the next stage of work.

Materiel Management supports this recommendation and confirms that it conforms with the Purchasing By-Law 374-06 per Schedule A1. (b) (iv). The solicitation of competitive bids would not be economical to the City.

Strategic Plan

The Strategic Plan Pillar for Change, 'Prosper' identifies the Visionary Action "We will create a model sustainable community on the waterfront".

Financial Impact

The Province is providing a grant of \$450,000 to the City for the next stage of work required in order to gain public access to the Western Pier. The City needs to create a capital account (PN16951) in 2016 with a budget of \$450,000 to allow staff to start the project. The \$450,000 will be offset by a grant from the Province of the same amount with net zero impact to the City. Funding is governed by the Transfer Payment Agreement and will be allotted through payments by the Province to the City as the project progresses.

Conclusion

One of the short term goals of the Inspiration Lakeview Master Plan is to provide public access to the Western Pier. The Provincial grant in the amount of \$450,000 allows the City to move one step closer to providing public access to the Western Pier. To access the grant, the City is required to enter into a Transfer Payment Agreement with the Province. To facilitate the project staff recommend the work be single sourced to Golder as they have worked extensively on this site during the development of the Inspiration Lakeview Master Plan.

General Committee

December 18, 2015.

4

Originators file: CD.21.OPG

Attachments

Appendix 1: Access to the Western Pier Route Map

Appendix 2: Letter from Charles Sousa



Edward R. Sajecki, Commissioner of Planning and Building

Prepared by: Lorenzo Ruffini, Strategic Leader, Inspiration Lakeview

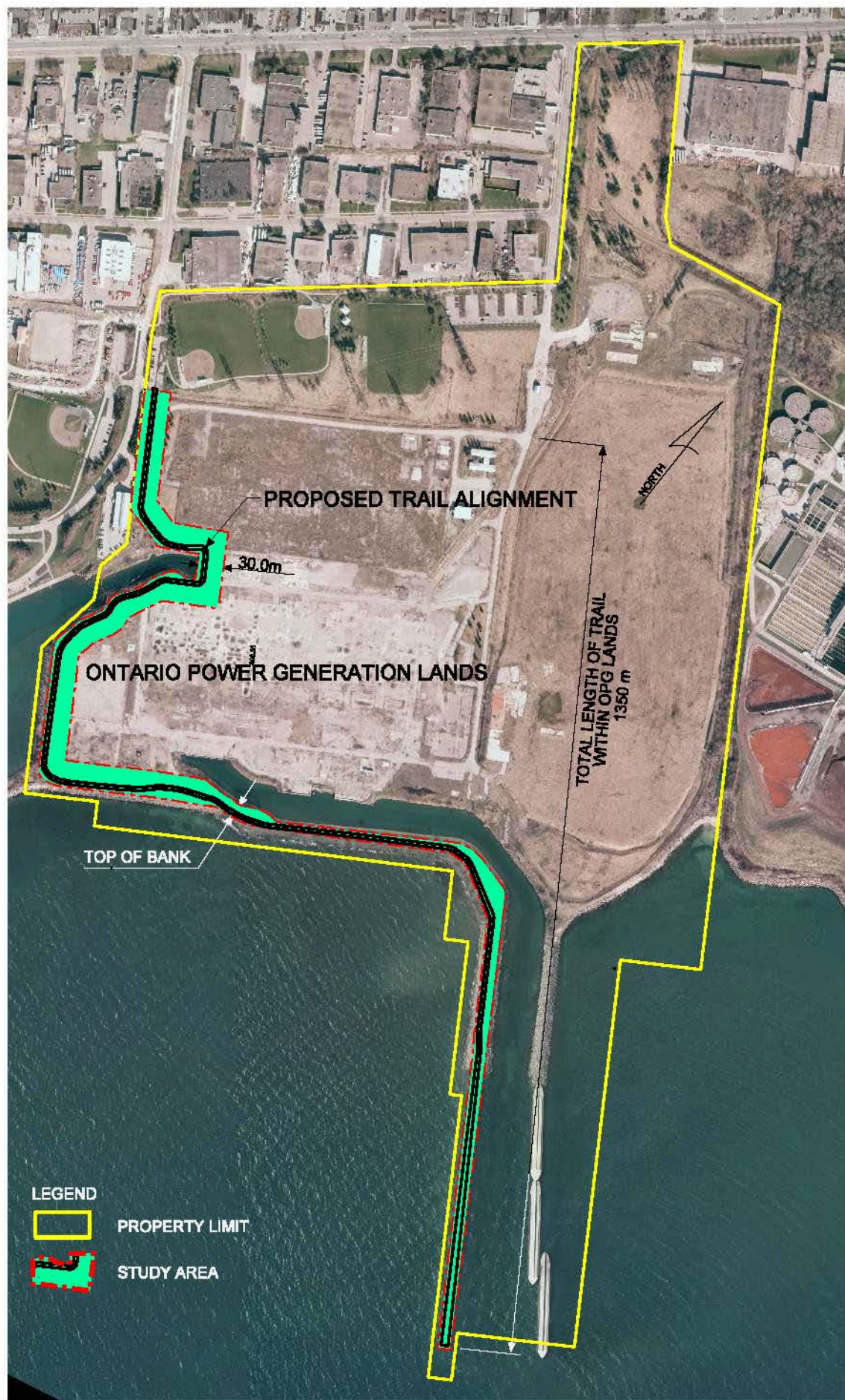


FIGURE 1 : ACCESS TO THE WESTERN PIER ROUTE MAP

Ministry of Finance
Office of the Minister

Ministère des Finances
Bureau du ministre



7th Floor, Frost Building South
7 Queen's Park Crescent
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Facsimile: 416 325-0374

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Télécopieur : 416 325-0374

April 30, 2015

Mr. Jim Tovey
Councillor, Ward 1
City of Mississauga
300 City Centre Drive
Mississauga, Ontario
L5B 3C1

Dear Councillor Tovey:

Thank you for your letter regarding community access to the waterfront of the Lakeview development.

I strongly support the Inspiration Lakeview Project and appreciate the tremendous work that we have accomplished together. For several years the provincial government has been working with the City of Mississauga on plans to develop the Lakeview lands. As reiterated in the 2015 Ontario Budget, we are continuing to review the development of the Lakeview generating station property under a longer-term revitalization plan.

I am pleased to say that the province will be able to provide funding of \$450,000 for the first stage of the project as requested in your letter.

The province looks forward to the next steps in the process, including the work needed to implement the Lakeview Master Plan and determine the roles of the various partners in the project.

Unlocking the value of provincial assets, such as the Lakeview lands, is helping to support the province's Moving Ontario Forward plan to invest in transit, transportation and other priority infrastructure within and outside the Greater Toronto and Hamilton Area (GTHA).

.../cont'd

- 2 -

Reinvesting the value of certain provincial assets in modernizing public infrastructure is vital to Ontario's growth and quality of life. These investments will create jobs, boost productivity and revitalize communities.

Thank you again for writing and for your ongoing dedication and commitment to revitalizing the Lakeview lands.

Sincerely,

A handwritten signature in dark ink, appearing to read 'Charles Sousa', with a stylized, cursive script.

Charles Sousa
Minister

c: The Honourable Bob Chiarelli, Minister of Energy
 The Honourable Brad Duguid, Minister of Economic Development, Employment and
 Infrastructure
 Mayor Bonnie Crombie, City of Mississauga
 Mississauga City Council
 Scott Martin, Senior Vice President, Business and Administrative Services, OPG
 David Morley, Vice President, Business Strategy, Infrastructure Ontario

City of Mississauga

Corporate Report



Date: January 5, 2016	Originator's files:
To: Chair and Members of General Committee	Meeting date:
From: Janice Baker, FCPA, FCA, City Manager and Chief Administrative Officer	2016/01/13

Subject

2016 Pre-Budget Submission to the Province of Ontario

Recommendation

1. That the report entitled "2016 Pre-Budget Submission to the Province of Ontario," including Appendix 1, from the City Manager and Chief Administrative Officer, be endorsed as content for submission to the Ministry of Finance, Province of Ontario for the Ontario 2016 Budget deliberations.
2. That staff circulate by email a final, formatted version, including statistics and graphics, to Council.
3. That the Mayor be directed to forward the approved formatted submission with this report to the Minister of Finance, the local MPPs and MPs, Ontario's Big City Mayors (LUMCO) and the Association of Municipalities of Ontario (AMO).

Background

Municipalities across Ontario have been asked by the Ministry of Finance to provide written submissions regarding the upcoming Ontario 2016 Budget. Submissions are due by January 31, 2016. The City of Mississauga has forwarded similar pre-budget submissions in past years, and this is a good opportunity to articulate the needs of the City to the provincial government.

Comments

The province of Ontario is looking for public input on how the province can:

- invest in people's talents and skills
- build and revitalize public infrastructure (like roads, bridges, and transit)
- create a dynamic, innovative environment where business thrives, and
- improve public services.

Content for the City of Mississauga's pre-budget submission, attached as Appendix 1, includes items of importance that are part of Council-approved plans or initiatives.

Similar to last year, due to the tight timelines, a more creative version will be completed upon approval of the content of Appendix 1. This creative version will be circulated to Council and then included with this report prior to distribution. This will also serve as the online version for public consumption.

Financial Impact

There would be a positive financial impact for the City of Mississauga if any items outlined in Appendix 1 were to be included in the 2016/2017 provincial budget.

Conclusion

The City of Mississauga appreciates the opportunity to provide the Ministry of Finance with information and suggestions for the upcoming Ontario 2016 Budget. All of the items outlined in the attached submission are of importance to the City and would have a positive impact on funding vital infrastructure, creating local jobs, and stimulating the economy.

Attachments

Appendix 1: Appendix 1 - 2016 Pre-Budget Submission

For 

Janice Baker, FCPA, FCA, City Manager and Chief Administrative Officer

Prepared by: Elizabeth McGee, Manager, Financial Policy and Initiatives

CITY OF MISSISSAUGA

Ontario 2016 Budget: Pre-Budget Submission

Ministry of Finance, Province of Ontario

The City of Mississauga, the third largest city in Ontario, is eager to work closely and in collaboration with the Ontario government to stimulate and diversify our economy, improve our core services, and pursue sustainable funding opportunities. We are a strong voice at the LUMCO (Large Urban Mayor's Caucus of Ontario) and BCMC (Big City Mayors' Caucus) tables and appreciate the opportunity to outline our top priorities for the upcoming Ontario 2016 budget.

We are very appreciative of the funding we are currently in receipt of from the province, including the continuation of the provincial gas tax revenue, the recently announced light-rail transit funding, and support for youth entrepreneurship.

Sustainable Infrastructure Funding

- Sustainable infrastructure funding remains a top priority of Mississauga's City Council. As a municipality we have discussed, campaigned, pressed governments, formed task forces and instituted financial tools such as our annual 2% infrastructure levy, but we cannot keep up with the ever-growing infrastructure deficit. In 2016, we have approximately \$8.3 billion worth of city-owned infrastructure assets. Mississauga, like all municipalities, struggles to balance its infrastructure maintenance needs with the limited funding available to us, primarily through property taxes.
- Public demand for new infrastructure creates a real and constant funding pressure on our annual budget, as does the associated maintenance and operating costs for any new infrastructure that we build. We need a sustainable infrastructure funding strategy, involving all orders of government, and revenue tools that truly work for municipalities.
- We look forward to the Province and the Government of Canada finalizing the agreement and program details of the **New Building Canada Fund**. The City of Mississauga benefitted greatly from the past ISF and RInC infrastructure funding programs. We proved ourselves to be a very able partner with the provincial and federal governments in getting 153 construction jobs completed on time and budget, creating an estimated 1,776 jobs and helping the provincial government grow the economy after the 2008 economic downturn. We anticipate similar results when we can access the New Building Canada Fund.

Transit

The LRT remains the City of Mississauga's top priority, and we very much appreciate the announcement of \$1.6B funding for the light-rail transit line. The new LRT will help to address congestion and offer convenient travel options for our residents.

Of equally great importance to our City is the establishment of **Regional Express Rail (RER)**. This initiative is outlined in the 'Next Wave' projects of the Metrolinx *Big Move* Regional Transportation Plan. The RER objective in the Greater Toronto Area is to provide all-day, two-way, 15-minute electrified service on all existing GO Rail Corridors.

- The plan applies to all lines and corridors in the GO Transit network. Our City has three GO Train rail corridors:
 - Lakeshore West Line: already has all-day, two-way 30 minute service
 - Milton Line: operates peak period, single-direction train service
 - Kitchener Line: operates peak period, single-direction train service
- The provision of two-way, all-day service on the Milton and Kitchener lines will encourage riders to choose rail service over their cars. For the City's regional mobility hubs to operate and flourish, it is essential that upgraded rail service be implemented. Furthermore, all three corridors within Mississauga connect, or have the potential to provide connections, to major economic centres in all directions – Downtown Toronto, Hamilton, Burlington, the Niagara Region, Kitchener-Waterloo Region, etc.
- In order to facilitate RER on the Milton and Kitchener GO Rail lines, the City of Mississauga (in conjunction with Toronto, Milton and Cambridge) is proposing to relocate heavy freight flows from these lines to a by-pass line adjacent to Highway 407 (termed the Missing Link), freeing up capacity for two-way all-day service.
- City Council approved the study entitled *Feasibility Study and Business Case of Constructing the Missing Link*, on September 16, 2015, and this study has been forwarded to both the federal and provincial governments for consideration.
- The proposed Missing Link would:
 - provide an alternative to widening the Milton and Kitchener GO Rail corridors (this would require considerable investment in new bridges and tracks as well as community disruption);
 - relocate heavy freight traffic from central areas of Mississauga, Toronto, Brampton and Georgetown (this would separate freight and regional passenger service, thereby making electrification of these corridors easier);
 - make feasible other GO Rail services envisioned in the Regional Transportation Plan, such as services to Bolton, Agincourt/North Pickering and Midtown Toronto; and
 - create additional opportunities for a future provincial or national high-speed rail line to enter the centre of the GTHA.

The need for two-way all-day GO Rail service through Mississauga is supported through multiple planning studies and is crucial to supporting the province and City's growth and planning frameworks, responding to growing traffic congestion and supporting economic development.

Job Creation

- **Support for a new Greater Toronto Area (GTA) Regional Foreign Direct Investment (FDI) Attraction Agency “NewCo”:** On November 25, 2015, Mississauga City Council endorsed the funding of a new GTA FDI Attraction agency. This collaboration between the provincial, federal and regional governments is critical to ensure there is long-term stable funding and an appropriate level of resources for the new agency. In a time of increasing global competitiveness, the combined strength and collective efforts for the Greater Toronto region represents a singular opportunity to place the GTA region as the destination choice for foreign direct investment.

This new agency would be established using the transitional funding provided by the province. On-going multi-year funding from the provincial and federal governments and the GTA funding partners will enable the Greater Toronto Area to grow its diverse economy and be more competitive with other City regions.

- **Small Business Enterprise Centre (SBEC):** The SBEC network has been very successful over the years. Mississauga Business Enterprise Centre (MBEC) has proven valuable in offering small business information and resources, business consultations, seminars, online training, and guidance to small businesses and entrepreneurs. We support enhanced funding for this important program to support small business, innovation and entrepreneurship.

Additional funds for this program would increase service capabilities in areas such as mentoring, experiential and creative spaces for entrepreneurs, including continuation of training and soft skill development of youth through expansion of the Summer Company Program and, more recently, the Starter Company Program. The Enterprise Centres are a key partner in the Ontario Network of Entrepreneurs (ONE Network) and continued funding and support of SBECs and the ONE network will build on an innovation eco-system supporting innovation and entrepreneurship in the region.

Strategic Community Initiatives

- **Next Steps to Implement Inspiration Lakeview Master Plan:** Funding to develop the ‘innovation corridor phase’ of the Inspiration Lakeview Master Plan will ensure construction begins for this large mixed-use development which will support future residential growth. If funding could be made available to ensure the related studies are quickly completed, then redevelopment will follow. Studies include:
 - Innovation corridor marketing and business opportunities;
 - Transportation;
 - Environmental work and update of Record of Site Condition;
 - Serson Creek in the context of future development; and
 - post-secondary institution feasibility.

OPG is the owner of the land. Regardless of whether OPG or the City receive the funding for the next steps, please know that the City of Mississauga is engaged, and ready to work cooperatively with OPG and the province to complete these studies.

- **Port Credit Harbour Marina:** Protecting for the future of this marina at the confluence of the Credit River and Lake Ontario is an economic, recreational and cultural heritage imperative. This marina and its deep water basin is a job generator for the marine industry with significant and unique economic spinoffs, functionally supports one of the largest salmon fishing derbies in Canada, provides an important supply of recreational boat slips for the city and region, and a cultural link to the Province's Great Lakes.

This marina basin requires infrastructure re-investment as the breakwaters are at the end of their lifecycle. Should this re-investment not occur, this valuable Provincial asset unique to the north shore of Lake Ontario could be lost.

Legislation

- **Joint and Several Liability:** On February 27, 2014, MPPs from all parties supported a motion calling on the government to reform joint and several liability. The Attorney General sought comments in the spring on three options for reform (a Saskatchewan model, a multiplier model and a combined model), but no reform followed. It is unfair that municipalities are often targeted in liability cases because local governments are seen to have 'deep pockets'. We do not. Alberta, Saskatchewan, Manitoba and Quebec have all provided alternatives to pure joint and several liability to reduce the burden on municipalities. There has been a steady rise in municipal insurance costs and in deductibles; Mississauga's deductible is \$1 million so we are essentially self-insured. There is also a trend towards larger and larger court awards.

We ask the provincial government to renew its review of this legislation and establish reasonable and equitable liability laws regarding joint and several liability for municipalities. In February 2014 MPPs from all parties supported a motion calling on the Ontario government to reform joint and several liability through an amendment to the Negligence Act, but no action has been taken to do so. Even an incremental change in s.44(2) of the Municipal Act, 2001 to provide for municipalities to pay their proportionate share of a damage award for claims arising from highway design and maintenance, would create meaningful assistance to municipalities who are often not insured for these claims, while balancing the needs of those injured in accidents.

- **Development Charges:** In March 2015, after extensive consultation, Bill 73 provided changes to the *Development Charges Act, 1997*. The removal of the ten per cent discount for capital transit infrastructure is seen as a positive step. However, it was disappointing to see that some common municipal views, such as the elimination of discounting for all municipal services, retaining the ability to enter into voluntary agreements, and the removal of ineligible services, were not incorporated into Bill 73 prior to its Royal Assent.

Municipalities are experiencing a rapidly changing environment with respect to development, and it will be vitally important that the Ministry of Municipal Affairs and Housing consider the impact of these changes and adjust regulations in a timely manner to address negative consequences.

- **Interest Arbitration:** Labour costs for emergency services continue to escalate and represent a significant proportion of the municipal operating budget. This is a concern for the City of Mississauga and many other municipalities of Ontario. The current system is inefficient, takes too long, and the awards place too much emphasis on awards given in other communities for other sectors; the bar is continually being raised to what the wealthiest municipalities can pay. When an interest arbitration award fails to consider a municipality's ability to pay, it results in increased costs of emergency services and removes the municipal employer's ability to control labour costs. Arbitrators should not be able to assume municipalities can simply raise taxes to pay for these awards. We need fair and equitable rules to ensure fair settlements that take into account local circumstances and a realistic expectation of the local community's ability to increase taxes to pay.
- **Highway Traffic Statute Law Amendment Act:** In March, 2013, the province introduced legislation to assist municipalities in collecting unpaid fines, after AMO's request and the issue receiving support in Don Drummond's report in 2012. These amendments were enacted in 2015 through the Transportation Statute Law Amendment Act, 2015; however, the majority of the amendments will not come into effect until a date yet to be proclaimed. At the end of November, 2015, it was calculated that the unpaid balance of Mississauga Provincial Offences Administration (POA) fines totaled \$50 million (total value of all unpaid fines in default). Our City uses significant resources to collect what we can, but many fines are not collected at all because the cost of civil enforcement often outweighs the amount of the fine. It is estimated that almost 70 percent of unpaid fines are related to the Highway Traffic Act offences. If municipalities had support through proclamation of Bill 31 and the legislative changes it contains, for collecting even a portion of these outstanding fines, our collection efforts would be more successful.
- **Construction Lien Act Review:** The province has undertaken a review of the Construction Lien Act, and raised issues for discussion around incorporating many of the provisions of the private member's bill introduced in 2014 respecting Prompt Payment. While prompt payment to contractors and subcontractors is important, different types of construction may require different types of payment schemes (e.g. progress payments, milestone payments etc.). Any legislative scheme proposed to effect prompt payment should be flexible enough to ensure that parties can continue to agree on payment terms and conditions that are applicable to each construction at hand. We are also concerned about the implications of imposing mandatory bonding requirements on projects, when they are not necessarily applicable in all construction projects. Whether bonds are obtained are based on risk and cost assessments by the parties involved. It is also unclear why public projects are singled out for mandatory labour and material payment bonding. Finally, we are also very concerned with the

consideration of limiting bidder exclusion clauses in procurement for construction services. Removing the right of owners to exclude bidders for prior poor performance, for ongoing litigation, or for other *bona fide* reasons is a clear erosion of owner's rights to freedom of contract. These changes will have significant cost implications for municipalities and other public sector bodies, and should be considered very carefully.

- **Municipal Act Review – Fees and Charges:** Municipalities are heavily reliant on property taxes as a source of revenue. The City of Toronto Act, 2006, extended new authority to that City to implement fees and charges not available to other municipalities, including land transfer tax, personal vehicle ownership tax, parking and entertainment taxes and more. Recently, the province clearly stated that it would not be prepared to allow municipalities outside of Toronto to impose a land transfer tax. Municipalities outside of Toronto should be given the authority to collect the other forms of taxes and revenue that have been made available to Toronto. In addition, the expanded investment powers given to Toronto should be available to other municipalities.
- **GTAA Payment in Lieu of Taxes (PILT):** The Lester B. Pearson International Airport sits almost wholly (99.4%) within the City of Mississauga. The GTAA pays a PILT to the City based on passenger count. The PILT rate has remained the same since inception in 2001 while municipal tax rates have increased. Additionally, the PILT is capped to increase by no more than 5% per year while the province has allowed municipalities to adopt options to phase out capping for taxable properties. In 2014, the PILT would have been \$26 million higher if it had increased at the same rate as municipal taxes and not been capped. We ask the provincial government to increase the per passenger rate for the GTAA PILT from \$0.94 to \$1.74 to reflect the increase in the municipal levy since 2001 and eliminate the cap on the PILT, as endorsed by Mississauga Council on June 10, 2015.
- **Heads and Beds PILT:** Universities, colleges, hospitals and correctional institutions make an annual payment in lieu of taxes to municipalities at a rate of \$75 per student, bed or resident. This amount has not changed since 1987. These payments have not kept pace with the cost of providing municipal services to these institutions. We ask the provincial government to increase the Heads and Beds PILT rate by the rate of inflation from 1987, to \$180 beginning in 2016, with annual increases thereafter. This is in keeping with the Municipal Finance Officers of Ontario (MFOA) recommendations.

Public Libraries Act:


- Public Libraries and their municipalities are facing increasing budgetary pressure to increase levels of e-Services as well as traditional services. While one-time grant funding is useful, public libraries require sustainable operating funding. The Household Operating Grant for the Mississauga Library System has been at the same level since 1995, and should be increased.

Federal Government Partnerships

- Many of the funding and infrastructure requests above apply equally to the federal government. The City of Mississauga is a partner with both the provincial and federal governments and we are very willing to add our support, directly and through FCM, for stronger partnerships between all three orders of government. Specifically we support pressing the federal government for a **National Housing Strategy**, a **Sustainable Infrastructure Funding Strategy** and **National Transit Strategy**. We believe that these would go a long way to achieving better long-range planning and sustainable funding tools to implement the core municipal services that keep our urban economies strong and growing.
- Canada is the only G8 country without a national housing strategy. Housing and homelessness is not a local issue and extends across provincial boundaries, as recognized by the FCM campaign titled “*Fixing Canada’s Housing Crunch*.” A national affordable housing strategy with funding from the federal government would allow municipalities to move their affordable housing initiatives forward.
- **Climate Change:** We look forward to working collaboratively with our federal and provincial partners in making a difference in fighting climate change.

Thank you for this opportunity to provide input into the province’s 2016 budget. Please note that the Region of Peel will be making a separate submission regarding the Region’s specific priorities.

INFORMATION ITEM



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NATIONAL POST

General Committee

JAN 13 2016

January 5, 2016

Tristin Hopper: The \$600 million Edmonton train that snarls traffic, slows down transit times and increases emissions

By Tristin Hopper

Edmonton's new \$665 million LRT fails on every single possible justification for construction of light rail transit.

Canada needs public transit. We have clogged roads, densifying cities and - save for this weird Saudi Arabian orchestrated oil glut - rising fuel prices.

Bike lanes won't fix it and new highways won't fix it; the only way we can live in a Canada that isn't a squished, congested mess is if we spruce up the place with a whole bunch of trains, buses and subways.

Which is why, to ensure the prosperous and happy future of this great country, we must all now take a look at the City of Edmonton and solemnly vow to do the exact opposite of whatever the hell they just did with their new \$665 million Metro Line LRT.

Edmonton's LRT project is the equivalent of a candy company releasing a new chocolate bar called Herpes Al-Qaeda

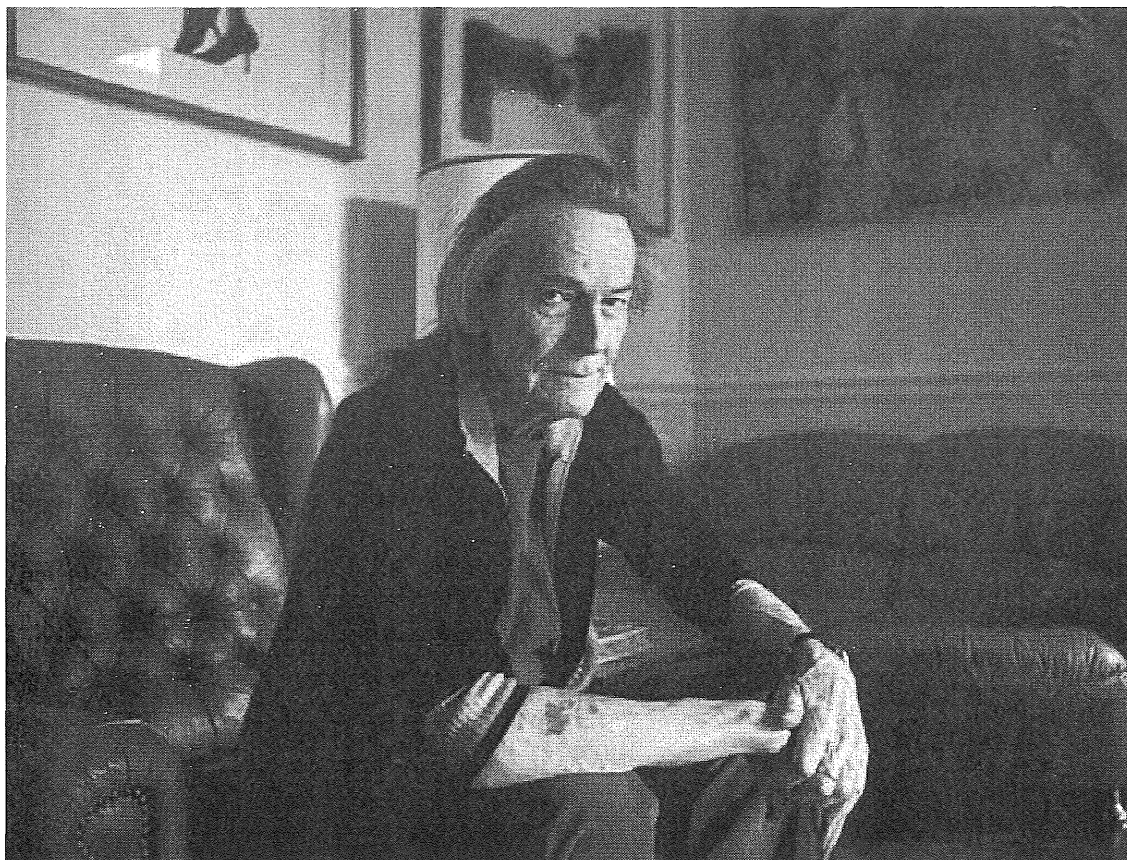
It's slower than a bus. It has slowed down the buses that existed. And it is almost certainly increasing Edmonton's net amount of carbon emissions. In short, it fails on every single possible justification for why cities should build light rail.

I am a fervent - almost fanatical - supporter of public transit. I've taken pleasure trips to foreign cities largely to soak up the sublime efficiency of an S-Bahn or a New York City A-train. But lately I have trouble sleeping until I comfort myself with visions of the Metro Line LRT tracks being torn up, French résistance-style, so the tyrannical train can never, ever run again.

"We fully respect that it's different and taking longer," said Craig Walbaum, Edmonton's director of traffic engineering, shortly after the train's September launch.

But before designing a single new subway line or streetcar lane, be cognizant of one ironclad maxim; don't let idiots build your transit.

The chief problem is that the train was built at grade and cleaves through several major intersections. Traffic needs to be halted well in advance of its arrival, leading to the Kafkaesque nightmare of an intersection where all sides are given a red light for up to 90 seconds before a train arrives (if it does at all).



Matthew Sherwood for National Post Edmonton LRT trains are so slow you could play Gordon Lightfoot'd entire Canadian Railroad Trilogy while waiting for one to pass

I've personally clocked a six-minute wait. A co-worker clocked an incredible 12 minutes. Online, disbelieving drivers have taken to Reddit to report waits of 15 minutes.

To put it in context, that's about half the time needed to cross the entire city by highway from one "Welcome to Edmonton" sign to the other.

During these frequent traffic stoppages, a huge swath of northern Edmonton becomes a gridlocked nightmare of idling cars, trucks and city buses.

I've counted as many as four buses filled with a cumulative 40 people forced to wait the entire length of Gordon Lightfoot's Canadian Railroad Trilogy (6:22) just so a train can pass by carrying fewer than half a dozen passengers.

The delays are so bad, in fact, that Edmonton has had to add six new buses to the schedule - at the cost of several extra bathtubs of diesel fuel per week.

But at least the train passengers are getting a speedy ride to downtown, right? Nope. Say I want to go from the Northern Alberta Institute of Technology to pay a visit to my local Postmedia property, the *Edmonton Journal*.

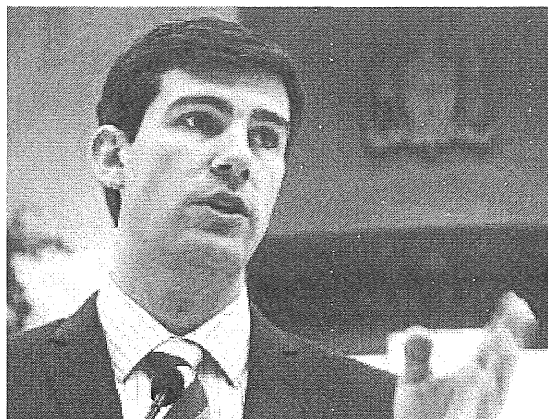
Just after 5 p.m., I board the LRT at an on-campus station and arrive 17 minutes later at a stop almost within sight of the *Journal*. If I take the good old-fashioned number nine bus instead, I make the trip in 14 minutes - a savings of 20 per cent.

And did I mention that the Metro Line is right next to a major hospital? Ambulances can't drive through railway barriers, even if they're in a hurry. Thus, any Edmontonian unlucky enough to have a stroke in one of the northwestern quadrants of the city must wait as paramedics wend a circuitous route through downtown.

Taken together, the whole project is the equivalent of a candy company releasing a new chocolate bar called Herpes Al-Qaeda. I struggle to understand how such an obviously horrific idea was able to pass so many levels of approval and be unleashed on an innocent and unsuspecting citizenry. And I've lived in Toronto.

Part of the problem is that a Thales Canada-designed signalling system continues to malfunction, limiting trains to a top speed of 25 km/h (1 cycle during the winter, and can outpedal the things).

But more amazingly, Edmonton officials knew full well this traffic apocalypse was coming. In fact, they thought it would be worse.



Ed Kaiser/Postmedia News
Edmonton Mayor Don Iveson: OK, so this thing isn't a total disaster

According to city estimates released just before the first trains started rolling in September, vehicles were expected to be waiting 16 minutes every time the train passed. During peak hours, cars would have to wait up to four light cycles - a level of congestion virtually unknown in the relatively traffic-free Alberta capital.

Oh, and the new system breaks down all the time (11 times in November), leaving intersections clogged interminably until somebody figures out what's wrong.

"Anyone dead?" Edmonton Mayor Don Iveson asked a December council meeting during a discussion of the ongoing Metro Line crisis.

When the answer came back negative, he responded, "okay, so this thing is not a total disaster."

Well sure, but let's conservatively estimate that 40 vehicles are forced to wait six minutes every time the train goes by. If each of those cars only has one passenger, that's four hours of wasted human life with every passage of the Metro Line LRT.

At 70 trips daily, that's 280 hours of life a day. So every year, under optimum conditions the Metro Line LRT extinguishes enough human existence to equal the total waking life of a 15-year-old.

And that's not even accounting for the spiritual cost of idling at an intersection with no green lights, staring at a track with no train and wondering at the cruel deity who forsook you.

By all accounts, Canada stands on the cusp of a transit infrastructure boom akin to the highway-building boom of the 1950s.

We have a Liberal government that has pledged to build \$6 billion of public transit over the next four years, and \$20 billion by 2025. We are seeing the imposition of carbon taxes and climate change legislation that make the economics of public transit more feasible than ever. And we are seeing a generation of new transit-riding workers who are happy to shun driver's licenses altogether.

But before designing a single new subway line or streetcar lane, be cognizant of one ironclad maxim; don't let idiots build your transit.

Recently, a referendum to fund critical Metro Vancouver transportation infrastructure with a sales tax levy was roundly rejected. The "no" vote succeeded largely on the strength of a campaign led by the Canadian Taxpayer's Federation to convince Metro Vancouverites that TransLink, the regional transit authority, was full of untrustworthy spendthrifts.

I suspect the people of Edmonton would be similarly sympathetic to such a claim. They live in a city, after all, that openly agreed to keep them away from their family for an extra 32 minutes each day as penance for running a near-empty 25 km/h train to downtown.

It's why I urge you, policymakers of Canada; come to Edmonton. Examine its failure. Immerse yourself in its incompetence. Gawk at its ineptitude.

Because if this happens again, good luck trying to convince decent, right-thinking people that a light-rail project will bring them anything except misery and pain.

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TOWING INDUSTRY ADVISORY COMMITTEE

December 14, 2015

REPORT 5 - 2015

General Committee

JAN 13 2016

TO: CHAIR AND MEMBERS OF GENERAL COMMITTEE

The Towing Industry Advisory Committee presents its fifth report for 2015 and recommends:

TIAC-0022-2015

1. That the report from the Commissioner of Transportation and Works dated December 1, 2015 entitled "City of Mississauga Centralized Vehicle Pound Facility Feasibility Study Update - Information Report" be received for information.
2. That the Towing Industry Advisory Committee (TIAC) provide comments on a centralized vehicle pound facility compared with the alternative options discussed in this report.
3. That the deputations under Items 5.1 and 5.2 from Chris Rouse, Project Manager, Mobile Licensing, and Brad Butt representing Atlantic Collision Group, respectively, to the Towing Industry Advisory Committee on December 14, 2015, be received.

(TIAC-0022-2015)

TIAC-0023-2015

That the action list of the Towing Industry Advisory Committee meeting held on December 14, 2015 provided to the Committee to update on the status of initiatives raised at prior meetings be received.

(TIAC-0023-2015)

TIAC-0024-2015

That the Memorandum dated October 23, 2015 from Karen Morden, Legislative Coordinator, with respect to the 2016 meeting dates of the Towing Industry Advisory Committee be received.

(TIAC-0024-2015)

TIAC-0025-2015

That the document entitled "City of Mississauga Advisory Committees" from the Office of the City Clerk with respect to the role of an Advisory Committee and the ground rules for Committees and their Members be received for information.

(TIAC-0025-2015)