
General Committee

Date

2016/03/23

Time

IMMEDIATELY FOLLOWING SPECIAL COUNCIL

Location

Civic Centre, Council Chamber,
300 City Centre Drive, Mississauga, Ontario, L5B 3C1 Ontario

Members

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

Contact

Sacha Smith, Legislative Coordinator, Legislative Services
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Find it Online

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

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1. **CALL TO ORDER**

2. **APPROVAL OF AGENDA**

3. **DECLARATION OF CONFLICT OF INTEREST**

4. **PRESENTATIONS - Nil**

5. **DEPUTATIONS**

5.1. Item 6.1 Cameron McCuaig, Blue Dot Mississauga

5.2. Item 6.1 Students from Camilla Road Senior Public School

5.3. Tanya Elliott, Vice President, Ontario Canadian Red Cross and Tatjana Radovanovic, Director, Regional Operations, GTA, Canadian Red Cross with respect to Community Champions Week.

5.4. Geoff Marinoff, Director, Transit and Monica Socol, Acting Manager, Business Systems with respect to the MiWay Trip Planner.

6. **MATTERS TO BE CONSIDERED**

6.1. Blue Dot Movement Motion on the Right to a Healthy Environment

6.2. City of Mississauga 2015 Annual Report of the Multi-Year Accessibility Plan including the MiWay 2015 Annual Accessibility Report and City of Mississauga AODA Compliance Report

*Due to waste reduction efforts, Appendix 1 attached to this report can be viewed in the online agenda at: <http://www.mississauga.ca/portal/cityhall/generalcommittee>

6.3. All-Way Stop – Envoy Drive and Tabbyman Walk / Othello Court (Ward 11)

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- 6.4. All-Way Stop-Redstone Road and Bonaventure Drive (north intersection) (Ward 5)
- 6.5. Parking Prohibition Anytime - Aerowood Drive between Ambler Drive and Kamato Road (Ward 5)
- 6.6. 2016 Noise Wall Replacement/Retrofit Program (Wards 2, 3, 7 and 8)
- 6.7. 2016 Intersection Capital Work Program (Ward 5)
- 6.8. City Centre Transit Terminal (CCTT) Construction
- 6.9. QEW/Credit River Active Transportation Crossings Class Environmental Assessment Study and Detailed Design Assignment
- 6.10. Assumption of: 43M-1788, SP 087/10, SP 033/11 (Wards 1, 6, and 11)
- 6.11. Canada 150 Community Infrastructure Program - CIP 150
- 6.12. Mississauga Marathon 2016
- 6.13. Single Source contract to GolfNow LLC for GolfNow Core Distribution Platform & Premium Marketing Partnership Services for use by City of Mississauga Golf Courses
- 6.14. Security Incidents in City Facilities & Properties, 2015 Annual Summary
- 6.15. Delegation of Authority- Acquisition, Disposal, Administration and Lease of Land and Property- July 1, 2015 to December 31, 2015.
- 6.16. Proposed Surplus Land Declaration – One Foot Reserve, described as Parts 8 and 9 on Reference Plan 43R-28357 (Ward 7)
- 6.17. 2015 Statement of Council Remuneration and Expenses
- 6.18. Proposed Elected Officials Expenses Policy Revision

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7. ADVISORY COMMITTEE REPORTS

- 7.1. Governance Committee Report 1-2016 February 22, 2016
- 7.2. Towing Industry Advisory Committee Report 1 - 2016 February 29, 2016
- 7.3. Environmental Action Committee Report 2-2016 March 1, 2016
- 7.4. Mississauga Cycling Advisory Committee Report 3-2016 - March 8, 2016

8. COUNCILLORS' ENQUIRIES

9. OTHER BUSINESS/ANNOUNCEMENTS

10. CLOSED SESSION

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

- 10.1. Litigation or potential litigation, including matters before administrative tribunals, affecting the municipality or local board - 3160 Derry Road East (Ward 5) - Execution of Tolling Agreement.
- 10.2. The security of the property of the municipality or local board - Council Chambers Security

11. ADJOURNMENT

City of Mississauga

Corporate Report



Date: 2016/01/28

To: Chair and Members of General Committee

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

Originator's files:

Meeting date:
2016/03/23

Subject

Blue Dot Movement Motion on the Right to a Healthy Environment

Recommendation

1. That the Corporate Report dated January 28, 2016 from the Commissioner of Community Services entitled, "Blue Dot Movement Motion on the Right to a Healthy Environment", be received for information;
2. That Council adopt the draft motion, as written in Appendix 2 of the aforementioned report.

Report Highlights

- The Blue Dot Movement is requesting City of Mississauga support of their campaign.
- The Environmental Action Committee (EAC) fully supports Council adopting the motion in Appendix 2.
- At the time of writing this report, 109 municipalities across Canada had already confirmed their support of the Blue Dot Movement.

Background

The Blue Dot Movement is a campaign led by the David Suzuki Foundation (DSF) and Ecojustice that began in October 2014. This campaign is a national effort to raise awareness on the right to a healthy environment. The ultimate goal of this movement is to have the Canadian Charter of Rights and Freedoms amended to include the right to a healthy environment, clean air, safe food and clean water. The DSF indicates that 110 nations recognize these rights, however, Canada does not.

Municipalities across the country are a target audience of this campaign and the City of Mississauga has been asked to sign a declaration confirming its support of the Blue Dot Movement. At the time of writing this report, one province (Manitoba), 109 municipalities and

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90,933 individuals had signed a Blue Dot Movement declaration. Thirty-three of these municipalities are located in Ontario (Appendix 1) and 693 of the individuals that signed on are Mississauga residents.

The request to support the Blue Dot Movement was brought to the Environmental Action Committee (EAC) by a Mississauga resident representing Blue Dot on November 3, 2015. EAC members supported the proposed Blue Dot declaration in principle and referred the item to staff. After staff consultation and benchmarking with other municipalities, the draft declaration provided by the DSF was amended and changed to a motion (Appendix 2). Minor revisions to the motion were also made based on feedback from the City's Leadership Team on January 14, 2016. On February 2, 2016 the revised version of the Blue Dot motion was brought back to EAC. EAC fully supports Council adopting the motion as written in Appendix 2.

Comments

Staff undertook a review with input gathered from other area municipalities regarding the language contained in their Blue Dot declarations and resolutions (Appendix 1). Through this research, it was found that all Ontario municipalities who have supported the Blue Dot Movement have amended the original declaration provided to them to suit their needs. The amended motion in Appendix 2 reflects comments received from the City of Mississauga Leadership Team, the City Manager's Department (Legal Services Division), the Transportation and Works Department (Environmental Services, Transportation and Infrastructure Planning Division), the Planning and Building Department (Strategic Community Initiatives Division and Development and Design Division) and the Community Services Department (Environment Division and Parks and Forestry Division). The goal of Blue Dot Movement and the proposed motion support existing City of Mississauga environmental priorities. Some examples of City strategic plans, policies, programs and committees that relate to the City's commitment to sustainability include:

- 5 Year Energy Conservation Plan
- Blue W Program
- Community Grant Program (Environment)
- Corporate Zero-Waste Strategy
- Cycling Master Plan
- Environmental Action Committee (EAC)
- Environmental Network Team (ENT)
- Future Directions
- Green Development Strategy

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- Living Green Master Plan
- Mississauga Official Plan
- Natural Areas Survey
- Natural Heritage and Urban Forest Strategy
- One Million Trees
- Peel Climate Change Strategy
- Policy No. 05-01-09: Community Gardens Site Selection
- Policy No. 09-00-01: Corporate Environmental Principles
- Policy No. 09-00-02: Unnecessary Vehicle Idling
- Policy No. 09-01-04: Stormwater Credit Program – For Multi-Residential and/or Non-Residential Properties
- Policy No. 09-06-02: Volunteer Clean-Up Program
- Policy No. 09-07-01: Spill Response in the City
- Policy No. 09-07-03: Corporate Smog and Air Health Advisory Response Plan
- Strategic Plan: Our Future Mississauga
- Urban Forest Management Plan
- Waterfront Parks Strategy

Strategic Plan

The Living Green Strategic Pillar for Change contains the principle that “Mississauga is a city that values its shared responsibility to leave a legacy of a clean and healthy natural environment”. Passing a resolution in support of the Blue Dot Movement is an opportunity for the City to demonstrate this commitment.

Financial Impact

Not applicable.

Conclusion

The City of Mississauga has a proven track record of protecting and enhancing the natural environment with the health of its residents in mind. The Blue Dot Movement aligns with the environmental goals and priorities set out by the City and provides an opportunity to demonstrate further environmental leadership.


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Staff recommend that Council pass a resolution in support of the Blue Dot Movement. If endorsed by Council, the Environment Division, Community Services Department, will promote the Blue Dot Movement through its outreach efforts. The Environment Division, Community Services Department, will also work with the Communications Division, Corporate Services Department, to promote and recognize the City's passing of this resolution and ongoing commitment to sustainability and a healthy environment.

Attachments

Appendix 1: Blue Dot Movement Municipal Declarations

Appendix 2: City of Mississauga Proposed Blue Dot Motion



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

Prepared by: Jessika Corkum-Gorrill, Acting Environmental Specialist

Blue Dot Movement - Signed Municipal Declarations

Municipality	Date Declaration Passed
Ontario	
Ajax *	April, 2015
Algonquin Highlands	November, 2015
Aurora	January, 2016
Brantford	August, 2015
Burlington *	July, 2015
Erin	April, 2015
Guelph *	October, 2015
Hamilton *	February, 2015
Highlands East	November, 2015
Kawartha Lakes	March, 2015
King *	May, 2015
Kingston	July, 2015
Kitchener	June, 2015
Meaford	September, 2015
Milton	December, 2015
Muskoka Region	July, 2015
North Dumfries	August, 2015
Oakville *	July, 2015
Oshawa *	November, 2015
Richmond Hill *	March, 2015
Springwater	June, 2015
Saugeen Shores	December, 2015
St. Joseph	May, 2015
Stratford	December, 2015
Thunder Bay	January, 2016
Toronto *	December, 2015
Waterloo Regional Municipality	June, 2015
Waterloo	June, 2015
Wellesley	July, 2015
Whitby	January, 2016
Wilmot	August, 2015
Windsor	August, 2015
Woolwich	September, 2015
Canada	
Vancouver	October, 2014
Montreal	November, 2014
Victoria	December, 2014
Halifax	October, 2015

* - Reports/Declarations reviewed by Environment Division



City of Mississauga Draft Motion The Right To A Healthy Environment

WHEREAS the City of Mississauga (City) has illustrated long standing and continuing efforts with respect to a healthy environment for all, including but not limited to, the Our Future Mississauga Strategic Plan through the "Move", "Connect" and "Green" Strategic Pillars for Change; the Living Green Master Plan; the Natural Heritage and Urban Forest Strategy; and, the Environmental Action Committee;

AND WHEREAS, the City, through public consultation, as part of the Strategic Plan and Living Green Master Plan, has a vision where “Mississauga is a world-class green city”; “Mississauga is a healthy place where people choose to live, work and play”; and further, has the visionary action that “We will transform Mississauga into a “net-zero” carbon city to become a leader in green initiatives by reducing greenhouse gas emissions in our city.”;

AND WHEREAS the City understands that people are part of the environment, and that a healthy environment is inextricably linked to the well-being of our community;

AND WHEREAS the City is of the view that the Federal and Provincial governments should enshrine within appropriate legislation, the right of all Canadians to live in a healthy environment, including:

The right to breathe clean air;

The right to drink clean water;

The right to consume safe food;

The right to access nature;

The right to know about pollutants and contaminants released into the local environment; and,

The right to participate in decision-making that will affect the environment.



THEREFORE BE IT RESOLVED:

- a. That the Mayor, on behalf of City Council send a copy of this motion to the Right Honourable Justin Trudeau, Prime Minister of Canada, with the request that the right of all citizens to live in a healthy environment be enshrined in the appropriate legislation including the Canadian Charter of Rights and Freedoms;
- b. That the Mayor, on behalf of City Council send a copy of this motion to the Honourable Kathleen Wynne, Premier of Ontario, with the request that the right of all citizens to live in a healthy environment be enshrined in appropriate legislation including Ontario's Environmental Bill of Rights; and
- c. That a copy of this motion be sent to the Federation of Canadian Municipalities and the Association of Municipalities of Ontario.

City of Mississauga
Corporate Report



Date: 2016/03/08

To: Chair and Members of General Committee

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

Originator's files:

Meeting date:
 2016/03/23

Subject

City of Mississauga 2015 Annual Report of the Multi-Year Accessibility Plan including the MiWay 2015 Annual Accessibility Report and City of Mississauga AODA Compliance Report

Recommendation

1. That the report of the Commissioner of Corporate Services and Chief Financial Officer dated March 8, 2016 and entitled "City of Mississauga 2015 Annual Report of the Multi-Year Accessibility Plan including the MiWay 2015 Annual Accessibility Report and City of Mississauga AODA Compliance Report" be received for information.
2. That the document titled: "City of Mississauga 2015 Annual Report of the Multi-Year Accessibility Plan" attached at Appendix 1, the "MiWay 2015 Annual Accessibility Report" attached at Appendix 2 and the "City of Mississauga AODA Compliance Report" attached as Appendix 3 to the Corporate Report dated March 8, 2016 from the Commissioner of Corporate Services and Chief Financial Officer, be adopted.

Report Highlights

- The 2015 Annual Report of the Accessibility Plan represents the City's 13th Annual Report which highlights the steady progress the City of Mississauga has made in removing barriers to persons with disabilities, as well as our compliance with requirements under the Accessibility for Ontarians with Disabilities Act (AODA, 2005).
- At the February 8, 2016 AAC Meeting, the AAC supported the 2015 Annual Report of the Accessibility Plan, MiWay's 2015 Annual Accessibility Report and the City of Mississauga AODA Compliance Report .

Background

The City of Mississauga 2015 Annual Report of the Accessibility Plan has been prepared in accordance with the Accessibility for Ontarians with Disabilities Act (AODA, 2005) and represents the City's 13th Annual Report. In June 2011, the Integrated Accessibility Standards Regulation (IASR, O. Reg. 191/11) became law under the AODA. Within this Regulation is a requirement to: "establish, implement, maintain and document a multi-year accessibility plan", by January 1, 2013. The Plan should be reviewed every five years and an annual status report shall be provided. MiWay is also required to develop a multi-year plan and annual status report on progress made within MiWay to make services more accessible. The City of Mississauga Multi-Year Accessibility Plan (2012 – 2017 Initiatives) and MiWay 2012-2017 Accessibility Plan was adopted by Council on March 7, 2012.

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

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

In 2014, an Accessible Built Environment Staff Committee was formed to implement the requirements in the Design of Public Spaces Standards (under the IASR). Other than the built environment requirements, there is one IASR requirement with a compliance date of 2021 - that websites and web content conform with WCAG (Web Content Accessibility Guidelines) 2.0 Level AA.

The City of Mississauga has complied with the AODA requirements (Accessible Customer Service Regulation, IASR) that were due by January 1, 2015, and submitted the AODA Self-Certified Accessibility Report on December 7, 2015 to the Accessibility Directorate of Ontario. This report has been included as Appendix 3 of this Corporate Report.

The Annual Report summarizes the achievements the City of Mississauga has made in 2015, in reference to the various projects associated with the prevention and removal of barriers to persons with disabilities that live, work, and travel in the City of Mississauga.

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

captured under the projects listed in the Accessibility Plan) are listed on page 48 of the Annual Report.

MiWay's 2015 Annual Accessibility Report is included as Appendix 2 of this Corporate Report.

Comments

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

Some of the major highlights over the past year include:

General Initiatives:

- Received an Age Friendly Community Grant to pursue and achieve the designation of an Age Friendly Community through the World Health Organization. There will be benefits and opportunities for all, including persons with disabilities
- Recreation launched the Inclusion Resource Team in partnership with Community Living Mississauga to support adults with developmental disabilities
- The Recreation Division was the recipient of a \$25,750 Ontario Legacy Equipment grant from the Ministry of Tourism, Culture and Sport to purchase Para sport equipment (6 sport chairs and 10 ice sledges)
- Hosted Parapan Am Games with sports of goalball, powerlifting and wheelchair rugby
- Hosted a ParaSport Try It Event as part of National Access Awareness Week
- The Documents Standards Policy was revised to include an Accessibility section that provides standards that should be applied to all City documents
- An Accessibility Video was produced that highlights City of Mississauga accessibility successes. The video includes accessible features like closed captioning and descriptive narration providing access to those with visual and hearing disabilities.
- Four members of the Mississauga community were presented with the AODA 10th Anniversary Champion Award
- The internal accessibility website was revised for staff to have easier access to useful accessibility related tools and resources

Built Environment Initiatives:

- The Mississauga Accessibility Design Handbook was revised to reflect Ontario Building Code accessibility updates and the Design of Public Spaces Standard under the IASR, AODA. The Handbook is now called City of Mississauga 2015 Facility Accessibility Design Standards.
- Malton Village Park was developed with accessible seating, an accessible picnic table, wide paved pathways, tactile warning plates at curb cuts and accessible parking
- 6 trails received paving construction and reconstruction

- Over 79 parks received accessible seating and benches
- 7 building renovation projects resulted in accessibility improvements (City Centre Transit Terminal Washrooms, Civic Centre stairways, South Common Parks Depot, Central Library, Frank McKechnie Community Centre, Huron Park Recreation Centre, Mississauga Valley Community Centre)
- 15 automatic door operators were installed (Huron Park Recreation Centre, Burnhamthorpe Community Centre, Civic Centre)
- The amended Accessible Parking By Law with new AODA requirements was approved by Council on January 20, 2016 and is effective March 1, 2016.

Transportation Initiatives:

- MiWay installed 200 new bus pads throughout the City to make access to transit more convenient and accessible. Of the 200 pads installed, 188 were dedicated to rear door concrete pad extensions.

Employment Initiatives:

- 26 adult volunteers with developmental disabilities participated in the Summer Work Experience Program (SWEP) and Secondary School Volunteer Project. One of these volunteers went on to become a paid part-time building operations staff at Frank McKechnie Community Centre.

For 2016 staff will continue to focus on meeting the IASR (Design of Public Spaces Standards), which were effective as of January 1, 2013, with a compliance date of 2016. There will be other opportunities where accessibility planning will be implemented such as the development of the Workplace Diversity Strategy, Ontario Senior Games, the Facility Accessibility Audit Program and development of Age Friendly Community initiatives.

At the February 8, 2016 AAC Meeting, the AAC supported the 2015 Annual Report of the Accessibility Plan, and MiWay's 2015 Annual Accessibility Report.

Strategic Plan

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

Financial Impact

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

Conclusion

Over the past decade, the City of Mississauga has had many accessibility successes. We will continue to incorporate accessibility into our by-laws, facilities, policies, programs, practices, and services moving forward.

Attachments

Appendix 1: 2015 Annual Report of the Multi-Year Accessibility Plan

Appendix 2: MiWay 2015 Annual Accessibility Report

Appendix 3: City of Mississauga AODA Compliance Report



Gary Kent, Commissioner of Corporate Services and Chief Financial Officer

Prepared by: Diana Simpson, Accessibility Coordinator, Facilities and Property Management



2015 Annual Report of the Multi-Year Accessibility Plan

**Contact: Diana Simpson, Accessibility Coordinator at 905-615-3608,
TTY:905-615-3411, diana.simpson@mississauga.ca**

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

City of Mississauga
2015 Annual Report of the Multi-Year Accessibility Plan

February 16, 2016

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Appendix 2: MiWay 2015 Annual Accessibility Report
Appendix 3: City of Mississauga AODA Compliance Report

City of Mississauga 2015 Annual Report of the Multi-Year Accessibility Plan

February 16, 2016

EXECUTIVE SUMMARY/BACKGROUND:

This Annual City of Mississauga Accessibility Plan Report has been prepared in accordance with the *Accessibility for Ontarians with Disabilities Act* (AODA, 2005) and represents the City's 13th Annual Report.

The Report summarizes the achievements the City of Mississauga has made in 2015, in reference to the projects associated with the prevention and removal of barriers to persons with disabilities that live, work, and travel in Mississauga. By removing barriers for persons with disabilities, we are removing barriers for everyone!

The [Multi-Year Accessibility Plan \(2012-2017 Initiatives, dated January 26, 2012\)](#), was approved by Council in March, 2012. This launched the City's new approach to accessibility planning. The Plan follows a new format from previous City of Mississauga Accessibility Plans. It lists projects that are associated with accessibility standards under the AODA.

[MiWay's Annual Report](#) outlines improvements made to transit. The report is also included as an Appendix to the Annual Report of the Multi-Year Accessibility Plan.

With the Integrated Accessibility Standards Regulation (IASR) being passed in 2011, and amendments being added in 2012 regarding the accessible built environment, the City's main focus for accessibility planning is on the implementation of the IASR requirements.

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

The 2012, IASR amendments included new standards governing the design of public spaces in the built environment. The standards outline requirements for both the public and private sector to incorporate into the design of the following public spaces beginning in 2016. Note, however, that these requirements apply to contracts signed after January 1, 2013:

1. Recreational Trails and Beach Access Routes
2. Outdoor Public-Use Eating Areas (e.g. rest stops or picnic areas)
3. Outdoor Play Spaces (e.g. playgrounds)
4. Exterior Paths of Travel (e.g. sidewalks, ramps, stairs, curb ramps, accessible/audible pedestrian signals)
5. Accessible parking (on and off-street)
6. Obtaining Services (e.g. services counters, waiting areas)
7. Maintenance (of accessibility-related equipment and features in public spaces).

City of Mississauga 2015 Annual Report of the Multi-Year Accessibility Plan

February 16, 2016

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

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

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

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

The City of Mississauga has complied with the AODA requirements (Accessible Customer Service Regulation, IASR) that were due by January 1, 2015, and submitted the AODA Self-Certified Accessibility Report on December 7, 2015 (Appendix 3).

This Annual Report demonstrates the City's commitment to making accessibility a part of everyday business. Barriers have been removed in many areas including: City owned buildings, parks, and recreation services.

City of Mississauga
2015 Annual Report of the Multi-Year Accessibility Plan

February 16, 2016

Project Title	Description	Time Frame	Lead Department	Achievements/Next Steps
1. GENERAL INITIATIVES				
Multi-year Accessibility Plan (IASR, 4)	<p>An outline of the City's strategy to prevent and remove barriers and meet requirements under the <i>Accessibility for Ontarians with Disabilities Act</i>, (AODA) and our obligations under the Accessibility Standards</p> <p>This will include an annual status report on the progress with the initiatives in the Plan.</p>	2012 Annual	Corporate Services, Facilities and Property Management, Accessibility Coordinator	<p>The Multi-year Accessibility Plan was approved by Council on March 7, 2012.</p> <p>This 2015 Annual Report of the Accessibility Plan is the 4th report under, under the 2012-2017 Multi-Year Accessibility Plan. The City of Mississauga has been preparing annual reports since 2003.</p> <p>Past Annual Accessibility Plans and the Multi- Year Accessibility plan (2011 Annual Report, 2012-2017 Initiatives) can be found on the City's "Accessibility - Removing Barriers" website.</p>
Inclusion of Accessibility Planning in the City's Strategic Plan, Departmental and Master Plans.	<p>Ensure that all city-wide planning projects are reviewed with an accessibility lens; for example:</p> <ul style="list-style-type: none"> • The City's Strategic Plan: Our Future Mississauga. • Older Adult Plan • Youth Plan • Mississauga Transitway Project • Hurontario/Main Street Master Plan (LRT) • Inspiration Lakeview Project • Inspiration Port Credit • Downtown 21 Master Plan • Dundas Connects - The Dundas Corridor Master Plan • Lakeshore Road Transportation Master Plan and Implementation Strategy • Credit River Parks Strategy • Cycling Master Plan 	Ongoing	Corporate Services, Facilities and Property Management, All Departments in collaboration with Accessibility Coordinator	<p>Many city-wide planning projects are reviewed annually in conjunction with the City's Strategic Plan, under these pillars: Move, Belong, Connect, Prosper and Green.</p> <p>As stated in the 2014 Report on the Strategic Plan: "When the Strategic Plan is achieved we will be known as a location of destinations; a city with a variety of events and festivals supported by a vibrant downtown and a spectacular waterfront. It will be a location of choice for people who want to live, learn, work, play and visit."</p> <p>In 2015, The City of Mississauga completed the five-year mark of its Strategic Plan. The Plan was originally approved in 2009.</p> <p>The Five-Year Strategic Plan Update includes these Pillar Highlights:</p>

City of Mississauga
2015 Annual Report of the Multi-Year Accessibility Plan

February 16, 2016

Project Title	Description	Time Frame	Lead Department	Achievements/Next Steps
	<ul style="list-style-type: none"> • Future Directions: Master Plan for Recreation, Library, and Parks and Natural Areas • Information Technology Strategic Plan • Mississauga Official Plan • Economic Development Strategy • Living Green Master Plan • Communications Master Plan 2012 • Waterfront Parks Strategy • Downtown Growth Area Park Provision Strategy • Sport Plan • Mississauga Celebration Square Strategic Plan • People Strategy (Human Resources) • Heritage and Museums Strategic Plan • Customer Service Strategy • Transportation Master Plan • Etc□ 			<p>Belong:</p> <ul style="list-style-type: none"> • Since 2009, the City has rehabilitated seven outdoor pools (with accessibility improvements) • The Driveway Windrow Snow Clearing Program is a permanent program for older adults 65+ and people with disabilities. For some eligible residents, the service is free, for others there is a \$200 fee. There are 153 residents registered for the 2015-16 season. • Sheridan College Phase 2 is set to be completed by Sept. 2016. <p>Connect:</p> <ul style="list-style-type: none"> • Over the past five years, the City has added three therapeutic pools to its facilities, with an average increase in use of 16 per cent per year. Meadowvale Community Centre will be the next facility to install a therapeutic pool in 2016. <p>Prosper:</p> <p>- The City's Downtown 21 Master Plan describes an urban centre that is desirable for all Mississauga residents, as well as businesses and their employees. It will be a collection of walkable neighborhoods, each with its own character, and easily accessible by transit.</p> <p>Urban design for the Hurontario/Main (LRT) incorporates universal design principles through the provision of:</p>

City of Mississauga
2015 Annual Report of the Multi-Year Accessibility Plan

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Project Title	Description	Time Frame	Lead Department	Achievements/Next Steps
				<ul style="list-style-type: none"> • Wide sidewalks (min. 1.8m to 2.0m) with curb ramps at all intersections and minimal slopes to match roadway design • Pedestrian signals • Step free access • The installation of elevators at the Cooksville Station to facilitate transfers for the LRT to GO system • Level boarding meeting accessibility standards • Wayfinding systems for people with visual disabilities • Easy access for strollers and mobility devices <p>□ LRT stop design will be paramount to ensure a seamless, accessible, and attractive customer environment and experience. □</p> <p>Here are some achievements and plans stemming out of the City's Older Adult Plan:</p> <ul style="list-style-type: none"> • Older Adult Advisory Panel (OAAP) completed their first year as a panel. Panel has provided consultation regarding; public transportation; Public Vehicle Licensing bylaw; Park 459; Region of Peel, Age Friendly Policy; Older Adult Space & Services Plan; and Age Friendly Communities priorities. The Accessibility Coordinator is a member of this panel and one of community members is a person with a disability. • The Community Centre Older Adult Committees (CCOAC) implementation is complete. All

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				<p>community centres are involved in a CCOAC.</p> <ul style="list-style-type: none"> The City received 8 Elderly Persons Centre base funding grants from the Ontario Senior Secretariat in the amount of \$219,300. The grants are allocated to support the delivery of quality, age friendly activities. The grants are distributed to six community centres, the Mississauga Seniors' Centre and Square One Older Adult Centre. In addition, in 2015 the city received \$86,278 in special grants for purchases of equipment and older adult programming. Pursue and achieve the designation of an Age Friendly Community (World Health Organization). The City received a \$50,000 Age Friendly Community Grant to move this initiative forward. The grant period is June 2015 to March 31, 2017. The plan includes; conducting a city wide self-assessment, establishing an Action Plan and Action Task groups for each AFC dimension, identifying priorities for each task group and applying for the designation in March 2017. Seniors Month Events were held throughout the city at community centres. The event will take on a new venue and a larger scope of events including, info trade fair, demonstrations, sports and fitness demos, informative lectures, lunch and talent show. Hershey Centre, June 1, 2016 - Kickoff event for Seniors Month Activities ☐ 3000 plus expected. Includes Transportation Shuttle service from Community Centres.

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				<ul style="list-style-type: none"> Redesign and launch of the Older Adult Website on September 1, The first Active + Guide for Adult and Older Adults (hardcopy) will be available February 29, 2016. <p>Recommendation #42 in the Future Directions Master Plan for Recreation (2014) states "Expand partnerships with groups that provide services to persons with disabilities to enable a seamless system and barrier free access to recreation and sport pursuits."</p> <p>In 2015, the Recreation Division launched a new pilot project in collaboration with Community Living Mississauga that will enhance outreach and support participation of adults with intellectual disabilities in municipal recreation with funding from the Ministry of Community and Social Services. This funding is available until March 2017. The plan is to sustain this work beyond the scope of the project.</p> <p>The program will provide the appropriate level of support to individuals (i.e. 1:1, 2:1 or 3:1 support). To date, 86 individual recreation plans have been developed. Support is also being provided to assist with the registration process and making decisions about interests and locations.</p> <p>Training is also being provided to Recreation staff on how to modify programs. As of Jan. 7, 2015, 350 part time recreation staff have been trained. Summer recreation</p>

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				<p>staff and volunteers will be trained in 2016.</p> <p>New in 2015, Recreation Services provides and cost-shares Inclusion Facilitators for children attending summer camp programs.</p> <p>These Programs cater specifically to persons with disabilities.</p> <p>The Downtown Growth Area Park Provision Strategy was presented to General Committee on November 4, 2015. The 25 year plan includes 41 Recommendations and 12 Actions to increase open space/parks in the downtown area. There are some Recommendations that relate to accessibility planning:</p> <ul style="list-style-type: none"> • Recommendation 9: that every resident be located within a 5-10 minute walk (400-800 metres) from a public park outside of the Growth Area, or an Urban Park within the Growth Area. • Recommendation 14: that the City incorporate into its Official Plan an appropriate definition of Pedestrian Friendly • Recommendation 39: that the City ensure that there is a full understanding and ultimately a clear commitment to establishing the required enhanced maintenance protocols for all park spaces within the Growth Area. Any special equipment or maintenance expertise should be identified before the park space design is built. <p>Mississauga City Council endorsed the City's first Sport</p>

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				<p>Plan in July, 2013. The Mississauga Sport Plan is a 5 year strategic plan for the City to work more closely with community sport organizations and with the Mississauga Sport Council to make better use of capacity in existing sport facilities and to encourage lifelong participation in sport and physical activity for residents of all ages, interests and abilities. The Sport Plan has 40 recommendations and focuses on seven areas, including: Sport for All - Develop inclusive and targeted programs, services and funding that address barriers to participation in sport.</p> <p>The Mississauga Sport Plan Status Corporate Report was received by Council for information and adopted in November 2015. With respect to the "Sport for All" Strategic Goal #2, the following successful outcomes were identified:</p> <ul style="list-style-type: none"> • Recipient of a \$25,750 Ontario Legacy Equipment grant from the Ministry of Tourism, Culture and Sport to purchase Para sport equipment, including the City's first 6 sport chairs and 10 ice sledges. • Established a partnership with Peel Children's Aid Society and City of Brampton to facilitate access to recreation programs, leadership training and volunteer opportunities to children in care through the Active Assist program. • Collaboration with University of Toronto to conduct an evaluation of the Active Assist program in 2016 with \$20,400 in funding from the Ontario Poverty Reduction Fund. <p>The City of Mississauga will be hosting the 2016 Ontario</p>

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				<p>Summer Games at various venues in Mississauga such as the Hershey Centre, Hershey SportZone and Iceland Fields from August 11 □ 14, 2016.</p> <p>The Mississauga Celebration Square Strategic Plan is a ten year plan with a clear vision and mission, including strategic goals and directions, and an operational framework and implementation plan. The Square was designed with accessibility in mind and provides accessible programming for residents.</p> <p>One of the outcomes of the Square's Mission is to □ Create superb visitor experiences for people of all ages and abilities. □ One of the Guiding principles is that MSC will be open and accessible to all members of the community. □</p> <p>Future actions with respect to the plan include a review of accessible parking, the establishment of a designated TransHelp stop, a design strategy to improve site navigation and wayfinding, and a volunteer ambassador program to assist visitors.</p> <p>AAC Members provided feedback regarding appropriate locations for a TransHelp stop noting the importance of appropriate lighting and safety, additional wayfinding suggestions, and encouragement to promote accessible features, such as closed captioning on movie evenings, to increase awareness and participation.</p> <p>Here is a News Release highlighting the. MSC Strategic Plan.</p> <p>The People Strategy 2010-2014 was developed to</p>

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				<p>facilitate and support the City's Strategic Plan. It was designed to provide the HR division with a framework to guide Human Resources plans and programs. The People Strategy 2015 - 2017 updates the plan and builds on the successes of the existing strategy. The strategy has three strategic priorities: Talent Management, Healthy Workplace and HR Business Partnership. One of the 7 key drivers behind the People Strategy is "Fostering a diverse workforce". In 2016, Human Resources staff will be consulting with the Accessibility Advisory Committee in the development of the planned Workplace Diversity Strategy, which is to include discussing the feasibility of employment related programs for person with disabilities.</p> <p>The Mississauga Transportation Summit (November 9, 2015) served as the Kick-off event in the development of the Transportation Master Plan which will commence in 2016. The Summit was also a way to educate stakeholders about current and future needs and trends in transportation, about City transportation projects currently underway, generate ideas, identify issues and priorities, as well as explore best practices for Mississauga. Four Accessibility Advisory Committee Members attended the Summit. The organizers of the Summit ensured that the event was an accessible event.</p>
Accessibility Impact Section in Corporate Reports	To prepare a proposal regarding the inclusion of a section called "Accessibility Impacts" in Corporate reports to the Leadership Team, Committees of Council, and Council that would describe actions taken to ensure that staff review proposed projects, for any positive or negative impact on People with Disabilities and seniors.	2015	Corporate Services, Facilities and Property Management, Accessibility Coordinator	<p>Accessibility is already captured under the report section "Strategic Plan" under the "Belong" pillar. This would apply to both persons with disabilities and seniors.</p> <p>If an accessibility section was added it would likely be "optional" as not every report would have a bearing on accessibility, whereas the Strategic Plan section is not optional.</p>

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				The City has also made changes to the language in procurement documents to ensure that proposed projects have been reviewed for any impact on accessibility. From a practical standpoint, if an accessibility section was to be added there would be no reason to deny requests from other areas of interest for a delegated section within the Corporate Report template (e.g. the environment; transit <input type="checkbox"/> all of which are captured under the Strategic Plan pillars).
Inclusion of Persons with Disabilities into existing Committees	To encourage persons with disabilities or representatives of persons with disabilities to become members of City of Mississauga committees, including Committees of Council; and to participate in public meetings.	Ongoing	Corporate Services, Facilities and Property Management, Accessibility Coordinator	<p>Since up to 20% of the population consists of persons with disabilities, it is inevitable that there will be persons with disabilities on various committees.</p> <p>Here are some examples where persons with disabilities or representatives are involved in Mississauga committees:</p> <ul style="list-style-type: none"> • A member of the Public Vehicle Advisory Committee was a past member of the Accessibility Advisory Committee. • A Region of Peel AAC member is a member of the Mississauga Library Board. • The Meadowvale/River Grove Youth Advisory Committee has two members with disabilities. • The Older Adult Advisory Panel has a member with a disability. • The AAC Chairperson represents accessibility

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				<p>planning on the International Transportation Engineers Light Standard Sustainable Development Committee and on The Riverwood Conservancy Garden Committee (Enabling Garden, Sensory Garden Committee).</p> <p>Accessibility Advisory Committee (AAC) members participate actively in various city public meetings and surveys.</p> <p>AAC members are invited to spread the word through their own networks and encourage persons with disabilities to apply for committee membership.</p>
Policy Review and development of a statement of commitment to accessibility. (IASR, 3)	<p>Develop and maintain policies about how the City will achieve accessibility through meeting the requirements in the AODA, including the Integrated Accessibility Standards Regulation (IASR) and Accessible Customer Service Regulation (ACSR).</p> <p>Review and revise as required, policies related to procurement; alternate formats and communication support; recruitment; employee accommodation; workplace emergency response; disability management and return to work; performance management; career development and employee redeployment.</p> <p>This includes the regular three year review of existing Corporate policies with an accessibility lens.</p>	<p>2012/ 2013</p> <p>2013/ Ongoing</p>	Corporate Services, Corporate Performance and Innovation, Corporate Policy Analyst	<p>Mississauga City Council approved an update to the Accessibility policy on June 17, 2013, to include the Built Environment. The policy includes the City's statement of commitment and outlines the requirements developed under the <i>Accessibility for Ontarians with Disabilities Act, 2005</i>, specifically Ontario Regulation 429/07; the Accessibility Standards for Customer Service and Ontario Regulation 191/11, the Integrated Accessibility Standards (IASR). The policy also describes the framework for how the City will comply with the requirements. All City Corporate Policies and Procedures, by-laws, standards and guidelines must comply with the standards developed under the AODA.</p> <p>The Rehabilitation and Return to Work Policy has been revised to include expanded information on the return to work process and documented individual accommodation plans. The policy has been renamed Short Term and Long Term Accommodation. The policy revision was adopted</p>

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				<p>by Council on December 11, 2013.</p> <p>Council approved a new Employee Recruitment policy on July 2, 2014. The City's existing recruitment policies Position Authorization; Temporary Transfers; Job Postings and Advertisements; Candidate Selection Process; and Handling Applications had been reviewed to ensure that each individual's accessibility needs are considered in all aspects of the recruitment process. The decision was made to create one overarching policy and a separate, detailed Guideline.</p> <p>Policies related to the built environment/design of public spaces are being reviewed to ensure they meet the requirements of the IASR. The following policies have been revised to date: Community Garden Site Selection and Employee Paid Parking.</p> <p>Construction of Walkways and Sidewalks: Transportation & Works (T&W) are creating new standards. The related policies will be revised once they are complete.</p> <p>The Corporate Policy regarding Corporate Reports was reviewed in 2015. The policy has been revised to introduce a new standard, more accessible font for all Corporate Reports.</p> <p>The City Documentation Standards policy was revised in 2015 to include an Accessibility section that provides standards that should be applied to all City documents.</p> <p>The City's new Open Data Program policy, as one of its Guiding Principles, states that Datasets, which are posted</p>

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				externally, are to be posted in a format that is accessible, whenever possible. The AODA is also referenced in the Legislative Requirements section. The City has adopted a new Culture Policy that includes the following as a guiding principle - Ensure Accessibility: Culture should be for everyone. Access to cultural resources, activities, events and festivals should be made available to everyone to ensure that the wide ranging benefits of culture can be experienced by the greatest number of people.
By-Law Review	Review and revise City by-laws with an accessibility lens. Existing and new City by-laws need to incorporate the Regulations under the AODA. For example, Traffic By-Law, Parks by-law, Signage By-law, Golf By-law etc□	Ongoing	All Departments in conjunction with the Accessibility Coordinator	By-laws were reviewed to ensure compliance with AODA. All City of Mississauga By-laws have been reviewed and comments have been documented along with the most recent amendment date. In some cases comments were mainly regarding proper terminology. The next step will be to designate the appropriate staff to take ownership of needed revisions.
Procurement Process ensures the acquisition of accessible goods, services or facilities. (IASR, 5,6)	Develop a process to incorporate accessibility criteria and features when procuring or acquiring goods, services, or facilities. This will include accessibility features when designing, procuring or acquiring self-service kiosks.	2013	Corporate Services, Materiel Management, Senior Buyer	The Contract Managers Guidebook was developed at a high level to provide Contract Managers advice on what accessibility means to procurement. The Guidebook includes a checklist to be followed when planning and conducting procurements. This Guidebook is posted on the Materiel Management and the Accessibility intranet sites. The Procurement Request Form (PRF) includes a statement: □Are there 'Accessibility' requirements that impact this procurement?□

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				<p>Work with Legal Services is ongoing to ensure procurement agreements incorporate accessibility requirements language.</p> <p>The City's Tenders and Bids webpage and Biddingo.com site has links to the Accessible Customer Service and Breaking Down Barriers: Understanding the Integrated Accessibility Standards Regulation (IASR) booklets under the related policies section. This provides valuable information about the AODA requirements to vendors who do work on behalf of the City.</p> <p>IASR Staff Training further reinforces this requirement.</p>
Training on the IASR and Human Rights Code. (IASR, 7)	Develop, deliver and coordinate mandatory accessibility training applicable to all employees, volunteers and 3 rd parties (i.e. face-to-face, e-learning, job-aids) and communication tactics.	2013 -2014 and beyond Note: Accessible Customer Service Training was initiated in 2008.	Corporate Services, Human Resources, Manager, Learning and Organizational Development	<p>Continue to deliver City customized mandatory accessibility training applicable to all employees (i.e. face-to-face, e-learning, job-aids) and communication tactics to support the implementation of training.</p> <p>Continue to deliver additional Manager/Supervisor training to support the successful implementation of IASR standards, in particular elements of the Employment standard including accommodation and return to work requirements.</p> <p>A half day classroom training program titled: <input type="checkbox"/>Accommodation <input type="checkbox"/> The Employment Life Cycle <input type="checkbox"/> is offered on a regular basis.</p> <p>The Development and Design Division (Planning & Building) organized 2 group webinar events to learn about the AODA Accessibility Standard for the Design of Public Spaces, which is offered through the Ont. Association of Landscape Architects (OALA) and Global Alliance on</p>

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				<p>Accessible Technologies and Environments (GAATES).</p> <p>Functional areas such as procurement, information and technology, library services, communications, transit and enforcement continue to provide training appropriate to the duties of the specific employee group participating in these service areas.</p>
Communication Strategy	<p>Continued implementation of a communication campaign to increase awareness of accessibility issues and to inform staff and the public about issues related to persons with disabilities.</p> <p>Ongoing tactics to be implemented such as: news releases, articles in Councillors' newsletters, City Managers sessions, e-newsletters, highlight International Day of Persons with Disabilities, website information.</p>	Ongoing	Corporate Services, Communications, Public Affairs Specialist	<p>The City's Accessibility Communications Strategy supports the City's Accessibility Plan.</p> <p>The communications plan outlines a strategy and tactics designed to ensure that residents understand accessibility improvements the City has made (including those required by legislation) and that staff are aware of their responsibilities, associated training opportunities and resources available to ensure the City complies with requirements.</p> <p>The Communications strategy for City accessibility initiatives will ensure related communications reflect the principles of the Communications Master Plan, specifically the need for communications to be timely and relevant to citizens. Where possible, general accessibility information will be rolled out twice per year for staff and the public: in late May/early June during National Access Awareness Week and in early December on International Day of Persons with Disabilities.</p> <p>Achievements in 2015 include:</p> <ul style="list-style-type: none"> - Developed an accessible video that highlights City of Mississauga accessibility successes - Promoted new 2015 Accessibility Design Standards

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				<ul style="list-style-type: none"> - Hosted Parapan Am Games with sports of goalball, powerlifting and wheelchair rugby from August 7 to 15. - Awareness and promotion of engagement opportunities for the annual Accessibility Plan, and MiWay's Accessibility Plan. - Encouraging public input into accessible taxi services in the City. - Supporting communications for four members of the Mississauga community who received the AODA 10th Anniversary Champion award - Promotion of World Mental Health Day. - Supporting communications for the Exceptional Accessible Customer Service Awards - Development of information materials and promotion of accessible voting in the 2015 Municipal Ward 4 By-Election. - Updates to both the external website and internal intranet site to ensure staff and the public have easy access to the information they need about accessibility in the City. - Participated in the Meadowvale Seniors Fair (June 2015), with an Accessibility Planning/AAC display - Coordinated an accessibility planning display with the Accessibility Directorate of Ontario, AAC Chairperson and Accessibility Coordinator at the Transitway Open House (Dixie Station) in June 2015. 325 residents visited the display. - As part of Peel Partners in Accessibility (includes accessibility coordinators of Region of Peel, City of Mississauga, Town of Caledon and the City of Brampton) provided communications support for an information session for public/private sector

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				<p>employers on the benefits of hiring people with disabilities</p> <ul style="list-style-type: none"> - Accessibility Coordinator was interviewed on the radio program called "Spotlight" on "Voices 4 Ability" to talk about the City's accessibility accomplishments - 109 staff underwent plain language training. This training program was initiated in 2013. <p>Next Steps for 2016:</p> <ul style="list-style-type: none"> - Continue and expand plain language training. - Continue to promote development of accessible online and hard copy documents and other informational materials. - Continue to promote City accessibility initiatives, and the accessibility of City venues and programs. - Continue to promote and support National Access Awareness Week and International Day of Persons with Disabilities events and programs. - Continue to promote opportunities for engagement on accessibility. - Communicate opportunities for job-specific training as required. - Include communications regarding accessibility into the Workplace Diversity Strategy
Accessibility Awards	<p>The integration of accessibility criteria into existing City of Mississauga internal awards programs.</p> <p>Investigate partnering with a community based organization for the implementation of an accessibility awards program.</p>	<p>2013/ Ongoing</p> <p>2015</p>	Corporate Services, Facilities and Property Management, Accessibility Coordinator	<p>The 2015 Exceptional Accessible Customer Service Awards (an internal award program) were given out at the National Access Awareness Event/ Para sport workshop in May 2015. These three award winners went above and beyond to provide accessible customer service:</p> <ul style="list-style-type: none"> • Ingrid Humphreys, Fitness Instructor, who designs programs for people with COPD, Osteoarthritis,

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				<p>Osteoporosis, and Arthritis.</p> <ul style="list-style-type: none"> • Bill Montague, Project Manager, Park Development, who transforms playgrounds into accessible playgrounds • Amanda Watters, Transit Enforcement Officer, who on 2 separate occasions assisted residents with disabilities who were using MiWay and encountered personal challenges <p>The Mississauga Urban Design Awards will be held every 2 years. Deadline for submissions will be mid May 2016. Check out the website: Mississauga Urban Design Awards. These awards incorporate accessibility into the judging criteria.</p> <p>Melanie Taddeo, Vice Chairperson of the Accessibility Advisory Committee, and Director of Connect 4 Life & Voices 4 Ability won a 2015 Exceptional Accessibility Champion in Peel Award at the December 3rd Tribute Event.</p> <p>Four members of the Mississauga community were presented with the AODA 10th Anniversary Champion Award on Dec. 2, 2015:</p> <ul style="list-style-type: none"> • Rabia Khedr, City of Mississauga AAC member and past chairperson; • Diana Simpson, City of Mississauga's Accessibility Coordinator; • Aliyah Yusuf, DEEN Support Services & Muneeba Centre volunteer; and • Clement Lowe, City of Mississauga AAC member.

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				The award, coordinated by the Association of Municipal Managers, Clerks and Treasurers of Ontario (AMCTO) and the Government of Ontario, recognizes accessibility champions across the province who demonstrate leadership, passion and commitment in the promotion of awareness of accessibility and inclusiveness in their community.
National Access Awareness Event	Plan and implement an event to support National Access Awareness Week (last week of May/first week of June).	Every 2 years. Next event will be in 2017	Corporate Services, Facilities and Property Management, Accessibility Coordinator	<p>A City of Mississauga National Access Awareness Event has been held every year from 2009 to 2013. In 2013, it was decided to host the event every two years.</p> <p>In 2015 we hosted an event with the City Recreation Division and Para Sport titled, "Changing Minds, Changing Lives". The session focused on how to influence persons with a disability through sport. Staff had the opportunity to try sitting volleyball, sledge hockey and wheelchair basketball.</p> <p>For photos and a summary of the event check out the News Release.</p> <p>The next City of Mississauga National Access Awareness Event will be held in 2017.</p>
2. ACCESSIBLE CUSTOMER SERVICE INITIATIVES				
Accessible Customer Service Training (Regulation: Accessibility)	Monitor the sustainment plan for Accessible Customer Service Training for staff, volunteers and 3 rd party agencies, in order to continue to comply with the Accessible Customer Service Regulation, under the Accessibility for Ontarians with Disabilities Act (AODA).	Ongoing	Corporate Services, Facilities and Property Management, Accessibility	<p>On an ongoing basis, new full and part time staff, and volunteers receive Accessible Customer Service training.</p> <p>Specific targeted training sessions or meeting discussions regarding serving customers with disabilities is available upon request.</p>

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Standards for Customer Service, 6)			Coordinator and Human Resources, Talent Management	Visual Arts Mississauga through the ARTREACH for Older Adults program provided an experiential training program called " Through Other Eyes " for their volunteers.
Accessible Elections	<p>Review of elections manuals, training, technology and software in preparation for Municipal Elections.</p> <p>Implementation of the work plan for next Municipal Election.</p>	<p>Ongoing</p> <p>Next General Municipal Election will be in 2018.</p>	<p>Corporate Services, Office of the City Clerk, Director, Legislative Services and Clerk</p>	<p>A Report titled "Accessible Municipal Elections" was and was attached to the 2014 Annual Report of the Multi - Year Accessibility Plan.</p> <p>In a Corporate Report dated August 25, 2015, provided to the Governance Committee (Item 6), titled: 2014 City of Mississauga Municipal Election, 2015 City of Mississauga Municipal By-Election review and technology options for future Municipal Elections, these comments were included in relation to accessibility:</p> <p>The Elections Office is committed to the accessibility of Elections in the City of Mississauga. During the 2014 General Election and 2015 By-election 3 key areas were focused on to ensure accessibility including customer service, communication of information and physical barriers. A variety of tools were used to mitigate these barriers including accessible customer service training for election workers, accessible voting machines, and the examination of all polling locations to ensure that each location met with accessibility standards.</p> <p>At its meeting on January 14, 2015, General Committee considered a Corporate Report dated December 8, 2014 from the Commissioner of Corporate Services and Chief Financial Officer entitled <i>Accessible Municipal Elections</i> regarding the accessibility of the 2014 General Election (Appendix 2 of the August 25, 2015 Corporate Report).</p>

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				<p>Measures used to mitigate barriers to accessibility during the 2014 General Election were also utilized during the 2015 By-election.</p> <p>Accessibility improvements for future elections include:</p> <ul style="list-style-type: none"> - An online application process for election workers - Internet based training modules - Internet voting - Investigate the possibility of "Vote Anywhere" and/or "Vote Anywhere in your Ward" for the 2018 General Election.
3. ACCESSIBLE INFORMATION AND COMMUNICATION INITIATIVES				
Accessible Formats and Communication Supports (IASR, 12)	<p>Review relevant policies.</p> <p>Reinforce Accessible Customer Service Training</p> <p>Develop Vendor list.</p> <p>Develop guidelines for accessible public information materials.</p>	2014/ Ongoing	Corporate Services, Communications, Senior Communications Advisor	<p>Public information materials include the standard message: If you require this information in an alternate format, please call 3-1-1 (905-615-4311 if outside city limits).</p> <p>Accessible Document Training is available for new staff and existing staff as refresher training. An Accessible Documents Reference Guide including a list of available vendors is also available on the staff intranet site.</p> <p>Production of City information materials follows accessible design standards outlined in the handbook developed by Registered Graphic Designers of Ontario (RGD).</p>
Accessible Feedback Processes (IASR, 11)	Develop accessible on line feedback processes in addition to other methods.	2013/ Ongoing	Corporate Services, Communications, Senior Communications	<p>Current feedback processes are accessible and allow residents to provide feedback in a variety of methods (i.e. e-mail, phone, TTY, in person).</p> <p>The City provides accessible online feedback</p>

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			Advisor	mechanisms as well as alternate communication supports. Awareness activities on accessible forms will continue in 2016.
Accessible Website and Web Content (IASR, 14)	<p>Include website accessibility in upgrades.</p> <p>Provide training on how to create accessible documents.</p> <p>Develop quick tips for web authors.</p> <p>Ensure new website conforms to WCAG 2.0 Level AA, excluding live captioning and audio description</p>	<p>2013 WCAG 2.0 Level A,</p> <p>2021 WCAG 2.0 Level AA</p>	Corporate Services, Information Technology, Manager Digital Services & Mobility	<p>New web content management system acquired, implementation goal is for WCAG 2.0 Level AA starting in 2016 as new content/features implemented (currently at WCAG 2.0 Level A).</p> <p>The City has renewed with SiteImprove for 2016 to run accessibility checks on our websites</p> <p>Website accessibility improvements will coincide with the new web content management system.</p> <p>Accessible Document Training implementation will continue to be provided to staff in 2016, this includes how to create accessible PDFs. Initial training sessions began in February 2013.</p> <p>Office 2010 Corporate wide training incorporated brief information about accessible document creation. MS Word 2010 and other Office applications have a built in Accessibility Checker feature. Accessibility Tip Sheets are available on the internal accessibility website.</p>
4. ACCESSIBLE EMPLOYMENT INITIATIVES				
Employee Accommodations	Revise policy and work processes for recruitment; workplace emergency response; employee accommodation; disability management and return to work; performance management; career	2013/ Ongoing	Corporate Services, Human Resources, Manager,	<p>Recruitment, assessment or selection process:</p> <ul style="list-style-type: none"> Continue to build an inventory of the Essential Duties Worksheet

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<p>Recruitment planning, screening and selection process provides accommodations.</p> <p>Accommodations are provided to employees.</p> <p>Return to work process with related applicable accommodations is in place.</p> <p>Performance management, career development and redeployment take into consideration the accommodation needs of employees with</p>	<p>development and employee redeployment.</p> <p>Develop targeted training for all Human Resources staff, Managers/Supervisors, and all employees on the changes to policy and process as a result of the employment standards.</p> <p>Communicate employment policies and processes to all staff.</p>		<p>Learning and Organizational Development; Manager, Employee Health Services</p>	<ul style="list-style-type: none"> Employee Recruitment policy approved by Council City IASR mandatory e-learning and face-to-face training continues and includes information regarding recruitment, emergency response process, accommodation, and return to work <p>Accommodation Plans and Return to Work Process (RTW):</p> <ol style="list-style-type: none"> The City reviews and updates each position's Physical and Cognitive Assessments as required as part of the recruitment process. Ergonomic assessments are performed as required to support both employee wellness and short term & long accommodations. With each accommodation coaching is provided, as required, to ensure a successful placement. Education is provided on the importance of employee accommodation as required. Incorporating the elements of successful short and long term accommodation continues to be part of labour/management discussions including at bargaining tables. <p>Performance management Process (PMP):</p> <ul style="list-style-type: none"> Performance Management Information included in the IASR Manager training <p>Career development and advancement:</p> <ul style="list-style-type: none"> Language regarding requesting accessibility

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disabilities. (IASR, 22, 23, 24, 30, 31, 32)				accommodations is to be added to all training registration forms (HR, IT, Project Management) A workplace emergency response process is in place to include accommodations upon request. (IASR, 27)
Workplace Diversity Strategy	Council adopted 2 Accessibility Advisory Committee Recommendations in 2015: 1. That the Accessibility Advisory Committee (AAC) and appropriate Subcommittees of the AAC engage staff from Human Resources and Community Stakeholder groups to open a dialogue in identifying barriers and opportunities for persons with disabilities to participate in the City's hiring process. 2. That in 2016 Human Resources Staff consults with the Accessibility Advisory Committee in the development of the planned Workplace Diversity Strategy which is to include discussing the feasibility of employment related programs for persons with disabilities.	2016	Human Resources	Will report on the implementation of these Recommendations in 2016.
5. ACCESSIBLE TRANSPORTATION INITIATIVES				
Information about accessible transit. (IASR, 34)	Ensure information about accessibility equipment and features of buses, routes and services is updated on a regular basis. Ensure this information is made available in an accessible format.	2012/ Ongoing	Transportation and Works, MiWay, Transit Planner	With all MiWay routes becoming accessible in October 2012, MiWay updated the Accessible Services Guide. MiWay's Accessible Services Guide contains information on MiWay's accessible services, policies and procedures. This brochure is available in print as well as online at miway.ca . Information on accessibility services is

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				<p>available in an accessible format, upon request.</p> <p>In December 2012, MiWay also re-designed its Accessible Services webpage to be consistent with the new Accessible Services Guide. The new webpage ensures information is well organized and easily retrievable.</p>
Multi -year Transit Accessibility Plan (IASR, 41, 43, 78)	<p>The Transit Accessibility Plan will be updated every 5 years, and an Annual Report on improvements made on the system will be done.</p> <p>Members of the public will be invited to attend the AAC meeting when the plan is presented.</p> <p>The Plan will include information about the process for managing, evaluating and taking action on customer feedback.</p> <p>The Plan will include information about the design criteria in the construction, renovation or replacement of bus stops and shelters; as well as the plan for accessible bus stops and shelters.</p> <p>The procedure for dealing with accessibility equipment failures on buses will be described in the Plan.</p>	2012, Annual	Transportation and Works, MiWay, Transit Planner	<p>MiWay has produced a multi-year Accessibility Plan, and continues to produce an Annual Status Report on progress made within MiWay to make services more accessible.</p> <p>The Accessibility Plans are presented and supported by City Council as well as the City of Mississauga's Accessibility Advisory Committee at its first yearly meeting, which is open to the public.</p> <p>The City of Mississauga's Accessibility Design Handbook was revised in 2015 to match the new Ontario Building Code and IASR, Design of Public Spaces requirements. The document is now referred to as the City of Mississauga 2015 Facility Accessibility Design Standards. This document has been prepared with the support of the Accessibility Advisory Committee. Details from this document are used in the design of MiWay Shelters.</p> <p>MiWay's Annual Report outlines the improvements made to the transit system and service. The current report is included as an Appendix to the Annual Report of the Multi-Year Accessibility Plan.</p>
Announcements	Pre-boarding and on-board announcements (visual	2011-2014	Transportation	All MiWay buses have Automated Next Stop

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on the bus. (IASR, 52)	and auditory) have been implemented on all MiWay buses. The Standard Practice Instruction (SPI) will be revised.		and Works, MiWay, Transit Planner	Announcements (since 2010). Information is also provided visually displaying next stop information. In January 2014, MiWay introduced electronic pre-boarding announcements that include the route name, number and direction. The information announced is consistent with the information displayed on the vehicle destination sign. This is one of many technology improvements that MiWay has launched as part of its commitment to providing accessible, customer-driven, quality transit services in a safe, reliable and cost-effective manner.
Service Disruptions (IASR, 35, 47, 50)	Non-functioning accessibility equipment on buses will be repaired as soon as practicable. Revisions to existing policies regarding the steps taken to accommodate persons with disabilities will be done. The SPI regarding "Passenger drop off/pick up after snowfall" will be revised.	2012/ Ongoing	Transportation and Works, MiWay, Transit Planner	MiWay's existing policy and training requires Operators to notify Transit Control on any accessibility equipment that may require repair or replacement as soon as practicable. Operator Training includes instructions on what to do in an emergency situation and helps Operators take reasonable steps to ensure the safety of all passengers, especially passengers with disabilities. MiWay's existing policy allows customers to board or disembark a MiWay bus at the closest safe location if the official stop is inaccessible. Operators are also trained to notify Transit Control of any stop that is inaccessible. MiWay issues alerts on route detours when they are known in advance. Information is made available at miway.ca, as well as at affected terminals and stops. MiWay has made improvements to its alert system by issuing real

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				<p>time alerts to customers advising them on cancellations, detours, and/or delays that are specific to routes.</p> <p>MiWay staff has launched a new Twitter account @MiWayHelps through which some communication updates are posted.</p>
Taxicabs (IASR, 79)	Include information in the City's Accessibility Plan about consulting with the Accessibility Advisory Committee regarding the proportion of accessible taxicabs in Mississauga.	2013/2014	Transportation and Works, Enforcement Division, Manager Mobile Licensing Enforcement	<p>Two Reports have been received by the Public Vehicle Advisory Committee (a Committee of Council);</p> <ul style="list-style-type: none"> • Taxi Issuance Model Review , by Hara Associates Inc. (received by PVAC on Nov. 19, 2015) • Study of Regulations for Transportation Network Companies (TNC's) by Windels Marx Lane and Mittendorf LLP (received by PVAC on Dec. 7, 2015) <p>The Taxi Issuance Model Review addressed 3 requirements:</p> <ul style="list-style-type: none"> • To recommend an approach to predict demand for taxicab and accessible taxicab service in Mississauga • To recommend a licence supply approach for taxicab and accessible taxicab services • To recommend a fare model/strategy for taxicabs and accessible taxicabs <p>There were 3 Recommendations from the Hara Report in relation to accessible taxis:</p> <p>Recommendation 5.1: <u>Percent Accessible Taxis</u>. Hara Associates recommends that Mississauga set a target of 21% of taxis being mobility device accessible.</p>

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				<p>The percentage of less than 100% allows for a diversity of other types of vehicles to meet other disability needs. This percentage is in addition to accessible taxi licences issued to fulfil TransHelp contracts.</p> <p>Recommendation 5.2: <u>Accessible Plate Issuance</u>. All new issues of plates should be accessible taxi plates until the 21% is met.</p> <p>Recommendation 5.3: <u>Accessible Plate Plan</u>.</p> <ul style="list-style-type: none"> • 30 accessible plates should be released in each of the next 2 years. • These plates should be put into service at least 40 hours per week. <p>The Study of Regulations for TNC's stated through the City's Public Vehicle Licensing By-Law, that the City currently allots 2 accessible taxi licences for every brokerage that has a minimum of 25 licensed Mississauga Taxicab Owner's affiliate with the brokerage. Currently, there are 40 licensed accessible taxicabs for Mississauga.</p> <p>The Hara Report through consultations with stakeholders and the Accessibility Advisory Committee found that the current accessible taxi service in Mississauga is failing to meet the needs of the public.</p> <p>As stated in the TNC Report, wheelchair accessible vehicles are currently not available on the Uber app in Mississauga.</p> <p>PVAC and Council will be considering these 2 Reports in making decisions regarding future Mississauga taxicab</p>

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				service.
6. ACCESSIBLE BUILT ENVIRONMENT INITIATIVES				
Continued implementation of the guidelines in the Mississauga Accessibility Design Handbook. Note: This document is now titled: City of Mississauga-2015 Facility Accessibility Design Standards	<p>To implement accessibility design criteria for City facilities that would apply to capital projects and for private developments where applicable through the site plan process.</p> <p>City office space and accommodation renovations will continue to follow the guidelines in the Mississauga Accessibility Design Handbook.</p> <p>The Accessibility Program from Capital Budget will continue to address building accessibility in older buildings.</p> <p>Review of development applications to address external access to the building on the basis of universal design principles.</p> <p>The Provincial Accessible Built Environment Standard will be monitored regarding implications for future city building projects and revisions to the Mississauga Accessibility Design Handbook.</p>	Ongoing	<p>Corporate Services, Facilities and Property Management, Project Manager</p> <p>Planning & Building, Development and Design, Urban Designer</p> <p>Community Services, Project Manager, Park Development</p> <p>Corporate Services, Facilities and Property Management, Accessibility Coordinator</p>	<p>On December 27, 2013, Ontario Regulation 368/13 was filed to amend the new 2012 Building Code, O.Reg. 332/12. The effective date of the amendment is January 1, 2015. The amended requirements will substantially enhance accessibility in newly constructed buildings and existing buildings that are to be extensively renovated. For further details go to the Ministry of Municipal Affairs and Housing website</p> <p>The Mississauga Accessibility Design Handbook was revised to reflect Ontario Building Code accessibility updates and the Design of Public Spaces Standard under the IASR, AODA. The Handbook is now called City of Mississauga 2015 Facility Accessibility Design Standards.</p> <p>The Facility Accessibility Design Standards/Universal Design Training Program has been updated to reflect the new standards and can be accessed on the internal staff accessibility website.</p> <p>The Facility Accessibility Design Subcommittee (FADS) of the AAC provided feedback and advice regarding the following projects in 2015:</p> <ul style="list-style-type: none"> January 26, 2015 □ Multi Use Trail (east): North Service Road to Westfield Drive within the Lakeshore Royal Windsor Hydro Corridor and crosses over Cooksville Creek May 25, 2015 □ Fallingbrook and Garnetwood Park Washrooms June 22, 2015 □ Accessibility Design Standards

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				<p>Draft</p> <ul style="list-style-type: none"> October 26, 2015 □ Trail Development within Sawmill Valley, Off Road Trail #11 (Ward 3, from the southern point of Dundas Street to the northern point of Audubon Boulevard) November 30, 2015 □ P519 Union Park Development (6627 Tenth Line W at Aquitaine), Off Road Trail #7 (Ward 3 and 4). Discussed process for review of Region of Peel building projects <p>These projects were completed in 2015:</p> <p><u>Malton Village Park □ New Park Development</u></p> <ul style="list-style-type: none"> Accessible picnic table Accessible Seating and Benches with shade options 3.0m wide paved pathways Tactile warning plates at curb cuts Accessible Parking Shade Structure Standard neighbourhood playground Walking loop distance markers (every 100m) Allowance for future accessible temporary washrooms <p><u>Mississauga Fire Station 119 and Peel Regional Paramedic Services Satellite Station 11</u></p> <ul style="list-style-type: none"> Push button door operators at entrances (front & rear) Accessible parking One accessible washroom (near front entrance)

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				<p><u>City Centre Transit Terminal Washrooms</u></p> <ul style="list-style-type: none"> • Colour contrasting floor and wall tiles • Improved lighting • Hands free activated faucets and hand dryers installed at a universal height • Improved signage and wayfinding throughout <p><u>Civic Centre (Active@Work 2015)</u> Improvements to three stairwells in the Civic Centre (east and west Tower and Parking Façade) were completed to improve the accessibility and encourage use. These improvements included:</p> <ul style="list-style-type: none"> • LED light fixtures that have a warmer colour and offer a lighting level above the 100lux as identified in the Facility Accessibility Design Standards. • Signage that incorporates contrast and large font. • Identified one colour per stairwell • Installed a black handrail for colour contrast • Images of persons with disabilities were included along with other active images in the stairwells <p><u>'GoHere' Initiative</u> To show support for the Crohn's and Colitis Canada initiative, signage has been installed at the Civic Centre, indicating clearly where the washrooms are located. The signage was strategically hung so that you can see it clearly from the elevator lobby which direction to go. This was also our opportunity to indicate where the accessible washrooms are located.</p> <p><u>South Common Parks Depot</u></p>

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				<p>Construction of a minor addition to the rear west side of the South Common Community Centre. The space is being used as a Parks Depot for City of Mississauga Parks staff. The design incorporates:</p> <ul style="list-style-type: none"> • Accessible kitchen cabinetry • Barrier-free washroom • Accessible signage • Automatic door opener at entrance and washroom • Height adjustable computer station • Lever-type and/or D-pull handles throughout • Colour contrast on finishes <p><u>Upgrades of Automatic Door Operators at Various Locations</u></p> <ul style="list-style-type: none"> • 6 automatic door operators at Huron Park Community Centre which includes the female & male fitness/pool change room, lobby to arena and arena change room. • Burnhamthorpe Community Centre was equipped with 4 automatic door operators which includes the 3 auditoriums. • Executive Parking at the Civic Centre (4 automatic doors, 2 on each level) • Civic Centre (Office of the City Clerk) • Frank McKechnie Community Centre will receive automatic door operators in the female, male and family change rooms in 2016 <p><u>Central Library: Self-Checkout Stations (2015)</u></p> <ul style="list-style-type: none"> • Six accessible self-checkout stations, • Improved lighting • Accessible welcome desk • Accessible book return drop off slots

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				<ul style="list-style-type: none"> • Removal of floor mounted physical barriers such as electrical boxes and data connections • Colour contrasting millwork finishes. <p><u>Frank McKechnie Community Centre</u></p> <ul style="list-style-type: none"> • Improved the accessible parking by moving some parking spots closer to the entrance and putting in hatched access aisles • Added an accessible parking space closer to park <p><u>Huron Park Recreation Centre</u></p> <ul style="list-style-type: none"> • Installed a ramp for access to dressing rooms in the arena section • Put grates at gutters in the in pool shower area • Added a ramp to the arena dressing room area <p><u>Mississauga Valley Community Centre</u></p> <ul style="list-style-type: none"> • Rear emergency exterior stair was upgraded with a bright yellow band on the riser and treads, and a non-slip surface was applied • Installed an additional grab bar in the pool change room accessible washroom <p><u>Lifts</u> Various lifts in City facilities (Huron Park, Erin Mills Twin, Burnhamthorpe, Clarkson, Clarke Hall) had upgrades i.e. call buttons, signage, courtesy phones installed.</p> <p>These projects will be completed in 2016 and subsequent years:</p> <p><u>Park Washrooms:</u></p>

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				<p>Exterior design includes:</p> <ul style="list-style-type: none"> • Accessible parking • Pedestrian linkages • Accessible routes and surface treatment e.g. detectable warning surfaces • Barrier-free entrance <p>Interior design includes:</p> <ul style="list-style-type: none"> • Accessible door • Restrooms equipped with accessible stalls, urinals, sinks and baby changing stations • 2 barrier free washrooms • A universal washroom including an adult change table <p>Washrooms will be capable of being operated year round.</p> <p>Construction of Dr. Dobkin and Lisgar Fields park washroom buildings started in August 2015 and will be completed in Summer 2016.</p> <p><u>Meadowvale Community Centre & Library (on-going construction with target completion date in 2016)</u></p> <ul style="list-style-type: none"> • Demolition of existing and re-construction of new Community Centre & Library, with the exception of the existing 25 meter pool. • Existing pool is upgraded by addition of an accessible ramp into the pool <p>Building will be designed to be fully accessible and in accordance with the 2007 Mississauga Accessibility Design Handbook (MADH). Improvements include:</p>

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				<ul style="list-style-type: none"> • Accessible Therapy Pool • Universal Change Room • Barrier-free washrooms in all public spaces • Walking track in fitness area • Accessible parking spaces • Barrier-free access to the facility. <p><u>City Wide Accessibility Audit (to be completed in 2016)</u> City wide accessibility audit is planned to review the condition of our facilities in accordance with the new Accessibility for Ontarians with Disabilities Act (AODA) legislation.</p> <p><u>Central Library: Revitalization Project (2016):</u> The Design phase to improve accessibility in the Central Library includes improving accessibility features in the renovated spaces (public and staff areas), for example:</p> <ul style="list-style-type: none"> • Existing washrooms • Lighting • Colour contrasting features, • Universal design signage and wayfinding <p><u>Living Arts Centre (RBC Theatre) - Interior Improvements</u> The Living Arts Centre seat replacement renovation will also include</p> <ul style="list-style-type: none"> • improvement of public access to seating areas • improved guide lighting in aisles and stairs • new safer and user friendly railing system • ergonomic seating • colour contrast/warning in stairs and aisles <p><u>Living Arts Centre</u></p>

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				<p>Lifecycle Elevator Program</p> <p><u>Central Bus Terminal</u> Lifecycle Elevator Program</p> <p><u>Chappell Estate</u> Exterior and interior accessibility improvements are planned for 2016 and 2017</p> <p><u>Park 459 at Ninth Line (North of Erin Centre Dr.)</u> An all season sports park, community centre and pool will be designed in 2016, start construction in Fall 2017 with completion in 2019.</p> <p>For further achievements associated with creating a more accessible built environment in the City of Mississauga go to the "Additional Accessibility Successes" section (Built Environment) of this Report, page 46.</p>
Streetscape Coordinating Committee	To ensure that the Streetscape Coordinating Committee follows universal accessibility planning principles.	2016	Planning & Building, Development and Design, Manager Urban Design	Accessibility planning has been included in the Committee Scope. This Committee has been on hold. It is anticipated that it be re-opened at the end of 2016.
Sidewalks for Transit Routes	Installation of accessible sidewalks along remaining accessible Transit routes.	2018	Transportation and Infrastructure Planning Division, Active Transportation, Transportation and Works	The programming of sidewalks is led by the City of Mississauga's Active Transportation Office in the Transportation & Infrastructure Planning Division, with input from MiWay's Service Development Team in support of transit accessibility. The timing of this work is subject to the priority schedules set by the Transportation & Infrastructure Planning division, budget availability and the City of Mississauga Council approval.

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				In 2015, approximately 3 kilometres of new sidewalks were constructed, with the majority of locations being those that provide connections to MiWay stops and services. In 2016, the focus of the annual sidewalk program will continue to be transit accessibility improvements and an additional 5 kilometres of new sidewalk construction is being programmed. Since 2010, approximately 38 kilometres of sidewalk have been added throughout the City of Mississauga to improve accessibility.
Affordable Housing Program	<p>Housing Choices: Mississauga's Affordable Housing Strategy and Action Plan completed work to-date includes:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Summary of Housing Needs (2011) <input type="checkbox"/> Vision and Framework (2011) <input type="checkbox"/> Second Unit Implementation Strategy (2013) <input type="checkbox"/> which included an Official Plan Amendment, Zoning By-law Amendment, Licensing By-law and Education Campaign and Partnerships <p>Licensing of second units began in January 2014 along with an education campaign and work that builds upon Partnerships.</p> <p>An Affordable Housing Program has been developed which will include the following:</p> <ul style="list-style-type: none"> • Second Units Licensing Review • Affordable Housing Supply/Gap Analysis • Best Practices <input type="checkbox"/> Municipal Scan • Housing First for Public Land • Rental Housing Protection Policies • Cost Analysis of Incentives 	2011-2016	Planning & Building, Policy Planning Division, Planner	<p>An update report on Second Units was completed. Staff is reviewing Licensing requirement for second units.</p> <p>A Roundtable on affordable rental and ownership housing was held to continue the work on affordable housing.</p> <p>For more information and updates visit the City's housing choices website.</p>

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	<ul style="list-style-type: none"> Housing Program Action Plan 			
Recreational Trails (IASR, 80.8-80.13)	<p>Recreational trails are pedestrian trails that are intended for recreational and leisure purposes (wilderness trails are not included in this definition).</p> <p>Future recreational trails and beach access routes are to follow specific legislated requirements.</p> <p>Trails need to be designed with various accessibility requirements along with consultation with the AAC.</p> <p>The City's Parks Signage Study will incorporate these new requirements.</p>	2016	<p>Park Development, Parks and Forestry, Community Services</p> <p>Parks Operations, Parks and Forestry, Community Services</p>	<p>In 2015, the following trails received paving construction and reconstruction (approx. total length □3,369m):</p> <ul style="list-style-type: none"> Forestview Park- 188m Rosebush Common-290m Forest Park- 542m Lakefront Promenade-205m Meadowvale Trail- 1,689m Lake Waubukayne Trail- 455m <p>The City of Mississauga's Parks Signage Standards Manual includes reference to accessibility standards. Parks Development and Parks Operations are working on developing an implementation plan to install the new signs within our parks.</p>
Accessible Tables at outdoor public use eating areas. (IASR, 80.17)	<p>Establish an inventory of existing tables at 20 permitted picnic parks with 41 picnic areas.</p> <p>Review options regarding types of accessible tables.</p> <p>Establish a plan to increase the number of accessible picnic tables at parks.</p>	2016	Parks Operations, Parks and Forestry, Community Services	<p>Accessible picnic tables are available at most picnic park locations especially at permitted parks; as well as at other park locations.</p> <p>Additional accessible picnic tables will be installed in 2016. Parks Operations is working with a vendor to continue to build accessible picnic tables for Mississauga parks.</p> <p>The City's Picnic Parks webpage states: Accessible seating is available at our permitted picnic sites. Arrangements can be made for additional accessible seating if required with ample notice, by contacting the Recreation Customer Service Centre at 905-615-4100.</p>

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Integrated play experiences/ playgrounds for children and caregivers. (IASR, 80.18-80.20)	<p>Consult with the Accessibility Advisory Committee to incorporate accessibility for children and caregivers with various disabilities into play spaces.</p> <p>Review Playground Replacement Program's (PRP) outline of equipment selected (5 year program). Park improvements to adopt PRP as a minimum standard (therefore, minimum public consultation required). A percentage of accessibility will be incorporated into PRP.</p> <p>Consult with AAC on inclusive playgrounds</p>	2016 Ongoing	Park Development, Parks and Forestry, Community Services	<p>Accessible play sites have been developed and planned for. Currently, there are 3 <input type="checkbox"/>fully<input type="checkbox"/>accessible/inclusive play sites:</p> <ul style="list-style-type: none"> • Port Credit Memorial Park • Zonta Meadows (redevelopment in 2015) • O'Connor Park <p>There are 3 more <input type="checkbox"/>fully<input type="checkbox"/>accessible/inclusive play sites proposed:</p> <ul style="list-style-type: none"> • Elmcreek Park • Jaycee Park • River Grove (in design) <p><u>Playground Redevelopment Program:</u></p> <p>Currently, many play sites have accessible features i.e.: an accessible swing, accessible surfaces, an accessible path of travel.</p> <p>On November 18, 2013, a presentation by Parks Development was made to the Accessibility Advisory Committee regarding the Playground Replacement Program. The City of Mississauga has 263 neighbourhood playgrounds. Examples of accessible play equipment that are incorporated into existing playgrounds include:</p> <ul style="list-style-type: none"> • transfer platforms to assist with transferring to a variety of ground-level play experiences, • spring toys with backrests, • crawl tubes with handholds, • slides with tactile features and • sand pits (where feasible) • accessible swing

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				<ul style="list-style-type: none"> • ground level play elements • accessible play surfaces • accessible seating and benches • a paved access route will be included in neighbourhood parks in conjunction with the existing park pathway. <p>The following parks received new or replacement playgrounds in 2015:</p> <ul style="list-style-type: none"> ○ Forest Park ○ Jack Darling Memorial Park ○ Malton Village Park <p>Playgrounds that received accessible equipment in 2015:</p> <p>Jack Darling Memorial Park □ along with the standard neighbourhood park playground features also included:</p> <ul style="list-style-type: none"> • artificial turf surfacing - Pilot Project • 2 accessible swings • Jr and Sr. transfer platforms <p>Lake Aquitaine □ swing addition</p> <ul style="list-style-type: none"> • Expression Swing (double face to face swing) □ Pilot Project <p>A number of federal funding opportunities have been made available for playground accessibility and will be implemented in 2016 or 2017 through the Enabling Accessibility Fund and Canada 150 Community Infrastructure Program.</p>

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				Requests for accessible swings can be made at any time by contacting the Customer Call Centre (311) or Diana Simpson, Accessibility Coordinator.
Exterior Paths of Travel (e.g. sidewalks, ramps, stairs, curb ramps) to address legislated (IASR, Design of Public Spaces) requirements (IASR, 80.21-80.31)	<p>The IASR defines exterior path of travel as: □ outdoor sidewalks or walkways designed and constructed for pedestrian travel and are intended to serve a functional purpose and not to provide a recreational experience □</p> <p>Future exterior paths of travel including sidewalks, engineered walkway connections and multi-use trails within the road right of way are to follow specific legislative requirements.</p> <p>The Mississauga Accessibility Design Handbook will need to be revised to reflect these new requirements.</p> <p>Standard drawings for sidewalks, multi-use trails and curb ramps will need to be revised to incorporate these new requirements.</p> <p>Research and determine best practice for tactile walking surface indicators.</p> <p>Corporate policies will need to be revised to reflect these new exterior paths of travel, IASR requirements.</p> <p>Consult with the AAC re: design and placement of rest areas along exterior paths of travel for new and redeveloped locations.</p>	2016	Transportation and Infrastructure Planning Division, Active Transportation, Transportation and Works	<p>Below is an update regarding the installation of tactile plates at intersections:</p> <p>-Tactile plates have been installed as pilot projects since 2014.</p> <p>-A budget request is being prepared to install tactile plates at high pedestrian traffic areas</p> <p>-The City currently recommends cast iron plates, and are piloting other products</p> <p>-As per the IASR, AODA, all controlled (signal or signed corners will have tactile plates installed</p> <p>-Any new construction or reconstruction/rehabilitation/maintenance project will install tactile plates as well as the City's budget request for a proactive installation program</p> <p>An Implementation Plan for the installation of Tactile Warning Strips in Mississauga has been developed by the Transportation and Infrastructure Planning Division of The Transportation and Works Department. This Plan covers these City Programs:</p> <ul style="list-style-type: none"> • Projects Already Funded (new construction) • 2016 Road Construction Works (major road and road rehab projects) • 2016 Active Transportation Projects (sidewalks

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Project Title	Description	Time Frame	Lead Department	Achievements/Next Steps
				<p>and multi-use trail construction program)</p> <ul style="list-style-type: none"> • 2016 Intersection Improvements (including Round-A-Bouts) • High Pedestrian Traffic Areas • Works Operations and Maintenance (sidewalk repairs, traffic signals projects, utility repair, and emergency repair contracts) • New Subdivision and Site Plan Applications • Community Services locations • Transitway and LRT locations <p>Next Steps for implementation include:</p> <ul style="list-style-type: none"> • Assign a PMR from Transportation Infrastructure Management to manage programming and tracking of tactile plates • Develop a Communication Plan for T&W staff • Update Sidewalk Policy • Prepare Budget Request for 2017 • Monitor and report accomplishments and conflicts <p>The Square One South Mall Expansion (Holt Renfrew etc.) installed metal tactile strips to intersection crossings on the new streets.</p> <p>The Mississauga Accessibility Design Handbook has been revised, and includes the Design of Public Spaces Standard/IASR requirements. The new standards are now titled: 2015 Facility Accessibility Design Standards.</p> <p>The Facility Accessibility Design Subcommittee of the AAC reviews City trail/multi-use trail projects.</p>

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Project Title	Description	Time Frame	Lead Department	Achievements/Next Steps
Install Accessible/Audible Traffic Signals according to Design of Public Spaces Standard. (IASR, 80.28)	<p>Where new pedestrian signals are being installed or existing pedestrian signals are being replaced at a pedestrian crossover, they must be accessible pedestrian signals.</p> <p>Specific requests for accessible pedestrian signals from the Canadian National Institute for the Blind (CNIB) are also considered for installation.</p>	2016	Works Operations and Maintenance Division, Transportation and Works	<p>In 2015, 4 intersections were outfitted with Accessible Pedestrian Signals. This brings the total to 30 intersections under the City of Mississauga's jurisdiction.</p> <p>The new locations are as follows:</p> <ol style="list-style-type: none"> 1. Central Parkway north of Rathburn Rd at BRT Terminal 2. Eastgate Parkway at BRT Entrance (east of Cawthra Rd) 3. Tomken Rd @ Eastgate Pkwy 4. Confederation Pkwy @ Hillcrest Ave <p>Note: the Region of Peel has been installing audible pedestrian signals as well.</p> <p>The process for making a request for an APS is to contact the CNIB through Harpal kaur, Orientation and Mobility Specialist harpal.kaur@cnib.ca. The CNIB will assess whether or not these locations are suitable for an APS and will educate the resident on how to use the crossings, once the signals are installed. The CNIB will recommend to the City which intersection(s) should be done. Then the City (Traffic Signals section) will add it to their list and determine if there is funding available to do this or make a request for funding.</p>
Implement requirements for Accessible parking . (IASR, 80.32-80.39)	<p>Review accessible parking requirements provided by the Province. (including requirement for van accessible signage).</p> <p>Revise Zoning By-Law and Accessible Parking By-law to match new legislation.</p>	2016	<p>Development and Design Division, Planning & Building</p> <p>Enforcement</p>	<p>An Action Plan has been developed to implement the requirements under the IASR, AODA.</p> <p>The Zoning By-law was amended to include the new accessible parking space sizes and required number of accessible parking spaces required for non-residential</p>

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Project Title	Description	Time Frame	Lead Department	Achievements/Next Steps
	<p>Amend the Traffic By Law.</p> <p>Consult with the Accessibility Advisory Committee regarding the need, location and design of accessible-on-street parking spaces, when constructing or re-developing existing on-street parking spaces</p>		<p>Division; Transportation and Infrastructure Planning Division; Works, Operations and Maintenance Division, Transportation and Works</p> <p>Legal Services</p> <p>Working together with the Accessibility Coordinator, FPM</p>	<p>sites (By-law 0190-2014).</p> <p>Review, confirm, amend (if necessary) the requirement for accessible parking for residential uses.</p> <p>The Accessible Parking By Law has been amended and was approved by Council in January 2016. It is effective March 1, 2016.</p> <p>It is being proposed that the penalty for accessible parking contraventions be increased from \$350 to \$400.</p> <p>The City's Facility Accessibility Design Standards has incorporated the new accessible parking requirements (p. 68).</p>
Implement requirements for accessible service counters , fixed queuing lines and waiting areas for indoor and outdoor environments. (IASR, 80.40)	Ensure compliance in new construction and renovations	2016	Space Planning. Facilities and Property Management, Corporate Services	<p>The City of Mississauga has been incorporating lowered counters at all public access points for City buildings when renovations occur. This practice will continue.</p> <p>Central Library had new improved lowered counters installed in 2015.</p>
Ensure accessibility related equipment and features are	Procedures for preventative and emergency maintenance of accessible elements in public spaces to be noted in the multi-year Accessibility Plan.	2016		Procedures for dealing with temporary disruptions are in place as per the Accessibility Standard for Customer Service, and have been outlined in the Accessibility Policy.

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Project Title	Description	Time Frame	Lead Department	Achievements/Next Steps
maintained. (IASR, 80.44)				<p>Traffic signal maintenance is described on p. 56 of the Mississauga Road Safety Handbook.</p> <p>Transportation and Works repaints accessible parking markings as part of scheduled maintenance.</p>

7. ADDITIONAL ACCESSIBILITY SUCCESSES

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

Built Environment

1. The Riverwood Conservancy's Enabling Garden won a \$5,000 grant from the National Garden Bureau (a North American-wide competition) to create a sensory trail and develop an innovative birding by ear program.
2. The City of Mississauga Space Planning section (FPM) provided the Enabling Garden program portable chairs with and without arms to support their client's participation.
3. Braille will be added to waste containers as they are replaced. Braille was added to the waste containers for the Pan Am/Para Pan Am Games to assist with identifying which section of the container is for garbage or recycling.
4. City of Mississauga staff were consulted and acknowledged in the development of the Peel District School Board Design Guide for Accessible and Inclusive Play Structures.
5. Lake Wabukayne Adult Outdoor Fitness Area had these accessibility features incorporated into the project:

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- Flexible fitness equipment
 - Instructional signs for use by seniors and persons using mobility devices
 - accessible safety surface
 - Accessible seating and Bench
 - Paved access route
6. Spray Pad Renovations at Floradale Park and South Common Park included these features:
- Accessible walkways
 - Accessible Seating and Benches
 - Colour contrasting materials
 - Proximity sensors on spray pad activators (wave hand over the bollard)
7. Novo Star Park Shade Table Installation included these features:
- 2 Tables with Umbrellas □ Shade
 - Seats with backs
 - Accessible seating bay
 - Paved surface and connection to existing park trail
8. Clarkson Streetscape Improvements included these accessible features:
- Unit paved boulevard treatment
 - Rubber tree pit □ flush with surfacing paving surfaces
 - Accessible Seating and Benches
9. West Branch Cooksville Creek Bridge part of the Burnhamthorpe Road Pedestrian Improvements
- An accessible and pedestrian friendly bridge
 - Removed a challenging route of travel along Burnhamthorpe Road
 - Safe and accessible pedestrian route
 - Bridge creates a continuous trail link across Cooksville Creek
10. Park Development and Parks Operations designed arm rest additions to standard park benches to be installed Citywide. This project resulted in the following successes in 2015:
- Over 79 parks received accessible seating and benches
 - Paved access route
 - Accessible bay adjacent to bench

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11. Accessible port-a-potties were provided at the 2015 Play in the Park locations.
12. Braille labels were put on the washroom, First Aid and Guest Services signs at Rink 4 Hershey Centre.
13. The Assistive Listening Upgrade Project was initiated in 2015. This project will replace old Phonic Ear Systems with the standard Listen Technology systems. Hershey Centre was done in 2015 as were a few locations in City Hall. Mississauga Valley CC is planned for 2016. Other locations moving forward will be based on equipment failures of the old the Phonic Ear systems and done as the older equipment breaks down.
14. The City's Accessibility Coordinator is consulted as part of the final approvals stage for permanent public art installations. For instance, the art piece entitled *Migration* installed at the foot of Burnhamthorpe Rd W and Duke of York Blvd., resulted in siting the artwork in accordance with a barrier-free path of travel as well as accessible site features. These site features include the use of contrasting colours, tones and materials as well as tactile sidewalk treatment surrounding the sculptures. Accessibility is also defined as one of the Public Art Program's criteria for site selection of public art.



Figure 1 - Tactile warning surface around Public Art

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Customer Service

1. Square One Older Adult Centre received funding from Community Foundation of Mississauga for a Seniors with Vision Disabilities Exploration Project . Research regarding available community programs for seniors with vision disabilities was undertaken and community and Centre members were surveyed about their needs. This project may open the doors for future partnership programs.
2. The Active Assist (Recreation Fee Assistance Program) increased the maximum number of clients from 8,000 in 2013 to 10,000 in 2014, and to 12,500 in 2015..
3. Visual Arts Mississauga extended the ArtReach program to isolated, lower income seniors and adults with disabilities. The program consists of art workshops that directly impacted the lives of over 200 individuals. All of the artist instructors, programmers and ArtReach Team members have been through specialized senior sensitivity training (*Through Others Eyes*).



Figure 2 - Man sitting in wheelchair smiles for a photop while working on visual art project.

4. The accessible golf cart was used 4 times at Lakeview Golf Course.
5. A procedure has been set up to ensure proper signage is posted at Recreation facilities when maintenance is undertaken, to minimize or eliminate the risk of reactions to indoor chemical emissions. This will assist people with multiple chemical sensitivities. A Facility Maintenance Notification sign has been created for this purpose.

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Information & Communication

1. More City services are available [online](#). For example, residents can now go online at their convenience to get a temporary parking permit. Many City services such as tree pruning, recreation, library searches and pet licenses are available online.

You can now report a problem in Mississauga directly from your smartphone using [Pingstreet](#) □ a free mobile app for the City. For example, sidewalk problems can be reported using this app. The service requests submitted through the app go directly from the citizen to the appropriate business unit for resolution.

The app allows the City to offer some of its popular online services in a convenient, mobile friendly way. The City plans to add new online services and features on the Pingstreet app in 2016.

2. Wi-Fi has been added to key parks to support large festivals. For example, Celebration Square.
3. A Described video has been posted on the [City's YouTube channel](#) titled: 'Celebrate Mississauga'. The focus of this new video is 'Mississauga's Cultural Richness: Inviting a Global Celebration' and aims to promote Mississauga as a warm and welcoming community that celebrates its cultural diversity. It highlights the many ways that you can experience culture in Mississauga.

Employment

1. Peel Partners in Accessibility (Region of Peel, City of Mississauga, City of Brampton, and Town of Caledon) hosted an Employer Event on Nov. 30 to educate about the AODA and how to hire persons with disabilities. The City of Mississauga provided a display and shared resources with the business community. Accessibility Advisory Committee members assisted with the event.
2. Through SWEP (Summer Work Experience Program), for adults with developmental disabilities, the City hired 8 volunteers to work at 4 park locations. One of these volunteers requested other volunteer opportunities and is currently volunteering in a Recreation Basketball Program at Mississauga Valley Community Centre.
3. Secondary School Volunteer Project: Seven student volunteers with developmental disabilities (from Gordon Graydon SS) received training and volunteered at 4 City of Mississauga Community Centres and 2 Mississauga libraries for the 2015 March Break program. One of these volunteers went on to become a paid part-time building operations staff at Frank McKechnie CC.

An additional 9 Gordon Graydon SS volunteers with developmental disabilities were trained with other volunteers at our Dec 5th City Wide Volunteer Training for their Winter/March Break 2016 placements.

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Two students with developmental disabilities from St Martins SS started volunteering at Huron Park CC (building operations) with teacher support in November and December 2015.

4. Square One Older Adult Centre, through the support of a federal government New Horizons for Seniors grant, is creating a Resource Toolkit complete with practical suggestions and tips for organizations which wish to expand their volunteer engagement practices. This resource will assist community organizations to expand their volunteer and leadership capacities to effectively welcome differently-abled seniors, encouraging them to share their experience and skills. The Toolkit will be available in late March 2016 by contacting the Older Adult Centre directly.
5. Employee Health Services coordinated and delivered a variety of wellness presentations/discussions with various staff groups throughout the year. For example sessions titled: "Resiliency in the Workplace", "Lighten Up Your Day", "Boosting Your Positive Outlook" and "Mental Health Support at the City of Mississauga" were some of the sessions held.
6. In addition to group ergonomic presentations, over 109 individual ergonomic work stations were delivered throughout the year in response to requests from employees experiencing difficulties.
7. The Annual Employee Health, Wellness and Safety Fair, held in the Civic Centre, attracted over 430 participants with approximately 45 booths. The focus of the 2015 event was active@work. Some of the booths included: Alzheimer Society Peel, Canadian Anaphylaxis Initiative, Canadian Mental Health Association/Peel Branch, Ontario Optician Association & Partner Essilor, the City's Employee Assistance Provider -Morneau Shepell, Asthma Society of Canada, and MS Society Mississauga Chapter.
8. In the past 5 years, 600 jobs have been created because the [Mississauga Business Enterprise](#) Centre supported the development of 100 new small and youth businesses.

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Figure 3- Jobs for Youth - 16 youth including a man in a wheelchair

9. The Human Resources Division offers a half day classroom staff training program titled: ☐ Accommodation ☐ The Employment Life Cycle ☐ In this session, leaders raise their knowledge and comprehension of accommodation issues, tools and practices that relate to the employment life cycle.

Transportation

1. MiWay installed approximately 200 new bus pads throughout the City to make access to transit more convenient and accessible. 188 of these bus pads were dedicated to rear door concrete pad extensions.

Other Successes:

1. **Parapan Am Games:**

Mississauga hosted Parapan Am Games ☐ goalball (attendance 2,023) powerlifting (attendance 334) and wheelchair rugby (attendance 7,033) from August 7 to 15.


Committed to accessibility, the City initiated and developed a three year plan to incorporate para sport into community programs. The plan includes the acquisition of wheelchairs and other para sport equipment at summer camps (including sledges for sledge hockey), a para multi-sport and wheelchair tennis program among others, and a venue rental fee that provides para sport groups access to City facilities.

The wheelchairs have been used with much success for wheelchair basketball at Malton Community Centre.

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The City of Mississauga worked with the TORONTO 2015 Pan Am / Parapan Am Games Organizing Committee (TO2015) to deliver venues and services that were accessible to all spectators and met the requirements under the Accessibility for Ontarians with Disabilities Act, 2005 (AODA).

- Accessible seating tickets were available at the Mississauga Sports Centre (MIS); also known as Hershey Centre with the option to purchase an adjacent companion or support person ticket at a discounted price.
- The MIS had assistive listening devices available upon request. 
- Accessible transportation options were available to and from MIS.
 - [Mississauga Transit \(MiWay\) shuttles](#)
 - [TransHelp](#) ☐ [Region of Peel](#)
 - Accessible taxis (available by request)
- [Pan Am events](#) across the city were held at City accessible facilities.

Many facility accessibility improvements were made to Hershey Centre in preparation for the Games; for example:

- The City of Mississauga box now has a lowered counter
- A Temporary accessible viewing platform was installed to accommodate wheelchair rugby
- A portable ramp was installed at the athlete entrance

Parapan Am Torch Relay (1,200 attended)

August 5, 2015 at Lakeside Park - 6 p.m.

The Parapan Am Flame came to Mississauga on August 5. This event consisted of:

- Community BBQ and family fun
- Torch Relay with 22 athletes and Community Cauldron Lighting Ceremony
- Community Celebration ended the day with a Celtic performance by Steel City Rovers.
- Accessibility Advisory Committee Members were invited as VIP guests to attend the Torch Relay.



Nydia Langill - Mississauga Community Torchbearer

Nydia Langill is a Paralympic swimmer and Mississauga resident who competed in the Parapan Am Games.

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Parapan Am Athlete Videos:

Two Mississauga para athletes' videos were posted on YouTube as part of an effort to feature our local para athletes and para sports programs. The videos resulted in 395 unique video views, 20 shares and had average view duration of 0:76 minutes.

All videos were housed on YouTube and embedded into the mississaugapanam.ca About page. They were promoted via Facebook, Twitter and homepage banners on the City website. They were also played on Celebration Square and at all TO2015 community events in Mississauga.

Other Parapan Am Athletes:

Renee Foessel □ Shot Put, Discus Throw, Javelin Throw
Karen Van Nest - Archery

Accessibility Feedback to TO2015:

The Accessibility Advisory Committee asked to provide feedback on the accessibility of various aspects of TO2015 (website, tickets, venues, events etc.). Recreation staff were invited to a Corporate Policies and Procedures Subcommittee meeting to discuss the feedback.

Media Coverage

Two media advisories were issued on behalf of the City for the Parapan Am Games. The following chart outlines the advisories issues and resulting media coverage resulting in over 1,415,891 print impressions, and 8,318,916 digital impressions.

Here is an example of media coverage that was placed in SNAP'd - [https://southmississauga.snapd.com/event/862213#/arapan Am Torch Relay](https://southmississauga.snapd.com/event/862213#/arapan%20Am%20Torch%20Relay)

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Mississauga Library Services put together a Parapan Am Display for the month of August at the Central Library.



Figure 4 - Parapan Am Display at Central Library

2. City of Mississauga staff raised \$203,324 for the 2014 United Way Employee Campaign (an increase of \$1,049 from the previous year). This will assist those in our community who need it most, from reducing poverty, to providing programs for children and adults. Some of the agencies that benefit from the United Way include: Canadian Hearing Society, Canadian Mental Health Association/ Peel Region, CNIB Halton-Peel, Community Living Mississauga, Distress Centre Peel, Ontario March of Dimes.
3. A revised Terms of Reference for the Accessibility Advisory Committee was approved by Council in 2015.
4. Accessibility Advisory Committee Members continue to participate actively by attending several community meetings i.e. Region of Peel Supportive Housing Review and public information sessions.
5. The City Manager's Management Plan is an inclusive Plan that connects many service areas that are needed to move the City forward in an efficient, effective and innovative manner. The City's Accessibility Plan is included as one of the Plans that the City must follow in order to ensure that we are following the City's Strategic Plan.
6. Two Accessibility Advisory Committee members (Rabia Khedr, Naz Husain) presented at the Region of Peel's National Access Awareness Event in June, 2015.

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7. The Accessibility Coordinator participated in a stakeholder consultation session to provide input on the proposed Accessibility Certification Program that the Accessibility Directorate of Ontario is investigating with Deloitte.
8. In February 2015, Mississauga Council approved more than \$3 million in funding for community culture, festivals, recreation and environment programs. Under the Recreation and Sport Grant Program some of the organizations receiving funding include: Square One Older Adult Centre; Volunteer Mississauga, Brampton; Caledon; and Nexus Youth Services. Among the groups receiving annual contributions were: Community Living Mississauga, Applewood Centre for Adult Learning and Cruisers Sports for people with physical disabilities.
9. In June, 2015, the Recreation Division brought a Corporate Report to General Committee recommending that the City adopt "A Framework for Recreation in Canada 2015 – Pathways to Wellbeing" as a guide for the planning and delivery of Recreation and Parks services in Mississauga. The Framework has 5 Goals – Goal #2 being: Inclusion and Access – Increase inclusion and access to recreation for populations that face constraints to participation. Priority 2.7 under this goal is to "Provide leadership, support, encouragement, information, policies and programs that facilitate full participation in recreation by people of all abilities across all settings. Work with persons with disabilities to create inclusive opportunities and build leadership capacity. Ensure that recreation environments are accessible, and remove physical and emotional barriers to participation. Recreation Services will consider this framework in alignment with the Future Directions Master Plans, strategies and annual work plans.

Here is a link to the entire [Framework](#) .

10. An Accessibility Compliance Tip Sheet was created to assist Library Managers in following the AODA requirements.
11. Submitted the AODA Compliance Report to the Province indicating that the City of Mississauga has complied with all AODA requirements up to, and including those requirements that were due by January 1, 2015. The AODA Self-Certified Report has been included as an Appendix to this 2015 Annual Report of the Multi-Year Accessibility Plan.
12. Received budget approval to hire an Accessibility Specialist in 2016.

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CONCLUSION:

The Accessibility Vision for the City of Mississauga is:

□Mississauga - A Great Place to live, work, travel and play for everyone!□

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

The Accessibility Vision will be realized by:

- Meeting or exceeding timelines of legislation
- Providing mobility for everyone
- Retrofitting older buildings, parks and trails
- Making accessibility a design priority
- Providing accessible information
- Creating awareness
- Dedicated funding
- Persons with disabilities being well represented

The strategies listed below were developed to realize our vision:

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

We have accomplished much with accessibility planning at the City of Mississauga, but there is still a lot of work to do.

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In the Mississauga Citizen Satisfaction Survey done by Environics (2015), residents were asked to rank the six goals under the Belong Strategic Planning Pillar. Citizens ranked "ensure affordability & accessibility" at their #1 priority. Here is a link to the [survey results](#). This points to the importance of ensuring that we devote dedicated attention and resources to improving accessibility in Mississauga.

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



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ACCESSIBILITY REPORT



DECEMBER 2015



2.0 MiWay's Service Profile

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

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

Conventional Services – 2015 Service Profile

Types of Services	Conventional fixed route transit service. School Routes - Trips to and from local secondary schools within Mississauga to supplement conventional transit service.
Service Area	Primarily within the City of Mississauga boundaries, with service integration into neighbouring municipalities (Brampton, Toronto, and Oakville)
Hours of Operations	Monday to Friday: 3:53 AM to 3:23 AM Saturday: 4:41 AM to 3:03 AM Sunday: 6:52 AM to 2:05 AM Statutory Holidays: 6:52 AM to 2:05 AM
Annual Revenue Ridership	37.4 Million
Annual Revenue Service Hours	1.35 Million (Annual Vehicle hrs: 1.45 Million)
Annual Revenue Kilometres	28.9 Million
Number of Routes	84 Routes (as of Dec. 2015): 7 Express Routes; 63 Regular Routes; 14 School Routes;
Fleet Composition	468 accessible buses

3.0 Integrated Accessibility Standards Regulation (IASR):

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

3.1 IASR Transportation Compliance Initiatives (effective Jan. 1, 2015)

There are no transportation compliance initiatives in 2015. For further details related to IASR 191/11 compliance initiatives and subsequent workplan, please refer to the Appendix 1.0.

4.0 2015 Initiatives and Achievements

4.1 Service Disruptions:

MiWay continues to issue alerts on route detours when they are known in advance. Information on planned detours is made available at miway.ca, as well at affected terminals and stops. In 2015, MiWay made improvements to its alert system by issuing real time alerts to customers on service disruptions. These improvements ensure real time alerts are made available to customers advising them on cancellations, detours, and/or delays that are specific to routes. Such details on service disruptions are posted on MiWay's website and mobile app. Customers are notified about these alerts when they pull up their individual trip plans.

MiWay has also been working towards improving the communication of alerts to customers via social media. MiWay staff have launched a new Twitter account @MiWayHelps through which some communication updates are posted. For example, during inclement weather, customers are advised to be prepared for potential delays and to plan their trips accordingly. In February 2016, @MiWayHelps will begin retweeting other important alert information issued by Mississauga Snow, Peel Regional Police and Hanlan Water Project to inform customers about potential delays.

4.2 Transit Infrastructure:

A fundamental aspect of the expansion of accessible conventional services within Mississauga's existing transit system is the ongoing upgrade of stops, shelters, bus pads and sidewalk connections.

In 2015 alone, MiWay installed approximately 200 new bus pads throughout the City to make access to transit more convenient and accessible. In order for a route to be considered accessible, in addition to buses, all transit infrastructure along the route must also be accessible, which means for bus stop pads to be installed at every stop (if feasible) and connect with the existing sidewalk network where possible. Currently only

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about 4.5% (approximately 165 of 3600) of stops within the City of Mississauga are inaccessible mainly due to the absence of sidewalks.

Rear Concrete Pad Installation Program:

To further improve access to MiWay's accessible conventional services, additions to existing concrete bus stop pads will be the main focus going forward. The extension or addition of a "tail" to the existing pads will allow for passengers to safely exit from the back door of the buses without stepping down into mud or grass. Of the 200 pads installed in 2015, 188 were dedicated to rear door concrete pad extensions.

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

Sidewalk Program:

The programming of sidewalks is led by the City of Mississauga's Active Transportation Office in the Transportation & Infrastructure Planning Division, with input from MiWay's Service Development Team in support of transit accessibility. The timing of this work is subject to the priority schedules set by the Transportation & Infrastructure Planning division, budget availability and the City of Mississauga Council approval.

In 2015, approximately 3 kilometres of new sidewalks were constructed, with the majority of locations being those that provide connections to MiWay stops and services. In 2016, the focus of the annual sidewalk program will continue to be transit accessibility improvements and an additional 5 kilometres of new sidewalk construction is being programmed. Since 2010, approximately 38 kilometres of sidewalk have been added throughout the City of Mississauga to improve accessibility.

4.3 Information & Communication:

With the recent improvements to MiWay's Accessible Services, MiWay continues to review and update its web content and print material pertaining to accessibility.

Web Content:

In an effort to enhance usability, improvements are continuously made to MiWay's new Accessible Services webpage, which can now be easily accessed through miway.ca. Information pertaining to



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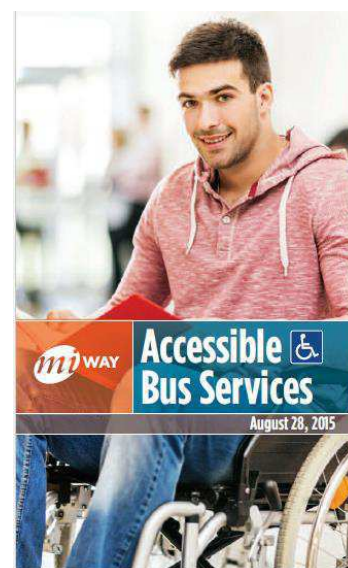
accessible services, policies and procedures is user friendly and categorized to ensure information is easily accessible for customers. Visually friendly buttons and updated images have been used to clearly illustrate step-by-step instructions on how to board/exit a MiWay bus. Web accessibility has been improved with the addition of accessible PDF documents available online, as an alternative to such information as the Accessible Bus Services Guide and the Service Changes web page. Web content is now more accessible by creating consistent styles among headers/titles, links and lists to ensure they are visually distinct from paragraph copy.

The number of inaccessible PDF documents was reduced on miway.ca and many were made into accessible web pages. The font size and styles have been enhanced on MiWay.ca web pages such as those related to Service Changes, MiWay Student Ambassador Program and Mississauga Transitway.

Print Content:

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

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



4.4 Customer Feedback:

MiWay welcomes customer feedback. Customers can contact the MiWay call centre, visit the information booth at the City Centre Transit Terminal, complete the online feedback form available on miway.ca/contactus or reach out to us through Twitter.

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

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

5.0 Mississauga's Transitway

The Mississauga Transitway is a dedicated transit corridor that will provide east-west travel across Mississauga. When completed, the 18-kilometre Transitway will have twelve stations beginning at Winston Churchill Boulevard in the west and ending at Renforth Drive in the east.



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

Design and construction of the Mississauga Transitway stations and facilities have incorporated the Universal Design Principles and the guidelines and objectives set out within the City of Mississauga's Accessibility Plan and the City of Mississauga Accessibility Design Handbook/2015 Facility Accessibility Design Standards.

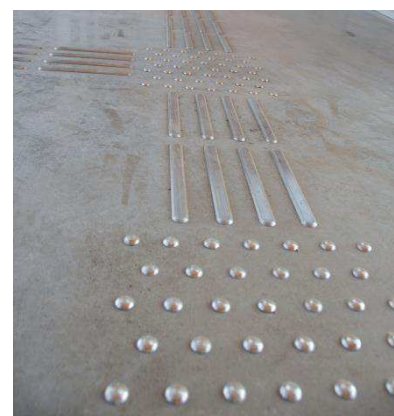
Accessible Transitway Stations:

Aligned with the City's commitment to meet the Accessibility for Ontarians with Disabilities Act, 2005 (AODA) requirements, all transitway stations are equipped with elevators featuring accessible elements, enabling navigation within the stations for a more convenient and comfortable experience.



Where required, stations feature safe crossing between platforms via ramps, designed with accessible features.

Tactile way-finding strips have been incorporated at all transitway stations for easier navigation inside the stations, between all entrances and the elevators.



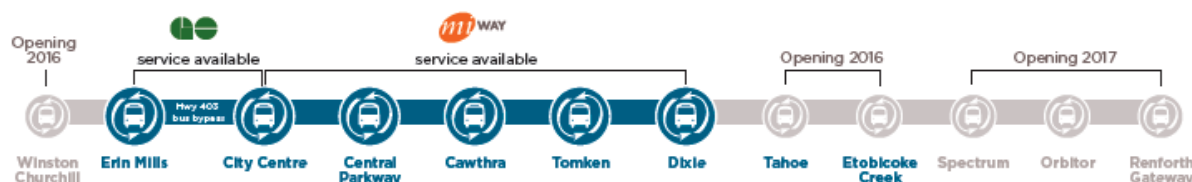
2015 annual accessibility report

5.1 Project Status:

Since Central Parkway, Cawthra, Tomken and Dixie stations opened in November 2014, there has been steady growth on MiExpress routes 107, 109, 185 and MiLocal route 21.

In September 2015, GO Transit opened the Erin Mills Station and five GO bus routes serve the station. MiWay will provide service to Erin Mills Transitway Station in mid-2016.

Tahoe and Etobicoke Creek stations, just east of Dixie Station, are expected to open in early 2016. The final stations: Winston Churchill, Spectrum, Orbitor and Renforth Gateway are scheduled to be completed by 2017.



Fully Complete in 2017

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

2015 annual accessibility report

6.0 Consultation of the Report

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

- Consultation with the City of Mississauga's Accessibility Advisory Committee (AAC) to ensure input is received from all members;
- Consultation with the residents of the City of Mississauga to ensure input is received from the general community (public meeting/AAC meeting held February 8, 2016); and
- Consultation with MiWay's operating and support staff to ensure that those responsible for delivery of accessible service provide input.

7.0 Plan Approval & Communication Strategy

Transit Management Team approved the Accessibility Report at its January 12th, 2016 meeting. The required communication of the plan will include the following:

- Release of the approved report to the City of Mississauga's Accessibility Advisory Committee;
- Inclusion of the approved report in the City of Mississauga's 2015 Annual Report of the Multi-Year Accessibility Plan;
- Inclusion of the approved report on MiWay's website (www.miway.ca/accessibleservice); and
- Notification of the availability of the approved report in the 'Accessible Bus Services' brochure.

8.0 Conclusion & Next Steps

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

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

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

2015 annual accessibility report

9.0 For more Information

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

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

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

To Provide Customer Feedback, Customer Service Representatives are available:

Weekdays:	8:30 am to 4:25 pm
Weekends/Holidays:	Closed
Online Form:	www.miway.ca/contactus

TTY Phone: 905-615-3886

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

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

MiWay – Website: www.miway.ca

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

Follow us on Twitter: @MiWayHelps

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

Appendix 1.0

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

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

37	<p>Emergency preparedness & response policies</p> <p>Conventional transportation service providers,</p> <p>(a) shall establish, implement, maintain and document emergency preparedness and response policies that provide for the safety of persons with disabilities; and</p> <p>(b) shall make those policies available to the public.</p> <p>Conventional transportation service providers shall, upon request, provide the policies in an accessible format.</p>	January 1, 2012	<p>COMPLETED</p> <p>Emergency preparedness and response policy document has been prepared and posted on miway.ca.</p> <p>Information is also available in an accessible format, upon request.</p>
38	<p>Fares, support persons</p> <p>No conventional transportation service provider shall charge a fare to a support person who is accompanying a person with a disability.</p> <p>It is the responsibility of a person with a disability to demonstrate their need for a support person to accompany them on the conventional service and to ensure that the appropriate designation for a support person is in place.</p>	January 1, 2014	<p>COMPLETED</p> <p>MiWay's Support Person Policy allows customers who need assistance to board, pay their fare, access the seating area or exit, to be accompanied by a Support Person.</p> <p>MiWay defines a Support Person as a person whose presence is essential to provide care and assistance to a passenger with a disability, regardless of the nature of their disability.</p> <p>Only a single fare is required when a passenger with a disability travels with a Support Person (this includes CNIB card holders).</p>
41, 43	<p>Accessibility plans, conventional transportation services</p> <p>Conventional transportation service providers shall identify the process for managing, evaluating and taking action on customer feedback.</p> <p>Every conventional transportation service provider shall annually hold at least one public meeting involving persons with disabilities to ensure that they have an opportunity to participate in a review of the accessibility plan and are given the opportunity to provide feedback.</p>	January 1, 2013	<p>COMPLETED</p> <p>MiWay has produced a multi-year Accessibility Plan, and continues to produce an Annual Status Report on progress made within MiWay to make services more accessible.</p> <p>The Accessibility Plans are presented and supported by City Council as well as the City of Mississauga's Accessibility Advisory Committee at its first yearly meeting, which is open to the public.</p>

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

47	Transit stops Conventional transportation service providers shall ensure that persons with disabilities are able to board or deboard at the closest available safe location, as determined by the operator, that is not an official stop, if the stop is not accessible.	January 1, 2012	COMPLETED MiWay's existing policy allows customers to board or deboard a MiWay bus at the closest safe location if the official stop is inaccessible. Operators are also trained to notify Transit Control of any stop that is inaccessibility.
48	Storage of mobility aids, etc. Every conventional transportation service provider shall, if safe storage is possible, ensure that mobility aids and mobility assistive devices are stored in the passenger compartments of its transportation vehicles.	January 1, 2012	COMPLETED MiWay's existing policy allows customers to board with mobility aids and mobility assistive devices, as long as the aisles are kept clear at all times for emergency situations.
49	Courtesy seating Every conventional transportation service provider shall ensure that there is clearly marked courtesy seating for persons with disabilities on its transportation vehicles. The courtesy seating shall be located as close as practicable to the entrance door. The courtesy seating shall be signed to indicate that passengers, other than persons with disabilities, must vacate the courtesy seating if its use is required by a person with a disability. Every conventional transportation service provider shall develop a communications strategy designed to inform the public about the purpose of courtesy seating.	January 1, 2012	COMPLETED MiWay revised its existing Courtesy Seating Policy to state that the front seats on all MiWay buses were reserved for passengers with disabilities. This ensures that priority seating on buses is there for people who need it. People of all ages with mobility and other disabilities can be assured of easily accessible places to sit. New 'Priority Seating' decals were produced and installed on all MiWay buses. A Communication Plan was prepared and delivered through website, event, media releases and print.
50	Service disruptions Where a route or scheduled service is temporarily changed and the change is known in advance of the commencement of the trip, conventional transportation service providers shall make available alternate accessible arrangements to transfer persons with disabilities to their route destination and ensure information on alternate arrangements is communicated taking into account the person's disability.	July 1, 2013	COMPLETED / ONGOING MiWay issues alerts on route detours when they are known in advance. Information is made available at miway.ca, as well at affected terminals and stops. MiWay has made improvements to its alert system by issuing real time alerts to customers advising them on cancellations, detours, and/or delays that are specific to routes. MiWay staff have launched a new Twitter account @MiWayHelps through which some communication updates are posted.

51	<p>Pre-boarding announcements Every conventional transportation service provider shall ensure that there are, on request, pre-boarding verbal announcements of the route, direction, destination or next major stop.</p> <p>Every conventional transportation service provider shall ensure that there are electronic pre-boarding announcements of the route, direction, destination or next major stop on its transportation vehicles.</p>	<p>July 1, 2011</p> <p>January 1, 2017</p>	<p>COMPLETED</p> <p>MiWay Operators currently announce pre-boarding announcements, upon request.</p> <p>In January 2014, MiWay introduced electronic pre-boarding announcements that include the route name, number and direction. The information announced is consistent with the Information displayed on the vehicle destination sign.</p>
52	<p>On-board announcements Every conventional transportation service provider shall ensure that there are audible verbal announcements of all destination points or available route stops on its transportation vehicles.</p> <p>Every conventional transportation service provider shall ensure that all destination points or available route stops, are announced through electronic means; and are legibly and visually displayed through electronic means.</p>	<p>July 1, 2011</p> <p>January 1, 2017</p>	<p>COMPLETED</p> <p>All MiWay buses have Automated Next Stop Announcements. Information is also provided visually displaying next stop information.</p>
78	<p>Duties of municipalities, general Any municipality that provides conventional transportation services shall consult with its municipal accessibility advisory committee, the public and persons with disabilities in the development of accessible design criteria to be considered in the construction, renovation or replacement of bus stops and shelters.</p> <p>Every municipality shall identify planning for accessible bus stops and shelters in its accessibility plan.</p>	<p>January 1, 2013</p>	<p>COMPLETED</p> <p>The City of Mississauga's Accessibility Design Handbook was revised in 2015 to match the new Ontario Building Code and IASR, Design of Public Spaces requirements. The document is now referred to as the City of Mississauga 2015 Facility Accessibility Design Standards. This document has been prepared with the support of the Accessibility Advisory Committee. Details from this document are used in the design of MiWay Shelters.</p>

INFORMATION AND COMMUNICATIONS STANDARDS

11	<p>Feedback</p> <p>Every obligated organization that has processes for receiving and responding to feedback shall ensure that the processes are accessible to persons with disabilities by providing or arranging for the provision of accessible formats and communications supports, upon request.</p> <p>Every obligated organization shall notify the public about the availability of accessible formats and communication supports.</p>	January 1 st , 2014	<p>COMPLETED / ONGOING</p> <p>Customers can contact the MiWay call centre, visit the information booth at the City Centre Transit Terminal, complete the online feedback form available on miway.ca/contactus or reach out to us through Twitter.</p>
12	<p>Accessible formats and communication supports</p> <p>Except as otherwise provided, every obligated organization shall upon request provide or arrange for the provision of accessible formats and communication supports for persons with disabilities, in a timely manner that takes into account the person's accessibility needs due to disability; and at a cost that is no more than the regular cost charged to other persons.</p> <p>The obligated organization shall consult with the person making the request in determining the suitability of an accessible format or communication support. Every obligated organization shall notify the public about the availability of accessible formats and communication supports.</p>	January 1 st , 2015	<p>COMPLETED / ONGOING</p> <p>Currently all MiWay print material is available in an accessible format, upon request. Web accessibility has also been improved with accessible pdf. documents added as an alternative to the service changes web page. The number of PDF documents were reduced on MiWay.ca and all made into accessible web pages or well-structured PDF documents which can be read by screen readers.</p> <p>Accessible Document Training will continue to be provided to staff in 2015, this includes how to create accessible PDFs. Initial training sessions began in February 2013. An Accessible Documents Reference Guide was compiled to accompany the in-class training.</p>
14	<p>Accessible websites and web content</p> <p>Designated public sector organizations and large organizations for their internet websites shall meet the requirements of this section in accordance with the following schedule:</p> <p>By January 1, 2014, new internet websites and web content on those sites must conform with WCAG 2.0 Level A.</p> <p>By January 1, 2021, all internet websites and web content must conform with WCAG 2.0 Level AA</p>	<p>January 1, 2014, new internet websites and web content</p> <p>January 1, 2021, all internet websites and web content</p>	<p>COMPLETED / ONGOING</p> <p>New web content management system acquired, implementation goal is for Level AA starting in 2016 as new content/features implemented.</p> <p>The City has renewed with SiteImprove for 2016 to run accessibility checks on our websites</p> <p>Website accessibility improvements will coincide with the new web content management system.</p>

AODA Self-Certified Accessibility Report

	Question	Answer
1	Does your organization provide and keep a record of accessibility training for employees and volunteers on the use of: 1) accessibility features and equipment, 2) acceptable modifications to deal with temporary barriers or equipment failures, and 3) emergency response procedures for persons with disabilities? (IASR s. 36)	YES
2	Does your organization ensure that a support person accompanying a person with a disability is not charged a fare where a person with a disability has demonstrated a need for a support person? (IASR s. 38)	YES
3	Do your conventional transportation services' new or modified vehicles meet the technical requirements as described in IASR s. 53-62?	YES
4	Is your organization providing ongoing training as required under the Customer Service Standard and are you continuing to meet the Customer Service Standard and Integrated Accessibility Standards Regulations that have come into effect prior to the report?	YES
5	Does your organization provide the required training on the IASR and the Human Rights Code as it pertains to persons with a disability? (IASR s. 7)	YES
6	Does your organization ensure that its feedback processes are accessible to persons with disabilities by providing or arranging accessible formats or communication supports upon request? (IASR s. 11)	YES
7	Does your organization have a process to provide accessible formats and communication supports for persons with disabilities in a timely manner and at no more than the cost for other persons who ask for the same information? (IASR s. 12)	YES
8	Does your organization provide its emergency procedures, plans or public safety information that it makes available to the public, in an accessible format upon request? (IASR s. 13)	YES
9	Does your organization provide individualized emergency response information for employees that require it and does it review the information in accordance with the Employment Standards? (IASR s. 27)	YES
10	Does your organization incorporate accessibility features into its procurement or acquisition of goods, services or facilities or provide an explanation if doing so is not practicable? (IASR s. 5)	YES
11	Does your organization notify its employees and the public about the availability of accommodations in its recruitment processes? (IASR s. 22-24)	YES
12	Does your organization provide its employees with updated information about its policies to support its employees with disabilities? (IASR s. 25)	YES
13	When requested, does your organization provide employees with disabilities information in an accessible format or with communication supports? (IASR s. 26)	YES
14	Does your organization develop and have in place a written process for the development of documented individual accommodation plans for employees with disabilities? (IASR s.28)	YES
15	Does your organization have a documented return to work process for employees who were absent due to a disability or require disability-related accommodations in order to return to work? (IASR s. 29)	YES

Rapport sur l'accessibilité autocertifié pour la LAPHO

	Question	Réponse
1	Votre organisation tient-elle un registre des formations en matière d'accessibilité prodiguées aux employés et aux bénévoles portant sur 1) les options d'accessibilité et l'équipement, 2) les modifications acceptables aux marches à suivre en cas d'obstacles temporaires ou de défaillance de l'équipement, et 3) les procédures d'intervention en cas d'urgence pour les personnes handicapées? (Normes d'accessibilité intégrées, art. 36)	OUI
2	Votre organisation veille-t-elle à ne pas faire payer de tarif à la personne de soutien accompagnant une personne handicapée qui a besoin d'elle? (Normes d'accessibilité intégrées, art. 38)	OUI
3	Vos véhicules de transport classique, nouveaux ou modifiés, sont-ils conformes aux exigences techniques décrites aux articles 53 à 62 du règlement sur les normes d'accessibilité intégrées?	OUI
4	Votre organisation offre-t-elle de la formation continue conformément à la Norme d'accessibilité pour les services à la clientèle, et respecte-t-elle la Norme d'accessibilité pour les services à la clientèle et le règlement sur les normes d'accessibilité intégrées qui sont entrés en vigueur avant la présentation du rapport?	OUI
5	Votre organisation fournit-elle la formation requise sur les Normes d'accessibilité intégrées et les dispositions du Code des droits de la personne qui s'appliquent aux personnes handicapées? (Normes d'accessibilité intégrées, art. 7)	OUI
6	Votre organisation veille-t-elle à ce que ses processus de rétroaction soient accessibles aux personnes handicapées en fournissant ou en faisant fournir sur demande des formats accessibles ou des aides à la communication? (Normes d'accessibilité intégrées, art. 11)	OUI
7	Votre organisation dispose-t-elle d'un processus permettant d'offrir des formats accessibles et des aides à la communication aux personnes handicapées en temps opportun et à un coût qui n'est pas supérieur au coût ordinaire demandé aux autres personnes? (Normes d'accessibilité intégrées, art. 12)	OUI
8	Sur demande, votre organisation fournit-elle dans un format accessible les renseignements sur les mesures et les plans d'urgence ainsi que sur la sécurité publique qui sont destinés au public? (Normes d'accessibilité intégrées, art. 13)	OUI
9	Votre organisation offre-t-elle des renseignements individualisés relatifs aux interventions d'urgence pour les employés qui en ont besoin? Examine-t-elle cette information conformément aux normes d'emploi? (Normes d'accessibilité intégrées, art. 27)	OUI
10	Votre organisation tient-elle compte des options d'accessibilité lors de l'obtention ou de l'acquisition de biens, de services ou d'installations? Fournit-elle une explication lorsque cela n'est pas matériellement possible? (Normes d'accessibilité intégrées, art. 5)	OUI
11	Votre organisation avise-t-elle ses employés et le public de la disponibilité de mesures d'adaptation durant son processus de recrutement? (Normes d'accessibilité intégrées, art. 22 à 24)	OUI
12	Votre organisation fournit-elle à son personnel des renseignements à jour sur ses politiques visant à aider les employés handicapés? (Normes d'accessibilité intégrées, art. 25)	OUI
13	Sur demande, votre organisation fournit-elle aux employés handicapés de l'information dans un format accessible ou avec des aides à la communication? (Normes d'accessibilité intégrées, art. 26)	OUI
14	Votre organisation élabore-t-elle et dispose-t-elle d'un processus écrit régissant l'élaboration de plans d'adaptation individualisés et documentés pour les employés handicapés? (Normes d'accessibilité intégrées, art. 28)	OUI
15	Votre organisation a-t-elle un processus écrit de retour au travail pour les employés qui se sont absentés en raison d'un handicap et qui ont besoin de mesures d'adaptation liées à leur handicap pour reprendre le travail? (Normes d'accessibilité intégrées, art. 29)	OUI

City of Mississauga

121414106TA0001

AODA Self-Certified Accessibility Report

General Comment/Commentaires généraux:

No comment was entered. Aucun commentaire n'a été saisi.

City of Mississauga

Corporate Report



Date: 2016/03/09

To: Chair and Members of General Committee

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

Originator's files:
MG.23.REP
RT.10.Z-52W

Meeting date:
2016/03/23

Subject

All-Way Stop – Envoy Drive and Tabbyman Walk / Othello Court (Ward 11)

Recommendation

That an all-way stop control not be implemented at the intersection of Envoy Drive and Tabbyman Walk/Othello Court as the warrants have not been met.

Background

Concerns have been identified by area residents regarding vehicle speeds and pedestrian safety in the vicinity of Envoy Drive and Tabbyman Walk/Othello Court.

The Ward Councillor has requested that the Transportation and Works Department bring a report forward to General Committee regarding the implementation of an all-way stop at the intersection of Envoy Drive and Tabbyman Walk/Othello Court.

Present Status

Currently, the intersection of Envoy Drive and Tabbyman Walk/Othello Court operates as a four-leg intersection with a two-way stop control for eastbound and westbound traffic on Tabbyman Walk/Othello Court and free flow for northbound and southbound traffic on Envoy Drive.

Comments

An A.M. /P.M. manual turning movement count was completed on March 25, 2015 to determine if an all-way stop is warranted. The results are as follows:

Envoy Drive and Tabbyman Walk / Othello Court (Wednesday March 25, 2015)

Part A: Volume for All Approaches: 100%

Part B: Volume Splits: 70%

In order for an all-way stop to be warranted, both Part A and Part B must equal 100 percent. Based on the results, an all-way stop is not warranted at the intersection of Envoy Drive and Tabbyman Walk/Othello Court.

A review of the collision history at this intersection did not reveal any reported collisions within the past three (3) years that is the type considered correctable by the use of an all-way stop. An all-way stop is therefore not warranted based on the collision history.

In addition, there are currently two existing signalized intersections in close proximity to the intersection of Envoy Drive and Tabbyman Walk/Othello Court. Mavis Road and Envoy Drive is located approximately 78 metres (256 feet) north of Envoy Drive and Tabbyman Walk/Othello Court and Derry Road West and Envoy Drive/John Watt Boulevard is located approximately 180 metres (590 feet) south of Envoy Drive and Tabbyman Walk/Othello Court.

In accordance with Ministry of Transportation's Ontario guidelines and the "All-Way Stop Signs" Corporate Policy #10-04-05, all-way stop controls should not be used "where any other traffic device controlling right-of-way is permanently in place within 250 metres (820 feet)".

Implementing traffic control devices less than the distance mentioned may frustrate motorists and will increase vehicle emissions, increase fuel consumption and increase the noise generated by braking and acceleration within the relatively short distance of the roadway between the existing controlled intersections. In addition to these safety concerns, previous experience has shown that speeds are often increased through segments of a roadway where intersection controls are placed in too close proximity as motorists could potentially concentrate their attention on the traffic signal ahead, subsequently failing to comply with the stop control. This could result in an increased number of conflicts. Queueing may also occur when motorists are accessing Envoy Drive from Mavis Road as the limited storage, approximately 78 metres (256 feet), up to the proposed all-way stop control may at peak times become congested.

Financial Impact

Not applicable.

Conclusion

Based on the above, the Transportation and Works Department does not recommend the installation of an all-way stop at the intersection of Envoy Drive and Tabbyman Walk/Othello Court.

Attachments

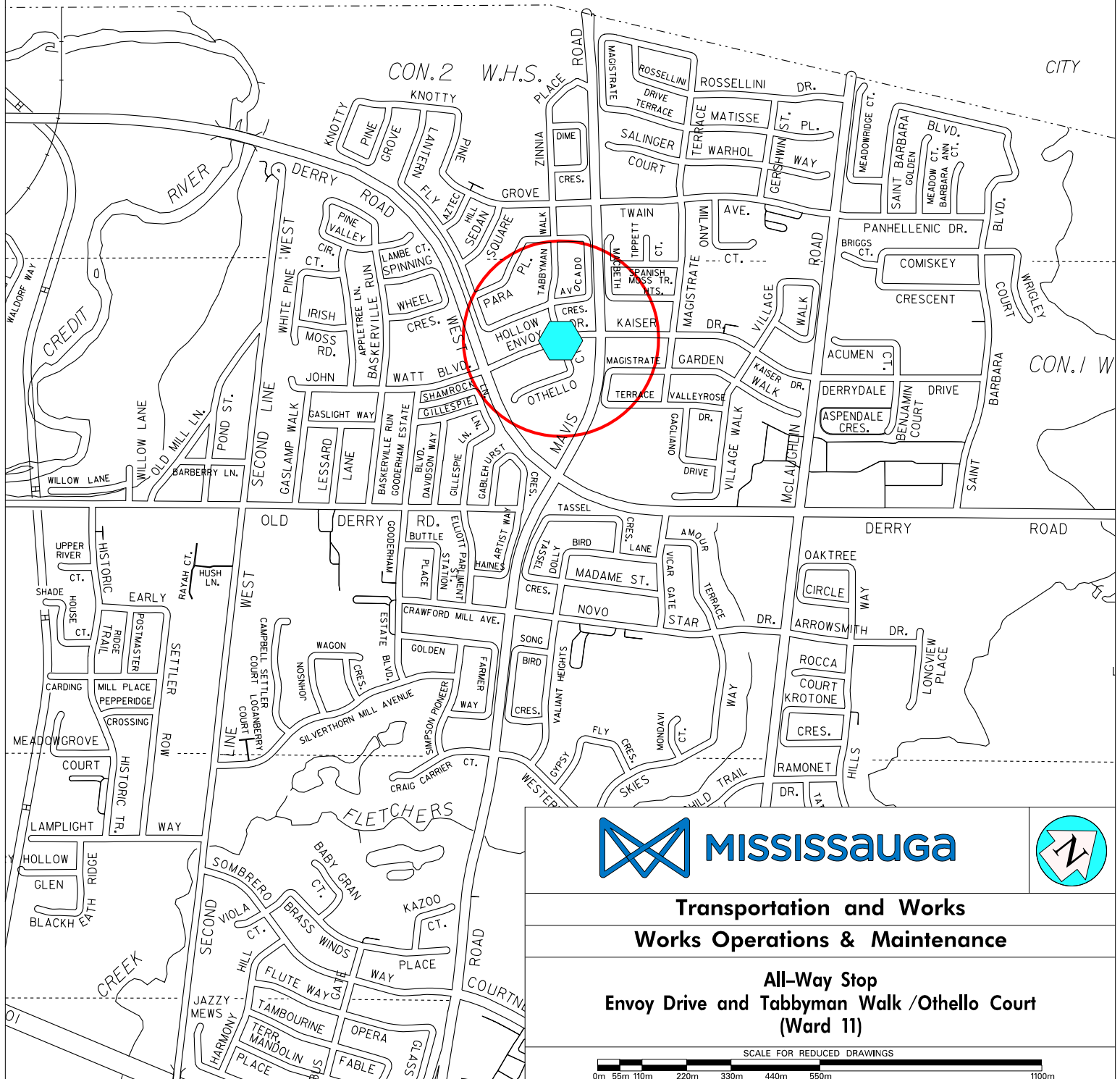
Appendix 1: Location Map: All-Way Stop - Envoy Drive and Tabbyman Walk / Othello Court
(Ward 11)



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

Prepared by: Alex Liya, Traffic Operations Technician

BRAMPTON



City of Mississauga Corporate Report



Date: 2016/03/09

To: Chair and Members of General Committee

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

Originator's files:
MG.23.REP
RT.10.Z-48W

Meeting date:
2016/03/23

Subject

All-Way Stop-Redstone Road and Bonaventure Drive (north intersection)-(Ward 5)

Recommendation

That an all-way stop control not be implemented at the intersection of Redstone Road and Bonaventure Drive (north intersection) as the warrants have not been met.

Background

Concerns have been identified by area residents through the Ward Councillor's office regarding excessive vehicle speeds and pedestrian safety at the intersection of Redstone Road and Bonaventure Drive (north intersection).

The Ward Councillor has requested that the Transportation and Works Department bring a report forward to General Committee regarding the implementation of an all-way stop at the intersection of Redstone Road and Bonaventure Drive (north intersection).

Present Status

Currently, the intersection of Redstone Road and Bonaventure Drive (north intersection) operates as a three-leg intersection with a stop control on Bonaventure Drive and free flow for eastbound and westbound traffic on Redstone Road.

Comments

Stop signs are installed to regulate vehicular and pedestrian right-of-way at intersections and are not intended for use as speed control devices. Past experience has revealed that at unwarranted all-way stop controls mid-block speeds may actually increase due to motorist frustration and stopping compliance is poor when a motorist is exposed to minimal side street traffic and a reasonable need to complete a stop. Installation of all-way stop controls are recommended based on satisfaction of criteria related to traffic volumes and/or collision history. These "warrants" are used throughout Ontario.

A manual turning movement count was completed on September 22, 2015 to determine if an all-way stop is warranted. The results are as follows:

Redstone Road and Bonaventure Drive (North Intersection)

Part A: Volume for All Approaches: 100%
Part B: Volume Splits: 14%

In order for an all-way stop to be warranted, both Part A and Part B must equal 100 percent. Based on the results, an all-way stop is not warranted at the intersection of Redstone Road and Bonaventure Drive (north intersection).

A review of the collision history at this intersection did not reveal any reported collisions within the past three (3) years that is the type considered correctable by the use of an all-way stop. An all-way stop is therefore not warranted based on the collision history.

Financial Impact

Not Applicable.

Conclusion

Based on the above, the Transportation and Works Department does not recommend the installation of an all-way stop at the intersection of Redstone Road and Bonaventure Drive (north intersection).

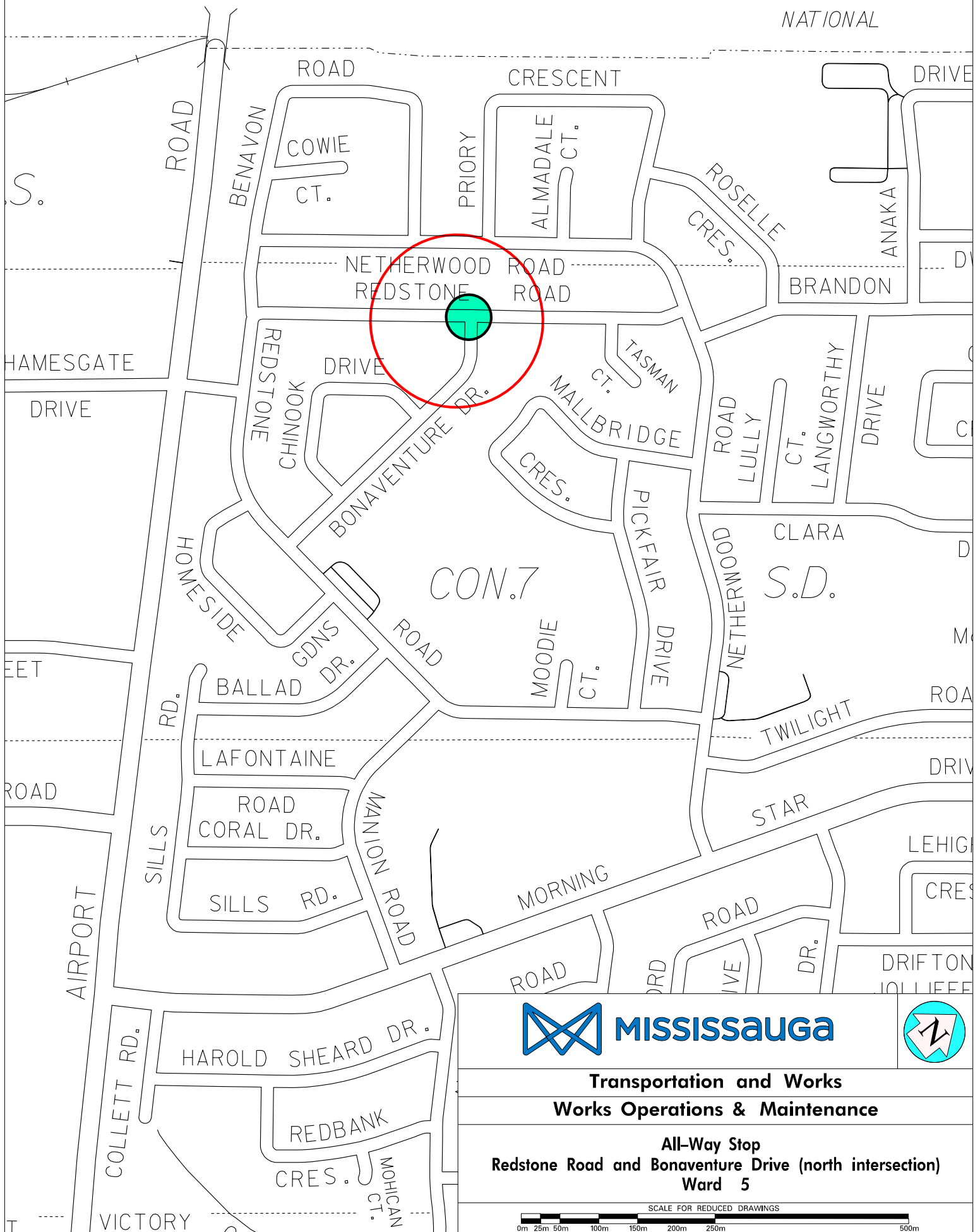
Attachments

Appendix 1: Location Map - All-Way Stop - Redstone Road and Bonaventure Drive (north intersection)-(Ward 5)



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

Prepared by: Wasan Yonan, Traffic Operations Technician



MISSISSAUGA



**Transportation and Works
Works Operations & Maintenance**

**All-Way Stop
Redstone Road and Bonaventure Drive (north intersection)
Ward 5**

SCALE FOR REDUCED DRAWINGS

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

City of Mississauga

Corporate Report



Date: 2016/03/09

To: Chair and Members of General Committee

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

Originator's files:
MG.23.REP
RT.10.Z35W

Meeting date:
2016/03/23

Subject

Parking Prohibition Anytime - Aerowood Drive between Ambler Drive and Kamato Road (Ward 5)

Recommendation

That a by-law be enacted to amend The Traffic By-law 555-00, as amended, to implement a parking prohibition anytime on both sides of Aerowood Drive between Ambler Drive and Kamato Road.

Background

The Transportation and Works Department is in receipt of safety concerns on Aerowood Drive that were identified during the on-site meeting between City staff and property management representatives. The representatives indicated that heavy vehicles are parked on both sides of Aerowood Drive impeding mobility and sight visibility on the road.

Parked heavy vehicles were identified as a safety hazard as the potential for vehicular conflict is exacerbated due to the volume of traffic encountered on Aerowood Drive.

Presently, parking is prohibited on both side of Aerowood Drive between Dixie Road and Ambler Drive.

Comments

Aerowood Drive between Ambler Drive and Kamato Road is a two lane, curve linear industrial roadway with varying road widths between 9.0 metres (29 feet) and 11 metres (36 feet). A recent site inspection conducted by Transportation and Works Department staff revealed the presence of parked/stopped heavy vehicles on Aerowood Drive. Based on the existing roadway geometrics, heavy vehicle on-street parking cannot be maintained. Therefore, the Transportation and Works Department recommends implementing a parking prohibition anytime on both sides of Aerowood Drive between Ambler Drive and Kamato Road. The implementation of this parking prohibition should improve mobility and increase the general level of safety in the area.

The Ward Councillor supports the recommendation for a parking prohibition anytime on Aerowood Drive.

Financial Impact

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

Conclusion

The Transportation and Works Department recommends implementing a parking prohibition anytime on both sides of Aerowood Drive between Ambler Drive and Kamato Road.

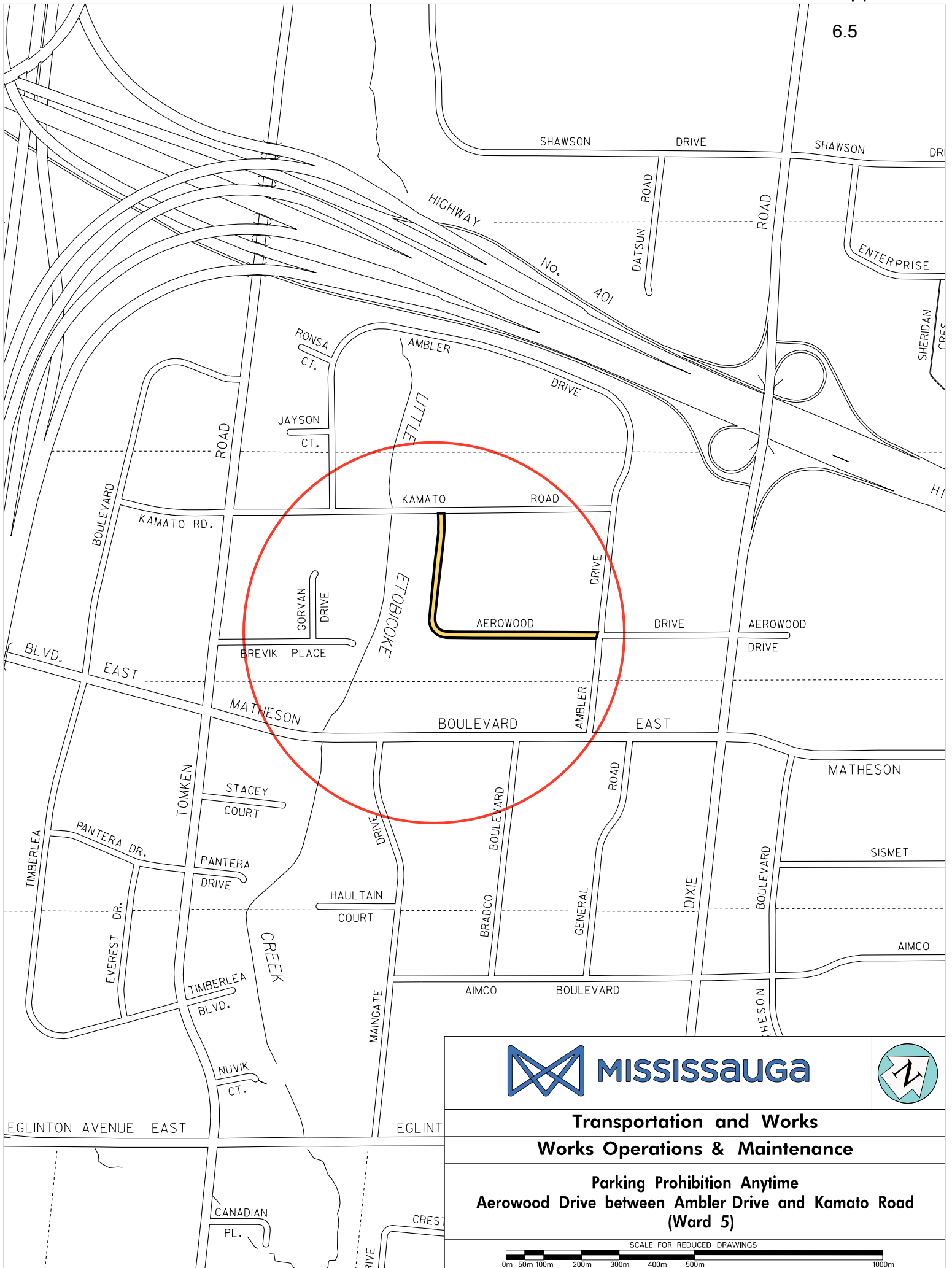
Attachments

Appendix 1: Location Map - Parking Prohibition Anytime - Aerowood Drive between Ambler Drive and Kamato Road (Ward 5).

A handwritten signature in black ink, appearing to read 'Martin Powell', with a large, stylized flourish at the end.

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

Prepared by: Darek Pest, Traffic Operations Technician

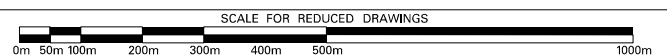


MISSISSAUGA



**Transportation and Works
Works Operations & Maintenance**

**Parking Prohibition Anytime
Aerowood Drive between Ambler Drive and Kamato Road
(Ward 5)**



Corporate Report



Date: March 7, 2016	Originator's files:
To: Chair and Members of General Committee From: Martin Powell, P. Eng, Commissioner of Transportation and Works	Meeting date: 2016/03/23

Subject

2016 Noise Wall Replacement/Retrofit Program (Wards 2, 3, 7 and 8)

Recommendation

That the proposed 2016 Noise Wall Replacement/Retrofit Program, as outlined in the report from the Commissioner of Transportation and Works dated March 7, 2016, be approved.

Report Highlights

This report identifies the following noise attenuation barrier locations proposed for construction works in 2016:

- Dundas Street East (North Side) – Behind 3040-3050 Constitution Boulevard
- Dundas Street East (North Side) – Behind 1055 Dundas Street West
- Confederation Parkway – Beside 254 Fairview Road West
- Confederation Parkway – Beside 144 Lech Walesa Drive and 270 Fairview Road West
- Confederation Parkway – Beside 253 Fairview Road West and Beside 3361 Testimony Square
- Unity Drive (South Side) – Winston Churchill Boulevard to Loyalist Drive
- Dundas Street West (South Side) – Winston Churchill Boulevard to Woodchester Drive
- Dundas Street West (South Side) – Glen Erin Drive to Fifth Line West
- Burnhamthorpe Road East (North Side) – Hydro Corridor west of Ponytrail Drive to east City Limit

Background

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

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

In 2015, a condition assessment of the City's noise attenuation barriers identified that 10.8% or 6.1 kilometres (3.8 miles) of the existing inventory will require replacement over the next seven years. The projected funding contained in the capital budget forecast is sufficient to do this work.

Comments

Candidates for the 2016 Noise Attenuation Barrier Replacement/Retrofit Program have been assessed based upon their existing condition, safety considerations and installation criteria. Walls recommended for replacement are those in the poorest condition, either crumbling or falling down and which meet the installation criteria set out in Policy 09-03-03.

In advance of planned major resurfacing works for Burnhamthorpe Road East in 2017, the existing private fencing along the north side of the road between the Hydro corridor west of Ponytrail Drive and the east City limits in Ward 3 will be upgraded to a noise attenuation barrier as part of the 2016 program. Also, in advance of planned major resurfacing works, existing private fencing along the south side of Dundas Street West between Winston Churchill Boulevard and Fifth Line West will be upgraded to a noise barrier as part of the 2016 program. These locations were identified in the Development Charges Background Study and are funded by Development Charges.

The following provides a description of the priority locations for the 2016 Noise Attenuation Replacement/Retrofit Program:

Appendix	Ward	Description	Length (Metres)	Length (Feet)
1	3	Dundas Street East (North Side) – Behind 3040-3050 Constitution Boulevard	60	197
1	3	Dundas Street East (North Side) – Behind 1055 Dundas Street West	66	216
2	7	Confederation Parkway – Beside 254 Fairview Road West	325	1066
2	7	Confederation Parkway – Beside 144 Lech Walesa Drive and 270 Fairview Road West	51	167
2	7	Confederation Parkway – Beside 253 Fairview Road West and Beside 3361 Testimony Square	65	213
3	8	Unity Drive (South Side) – Winston Churchill Boulevard to Loyalist Drive	21	69
4	2	Dundas Street West (South Side) – Winston Churchill Boulevard to Woodchester Drive	117	384
5	2	Dundas Street West (South Side) – Glen Erin Drive to Fifth Line West	354	1161
6	3	Burnhamthorpe Road East (North Side) – Hydro Corridor east of Ponytrail Drive to east City Limit	300	984
Total			1359	4459

Site drawings showing the proposed locations for these replacement walls are attached as Appendices 1 to 6.

Financial Impact

A budget of \$586,000 was approved in the 2016 Capital Budget under PN 16-161 for noise attenuation barrier replacement. This amount will be used to fund the proposed replacement of noise attenuation barriers on Dundas Street East, Confederation Parkway and Unity Drive (Appendices 1, 2 & 3). An additional \$1,049,000 from Development Charges will be used for the proposed Burnhamthorpe Road East and Dundas Street West retrofit locations (Appendix 4, 5 & 6).

Conclusion

The proposed 2016 noise wall construction program addresses urgent noise wall replacement needs in six locations and the installation of new noise walls along a section of Burnhamthorpe Road East and Dundas Street West in advance of arterial road resurfacing projects.

Attachments

Appendix 1: Dundas Street East

Appendix 2: Confederation Parkway

Appendix 3: Unity Drive

Appendix 4: Dundas Street West

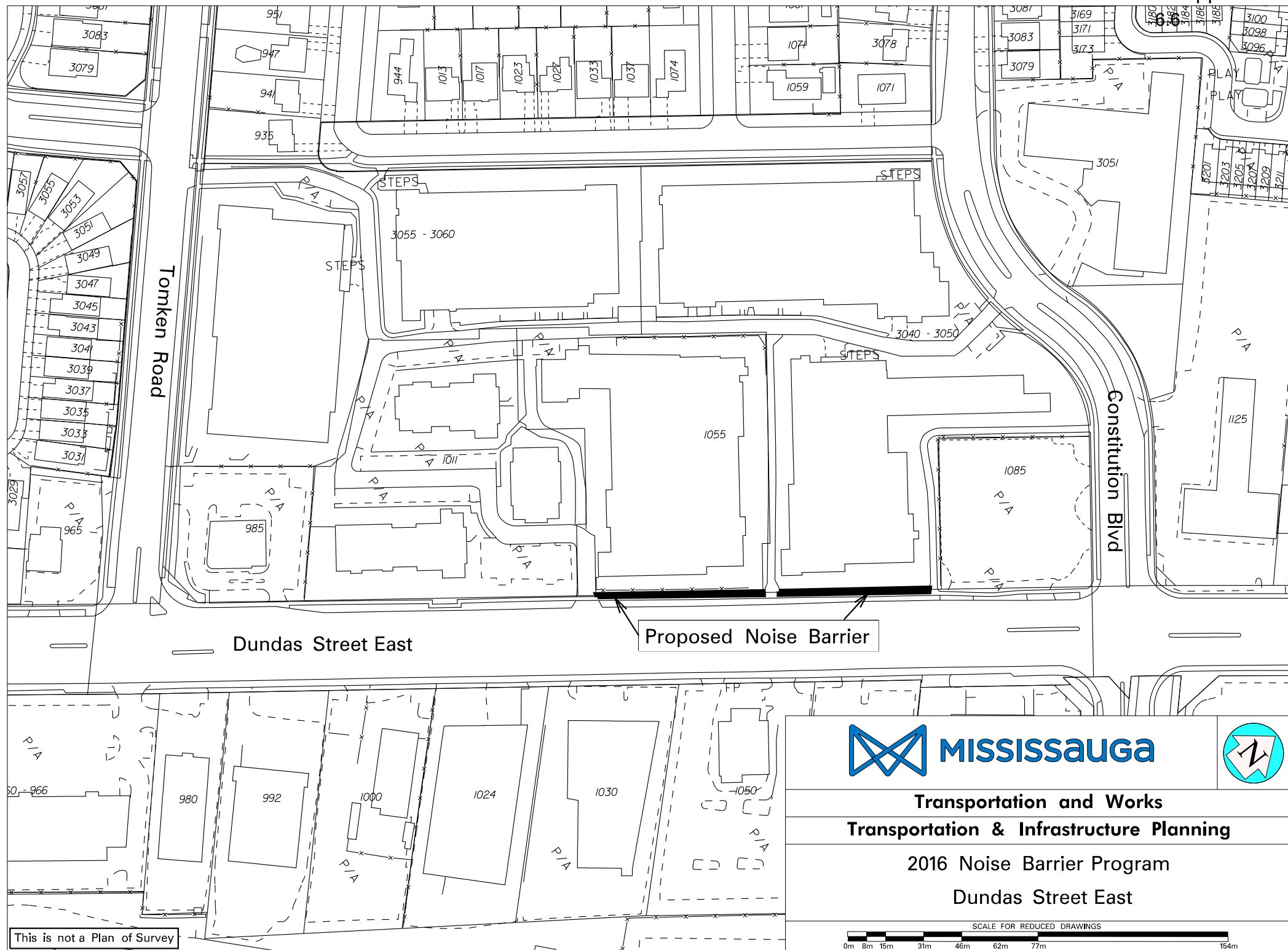
Appendix 5: Dundas Street West

Appendix 6: Burnhamthorpe Road East

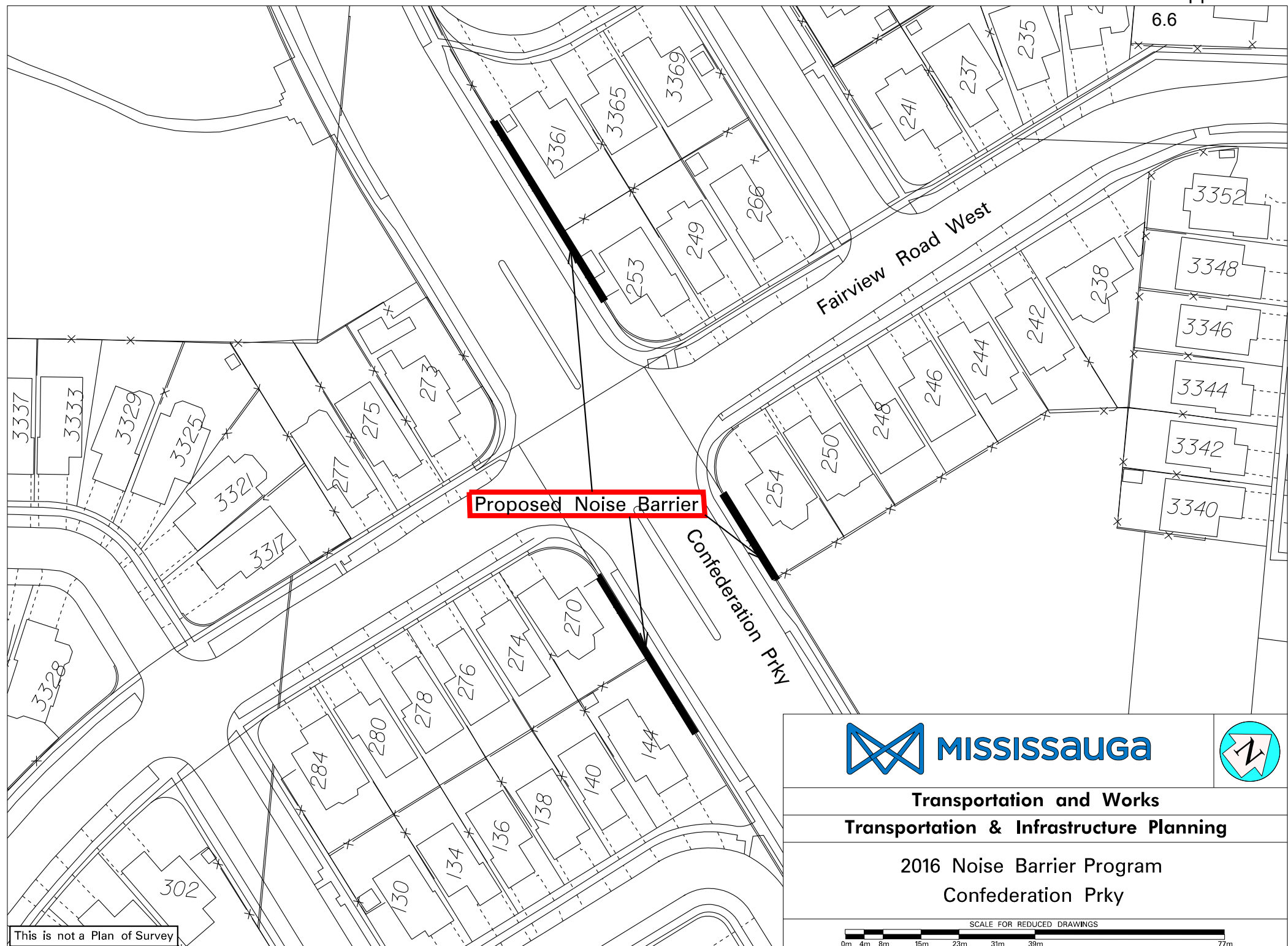
A handwritten signature in black ink, appearing to read 'Mark Powell', with a large, stylized flourish at the end.

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

Prepared by: Michael Long, Transportation Infrastructure Technologist



6.6

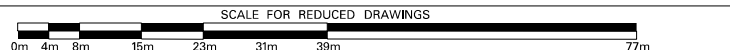


This is not a Plan of Survey



Transportation and Works
Transportation & Infrastructure Planning

2016 Noise Barrier Program
Confederation Prky



4200 - 4202

Unity Drive

Proposed Noise Barrier

Loyalist Drive

P/A
3020



MISSISSAUGA

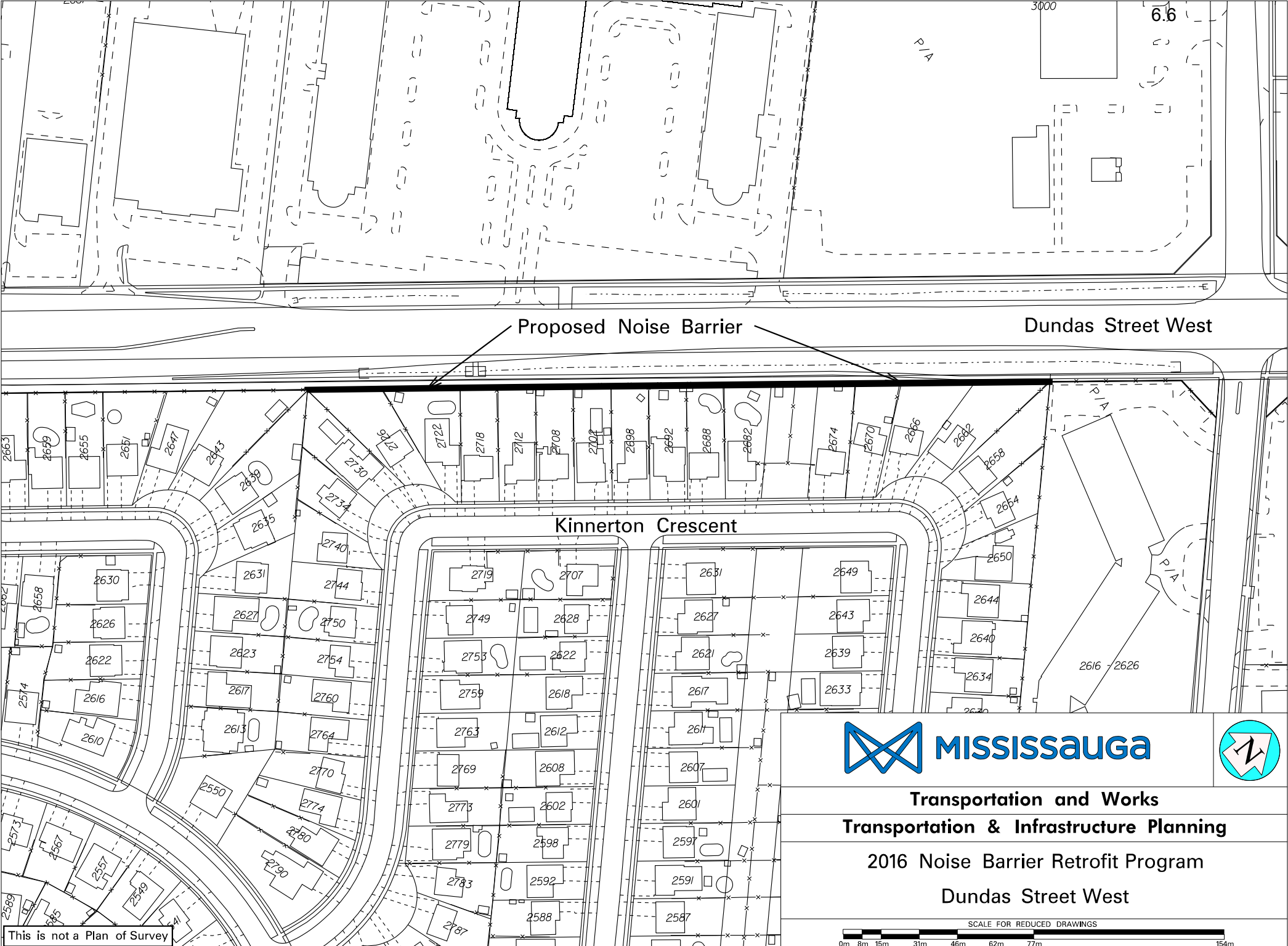


Transportation and Works
Transportation & Infrastructure Planning


2016 Noise Barrier Program
Unity Drive



This is not a Plan of Survey



This is not a Plan of Survey

**MISSISSAUGA**

Transportation and Works

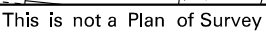
Transportation & Infrastructure Planning

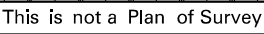
2016 Noise Barrier Retrofit Program

Dundas Street West

SCALE FOR REDUCED DRAWINGS

0m 8m 15m 31m 46m 62m 77m 154m





City of Mississauga

Corporate Report



Date: March 7, 2016	Originator's files:
To: Chair and Members of General Committee From: Martin Powell, P. Eng, Commissioner of Transportation and Works	Meeting date: 2016/03/23

Subject

2016 Intersection Capital Works Program (Ward 5)

Recommendation

That a roundabout be constructed at the intersection of Explorer Drive at Skymark Avenue as part of the 2016 Intersection Capital Works Program as outlined in the report from the Commissioner of Transportation and Works to General Committee dated March 7, 2016.

Background

The Intersection Capital Works Program includes funding for the modification of intersections with the focus on improving safety, traffic flow and capacity. These improvements typically take the form of additional turn lanes to improve vehicle capacity or to support the installation of traffic signals. Intersection improvements are also constructed to reduce conflicts between pedestrians and motorists. Roundabouts, another type of intersection improvement, are considered an option for increasing vehicle flow to reduce congestion, air pollution and noise pollution.

Comments

A single lane roundabout is proposed for installation at the intersection at Explorer Drive and Skymark Avenue. Appendix 1 illustrates the location of this intersection. This location was selected as a priority because of increased complaints from the employees within the Airport Corporate Centre regarding pedestrian safety. The Traffic Section observed driver confusion at the existing all-way stop which can be attributed to the multi-lane intersection design and the volume of traffic during peak travel hours. A roundabout is recommended as the best solution to the current conflict and confusion experienced by motorists by reducing the number of lanes at the intersection while not decreasing traffic flow. The reduction in lanes reduces the time pedestrian will spend in the vehicle travelled section of road thereby increasing pedestrian safety.

Financial Impact

Development Charges funding in the amount of \$800,000 is available in PN-16-101 to complete this project.

Conclusion

The Transportation and Works Department continues to undertake various improvements on intersections to improve safety and traffic flow. The recommended 2016 program represents a priority location which will benefit from alterations, in this case the construction of a single-lane roundabout at the intersection of Explorer Drive and Skymark Avenue.

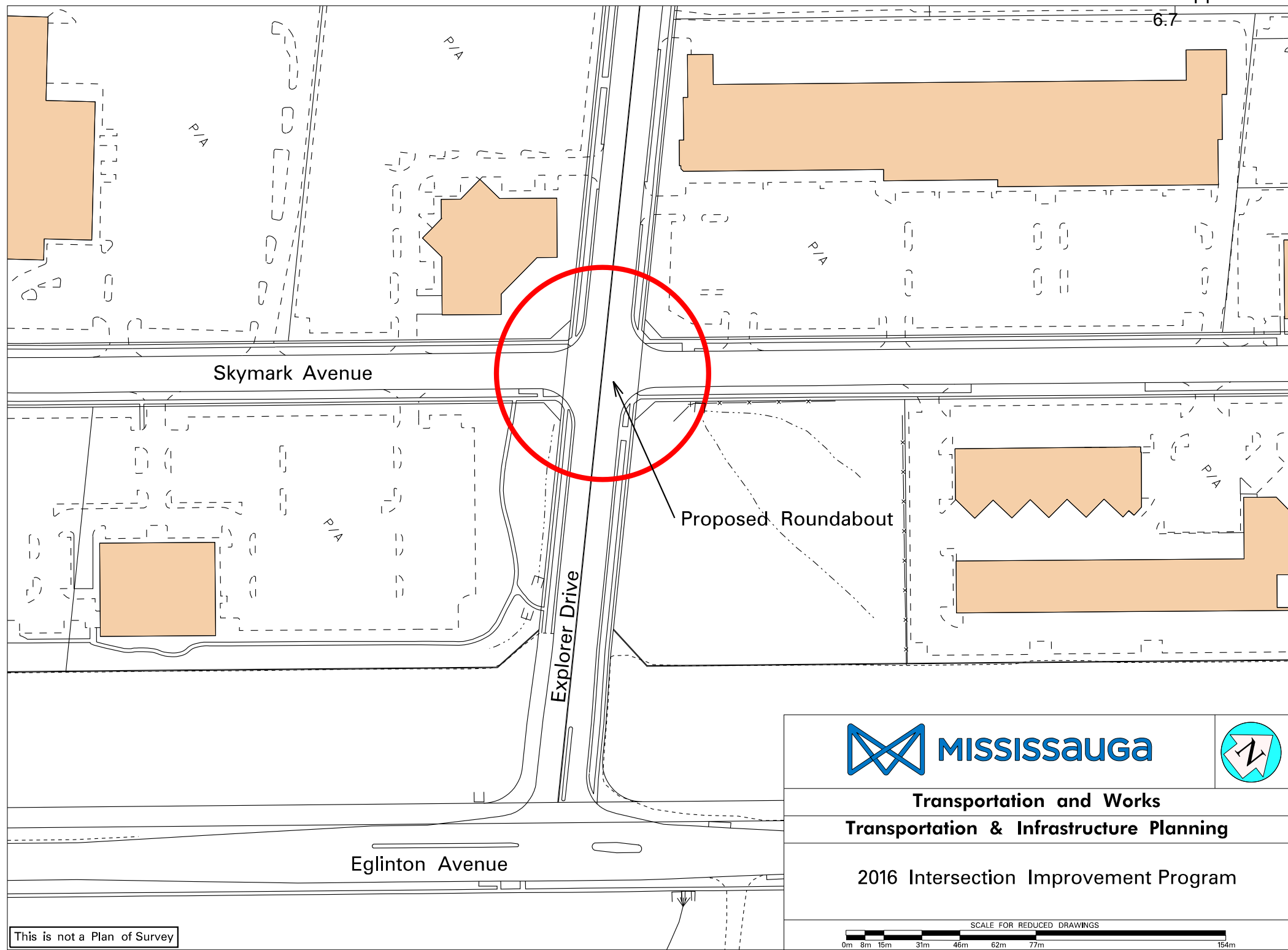
Attachments

Appendix 1: Location of Roundabout

A handwritten signature in black ink, appearing to read 'Martin Powell', with a large, stylized flourish at the end.

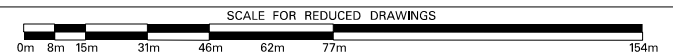
Martin Powell, P. Eng, Commissioner of Transportation and Works

Prepared by: Michael Long, Transportation Infrastructure Technologist



Transportation and Works
Transportation & Infrastructure Planning

2016 Intersection Improvement Program



This is not a Plan of Survey

City of Mississauga

Corporate Report



Date: March 8, 2016

To: Chair and Members of General Committee

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

Originator's files:

Meeting date:
2016/03/23

Subject

City Centre Transit Terminal (CCTT) Construction

Recommendation

That the report titled "City Centre Transit Terminal (CCTT) Construction" to General Committee dated March 8, 2016 from the Commissioner of Transportation and Works be received for information.

Report Highlights

- Due to deterioration of the CCTT structure at the south end of the terminal restoration work is required to ensure safety and continued operation in the future.
- The construction work requires a terminal closure for bus circulation starting April 11 until September 5, 2016 to properly complete the work.
- MiWay completed a thorough review of services and developed a new layout and utilization of bus bays along Rathburn Rd. to increase operational capacity and customer safety.
- Customers will be required to access the CCTT bus routes along Rathburn Rd. instead of the bus bays inside of the CCTT based on the new layout.
- Customers can continue to use our existing CCTT building including the MiWay Info booth, fare booth, washrooms, escalator and the concourse area.
- MiWay's Marketing team and Corporate Communications are working together on plans through various channels and strategies to ensure that customers, residents and local business are aware of the construction and familiar with the changes and impacts.

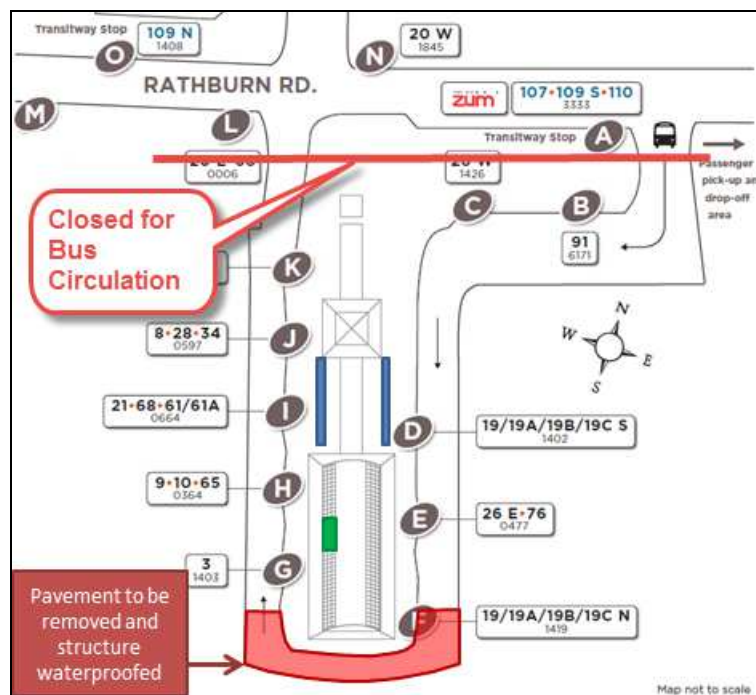
Background

The City Centre Transit Terminal (CCTT), built in 1996, is a cast-in-place concrete structure consisting of one level below grade and two levels above grade. Following leaks in 2011, a detailed review and investigation confirmed the need for repairs to prevent leakage and deterioration of the structure. The 2016 Capital Budget request for this project was approved on November 4, 2015 at the General Committee Meeting. (Appendix 1: Platform Surface Replacement - City Centre Transit Terminal Project - Pre-approval of 2016 Capital Budget and Funding). The work was tendered in November 2015, and the construction is planned to commence in April 11, 2016 to be aligned with the April changes to service. The restoration is planned to be completed by September 4, 2016 at which time transit services will return to the City Centre Transit Terminal bays.

Comments

Scope of Construction

A structural engineering investigation confirmed large cracks on the driveway at the south end of the platform level allowing constant leakage of water and salt that will cause further deterioration and the delaminating of the existing structure of CCTT. Accordingly, the construction scope will include replacing the waterproofing material, the backfill, install additional drains and finally replacing the asphalt on the south driveway. This requires a terminal closure for bus circulation during construction as shown below starting April 11 until September 5, 2016 to complete the work.

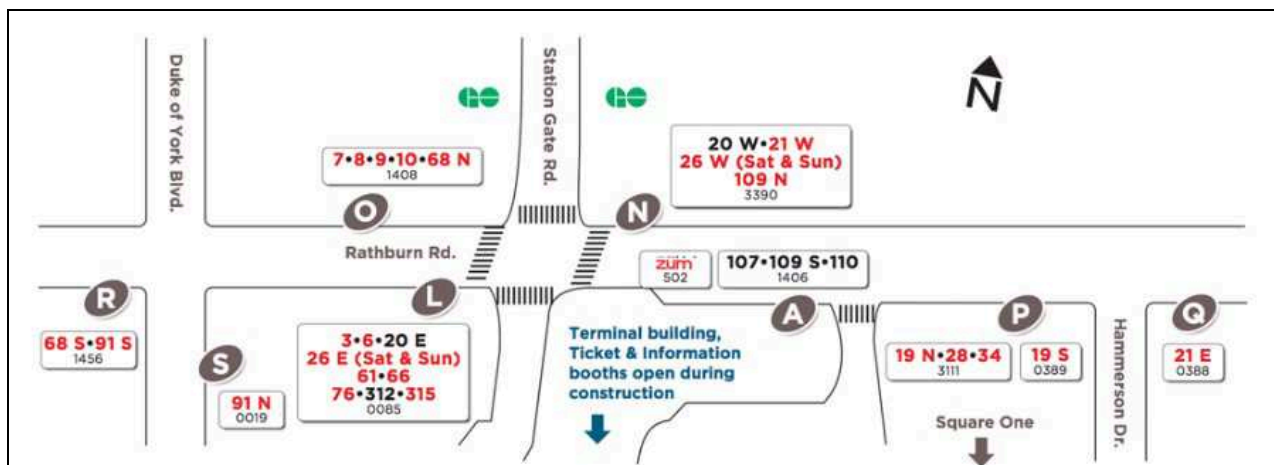


Adjustments to Service and Bus Operations

The closure means all routes operated at bus bays inside the CCTT need to be relocated to Rathburn Rd. to serve customers. The bus bay utilization along Rathburn Rd. must be planned in an efficient way to be functional and safe during construction given that bus bay spaces are limited. MiWay completed a thorough review of services and developed a new layout and utilization of bus bays based on street operations to fully utilize the amenities around the CCTT.

The review of services into the City Centre Transit Terminal considered the realignment of routes to meet the needs of the evolution of MiWay towards an improved grid network as identified in the MiWay 5- five year service plan project. As a result, several routes have been removed from the CCTT to improve route travel for customers and to relieve the service demands at the Terminal.

The temporary layout of the CCTT during construction is provided below.



In order to increase operational capacity and manage CCTT operations efficiently for our customers, MiWay is prepared to implement following:

- Additional layover/break locations on Centreview Dr. – south side to be shared with GO Transit and one lane on the north side east of Station Gate Rd. to be closed for general traffic and converted to layover/break locations.
- A new pedestrian crossing will be installed at Station Gate Rd. and Centreview Dr. for increased safety for Operators who layover and cross during break time.
- The existing temporary GO Transit washroom trailer is to be maintained and MiWay Operators will have access to new GO Transit facility for washrooms.
- Extended left turn signal at Duke of York Blvd. southbound to Rathburn Rd. east to accommodate an increase in the number of bus left turns.
- Five extra Route Supervisors are assigned at the CCTT to support Operators and service efficiency between 5:30 AM and 9:00 PM on weekdays and 11:00 AM and 7:00 PM on weekends.
- Extra MiWay buses and Operators are available on a daily basis should they be required.

Customer Information

The CCTT is a busy terminal with approximately 40,000 passenger trips using the terminal daily. During construction customers can continue to use our existing CCTT building including the MiWay Info booth, fare booth, washrooms, escalator and the concourse area.

Customers will be required to access the CCTT bus routes along Rathburn Rd. instead of the CCTT bus bays. The bus stop arrangements have been established to minimize customers crossing Rathburn Rd. To ensure safety for customers during construction MiWay has the following planned:

- Transit Enforcement Officers are on duty all day.
- Two Peel Region Police Officers during peak times will be stationed at the CCTT and one Officer during midday times for the first week of construction. Peel Region Police will assess the need for additional support beyond the first week.
- Safety messages are included in bus stop announcements for all buses approaching the CCTT and in the customer information handout.
- Larger platform letter markers will be installed for visibility.
- A wayfinding program including large display boards to identify the new stop locations for customers.
- Customer Service Ambassadors will be available at the CCTT and at the bus stops to assist customer wayfinding and information.
- Extensive customer outreach at the Terminal in advance of construction will take place beginning March 14, 2016. Additional staff are assigned to assist customers once the construction begins until completion in September 2016.

Communication Plan

MiWay has developed an extensive communication plan that targets our customers, staff and the local community. Communications launched in mid-February and will continue to fall 2016 to provide education about construction changes and customer impacts.

MiWay's Marketing team and Corporate Communications are working together on plans through various channels and strategies to reach out to stakeholders. A copy of the CCTT construction communication handout is attached in Appendix 2.

Below are the communication tactics and timelines:

- **Website** (miway.ca/ccctt) – Mid-February. An additional notice is posted at miway.ca/alerts.
- **Direct Mail Campaign** – Delivered to over 32,000 local homes in Wards 4, 6 and 7 - March 21.
- **Digital and Social Media** (Twitter, blog and Facebook) – To launch in March and will continue during construction.
- **External Customer Outreach and Stakeholder Communication** – Outreach will begin on March 14 and will take place at Meadowvale Town Centre, Islington Subway Station,

South Common Centre, and the City Centre Transit Terminal. Communication will be delivered to area businesses, the Economic Development Office, and Square One Shopping Centre. Additional staff will also be available at the City Centre Transit Terminal during the change to assist customers.

- **Internal Outreach** –Internal outreach with Transit Operators will be undertaken to ensure all Operators are familiar with the construction changes and impacts.
- **On-street Signage** – There will be several large wayfinding signs with the revised terminal map located throughout the terminal to assist customers.

Traffic on Rathburn Rd

All lanes on Rathburn Rd. will remain open during construction to minimize access impacts to local businesses in the area. Due to the volume of MiWay buses stopping along Rathburn Rd. it is expected that there will be some traffic impacts. Auto drivers are encouraged to take Centreview Dr. as an alternative through route if their destination is not local to the Rathburn Rd. area.

Strategic Plan

Maintaining transit infrastructure in a state of good repair contributes to the strategic goal of building a reliable and convenient system.

Financial Impact

The estimated construction project cost of \$1.27 million was approved by Council on November 4, 2015 at General Committee as outlined in Appendix 1.

Conclusion

Due to deterioration of the CCTT structure at the south end of the terminal restoration work is required to ensure safety and continued operation in the future. The CCTT is a busy terminal with 23 MiWay routes that operate into the CCTT and approximately 40,000 passenger trips daily. MiWay has developed an extensive plan to ensure that customers, residents, and local business are aware of the construction and familiar with the changes and impacts as a result. Education, safety, efficiency of services, and availability of staff were all addressed as part of the overall program to minimize risk and impacts as a result of the construction.

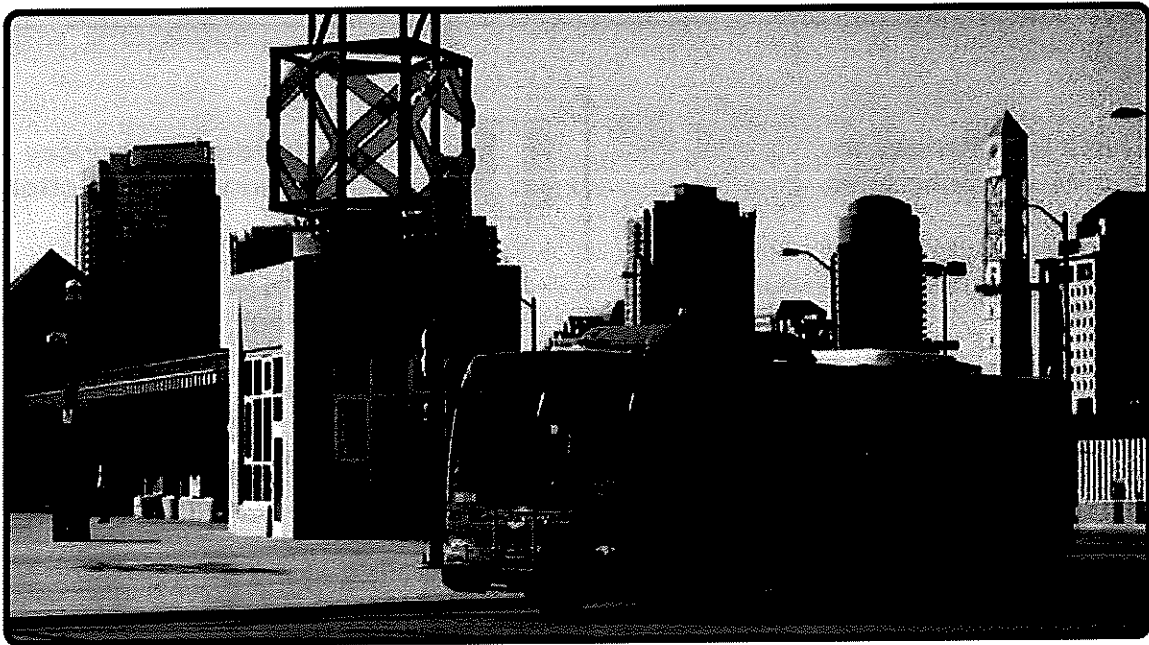
Attachments

Appendix 1: CCTT Construction Handout

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

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

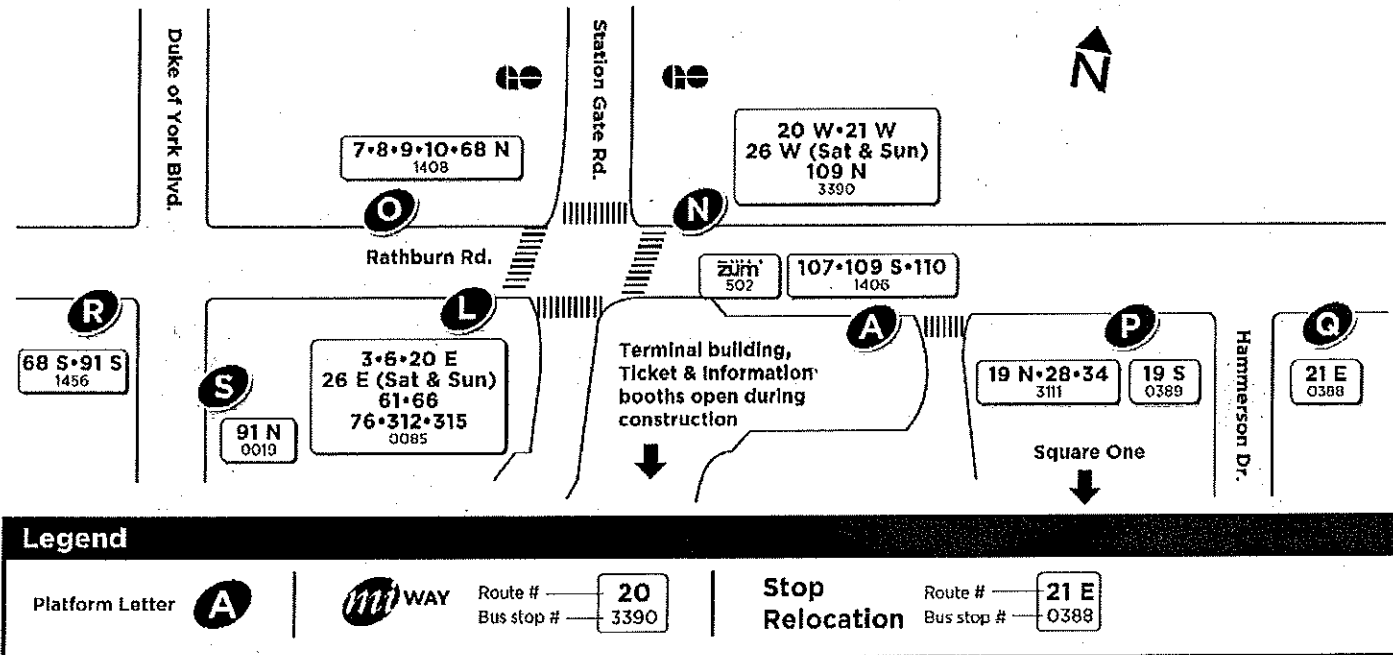
Prepared by: Ji-Yeon Lee, P. Eng, Manager of Service Development



- Terminal building open during construction
- Bus stops relocated to Rathburn Road
- Expect traffic delays

City Centre Transit Terminal Restoration

Starting **April 11, 2016**, bus stops at the City Centre Transit Terminal (200 Rathburn Road West) will be relocated to platforms along Rathburn Road due to construction at the terminal that is expected to take up to six months.



Map is not to scale. All information subject to change without notice. 02-2016



Check for Changes to Routes and Schedules

- Schedules on all routes will be adjusted
- Routing changes will occur on routes 10, 26, 53, 65 and 68

miway.ca/servicechanges



Terminal Building & Services Available During Construction

- Ticket Booth
- Customer Information Booth
- Washrooms (1st floor)
- North and South doors are open, East and West doors are closed



Pedestrian Safety Reminders

- Never run across the street to catch a bus
- Cross at a signalized intersection
- Don't jaywalk through traffic



Driving along Rathburn Road?

- Expect traffic delays on Rathburn Road due to this temporary change in transit operations
- Centre View Drive is an alternative route to Rathburn Road for travelling through downtown Mississauga

City of Mississauga

Corporate Report



Date: 2016/03/09

To: Chair and Members of General Committee

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

Originator's files:
FA.49.296-16

Meeting date:
2016/03/23

Subject

QEW/Credit River Active Transportation Crossings Class Environmental Assessment Study and Detailed Design Assignment (Wards 1, 2, 7 and 8)

Recommendation

That the report dated March 9, 2016 from the Commissioner of Transportation and Works regarding the proposed QEW/Credit River Active Transportation Crossings Class Environmental Assessment Study and Detailed Design Assignment be approved in accordance with the following:

1. That staff be directed to undertake the Municipal Class Environmental Assessment Study and Detailed Design Assignment for the proposed QEW/Credit River Active Transportation Crossings.
2. That a by-law be enacted to authorize the Commissioner of Transportation and Works and the City Clerk to execute an agreement with the Region of Peel for the joint funding partnership in the amount of \$375,000 for the Class Environmental Assessment and Detailed Design Assignment.
3. That a by-law be enacted to authorize the Commissioner of Transportation and Works and the City Clerk to execute an agreement with the Ministry of Transportation to undertake the Detailed Design Assignment at the City's cost up to an upset limit of \$300,000.
4. That a new project number, PN16107, "QEW/Credit River Active Transportation Crossings Class Environmental Assessment Study and Detailed Design Assignment" be established with a gross budget of \$750,000 including a recovery of \$375,000 and net budget of \$375,000.
5. That a by-law be enacted to fund PN16107 "QEW/Credit River Active Transportation Crossings Class Environmental Assessment Study and Detailed Design Assignment" with \$375,000 from the DCA-City Wide Engineering Reserve Fund (Account #31335).
6. That the Purchasing Agent be authorized to execute an agreement with WSP-MMM Group, on a single source basis with an upset limit of \$450,000, to provide consulting services for

the Municipal Class Environmental Assessment Study for the proposed QEW/Credit River Active Transportation Crossings.

Report Highlights

- As part of the City's Cycling Master Plan (2010) and the Region of Peel's Active Transportation Plan (2012), conceptual locations for two active transportation crossings were identified in the area of the Credit River and the QEW. These crossings provide critical links along the hydro corridor trail, which is ultimately envisioned to traverse the City of Mississauga from Halton Region to the City of Toronto.
- In April 2015, the City completed a feasibility study to explore potential crossings locations, which determined that a range of alternative crossing locations are feasible and can be carried forward for consideration in future planning and design studies.
- It is proposed that the City, in partnership with the Region of Peel, undertake a Municipal Class Environmental Assessment Study to identify the preferred crossing locations as well as the subsequent Detailed Design Assignment for the preferred crossing locations.
- Following completion of the Municipal Class Environmental Assessment Study, it is proposed that the Detailed Design Assignment be undertaken as part of the upcoming Ministry of Transportation contract for the detailed design of the QEW Credit River Bridge improvements (improvements include twinning the QEW Credit River Bridge to the north, rehabilitation of the existing bridge, and reconfiguration of the existing Mississauga Road interchange). Based on previous experience, coordination with the Ministry of Transportation on City projects allows for competitive bidding resulting in a cost savings to the City.
- This project would provide the City and the Region of Peel the opportunity to advance a key multi-modal initiative and explore future funding opportunities to deliver this critical active transportation infrastructure.
- Staff recommends that the contract to undertake the subject Municipal Class Environmental Assessment Study be awarded to WSP-MMM Group on a single source basis due to their extensive knowledge of the project through working on both the City's *Review of Pedestrian/Cycling Bridge Opportunities in the Area of the QEW and Credit River Feasibility Study* and the Ministry of Transportation's *QEW Credit River Bridge Class EA and Preliminary Design Study*.

Background

The Mississauga Cycling Master Plan (2010) identified conceptual locations for two major active transportation crossings in the area of the QEW and Credit River, specifically a north-south crossing of the QEW connecting Stavebank Road North and Stavebank Road South and an

east-west crossing over the Credit River. Both locations are also identified in the Region of Peel's Active Transportation Plan (2012).

The two crossings are intended to connect with on-road and trail cycling and pedestrian facilities as part of the larger active transportation network. Specifically, these crossings provide critical links along the hydro corridor trail, which is ultimately envisioned to traverse the City of Mississauga from Halton Region to the City of Toronto. Today, 1.4 km (0.9 mi) of the trail exists along Premium Way as a signed route. In addition, 9.4 km (5.8 mi) of the trail is currently in design by the Community Services Department including 6.1 km (3.8 mi) west of the Credit River and 3.3 km (2.1 mi) east of the Credit River.

From 2010-2013, the Ministry of Transportation (MTO) undertook the *QEW Credit River Bridge Class Environmental Assessment (EA) and Preliminary Design Study*. Recommendations from this study include twinning the QEW Credit River Bridge to the north, with a corresponding major rehabilitation of the existing bridge, and improvements to the current 6 lanes of QEW mainline highway as well as reconfiguration of the existing Mississauga Road interchange.

At the time of the ongoing MTO project, City staff identified the opportunity to undertake a feasibility review of the potential active transportation crossings as the information and findings from the MTO study would be advantageous for the City to complete the feasibility review, as well as the opportunity to engage with the public and stakeholders. As a result, at the cost of the City, MTO hired WSP-MMM Group to undertake the feasibility review of the two active transportation crossings.

The *Review of Pedestrian/Cycling Bridge Opportunities in the Area of QEW and Credit River Feasibility Study* was completed in April 2015. The feasibility review considered numerous alternatives to achieve the two active transportation crossings:

- North-south crossing of the QEW connecting Stavebank Road North and Stavebank Road South via an active transportation overpass or underpass bridge:
 - Bridge spanning over the QEW; and
 - Crossing beneath the QEW at the QEW Credit River bridge.
- East-west crossing of the Credit River on the north side of the QEW Credit River crossing via an active transportation bridge connecting to a future multi-use trail along the existing hydro corridor:
 - Bridge attached to the future twinned QEW bridge at the same grade as the QEW;
 - Bridge attached to the future twinned QEW bridge below grade of the QEW;
 - Low-level bridge between the piers of the future twinned QEW bridge;
 - Separate bridge adjacent to the QEW; and
 - Use of the existing work/maintenance platform bridge beneath the existing QEW bridge.

The above-noted alternatives, which are shown in Appendices 1 and 2, have been developed to the conceptual design level, and include plans, profiles and representative cross-sections for the

various alternatives. In addition, a 'high-level' assessment of these alternatives was undertaken considering the natural environment, socio-economic environment, cultural heritage, environment, safety, utilities and constructability.

Based on the assessment, it was determined that all alternatives are feasible and can be carried forward as part of future planning and design studies.

Comments

MTO has advised City staff that they will be commencing the Detailed Design Assignment in 2016 for the approved QEW improvements. In addition, MTO has provided the City with the opportunity to include the preferred active transportation crossings project as part of the upcoming MTO detailed design contract. Based on previous experience, coordination with the MTO on City projects allows for competitive bidding resulting in a cost savings to the City.

The City's recently completed feasibility study with WSP-MMM Group for the active transportation crossings represents the initial planning phases of a future Municipal Class EA Study. To further pursue the potential active transportation crossings, the completion of a Class EA study is required prior to detailed design.

Staff is requesting approval to undertake the Class EA study in 2016 and include the subsequent Detailed Design Assignment for the proposed QEW/Credit River active transportation crossings as part of the MTO contract. The total project cost is estimated at \$750,000. Through discussions with the Region of Peel (Region), it is proposed that the Region be an equal funding partner for this project (50% of project cost). The Region has identified available funding of \$375,000 for 2016. As a result, City funding for the project would be \$375,000.

In order to carry out the project, approval is required to execute an agreement with the Region for the joint funding partnership of \$375,000; and with MTO to undertake the Detailed Design Assignment at the cost of the joint funding partnership between the City and the Region.

Moving forward with the Class EA study and Detailed Design Assignment for the proposed QEW/Credit River active transportation crossings will provide the following opportunities:

- Joint funding partnership with the Region;
- Potential cost savings for the project as demonstrated on other City/MTO joint initiatives;
- Demonstrate multi-level government collaboration between MTO, Region and City to advance key multi-modal initiatives;
- Advancement of the potential active transportation crossing as part of the MTO contract. Otherwise works would not commence until post-MTO construction (post year 2021); and
- Opportunity to apply for construction funding/grants as the project will be 'shovel ready'.

Single Source Contract Award

It is recommended that WSP-MMM Group be awarded the contract, on a single source basis, for the Class EA Study due to the value of their extensive background and experience directly related to the project and the cost savings related to the work they have already completed.

The City's recently completed feasibility study with WSP-MMM Group for the active transportation crossings represents the initial planning phases of a future Class EA Study. To further pursue the potential active transportation crossings, the completion of a Class EA study is required prior to detailed design.

WSP-MMM Group is familiar with potential project risks and is capable of accounting for them through earlier works in the study area including the City's feasibility study and MTO's *QEW Credit River Bridge Class Environmental Assessment (EA) and Preliminary Design Study*. The City will benefit through knowledge continuity and consultation experience with agencies and the public. This will streamline the Class EA study and provide cost savings to the City.

Additionally, the timely completion of this Class EA study is necessary in order to successfully coordinate with MTO's Detailed Design Assignment. The previous knowledge by WSP-MMM Group will help in meeting the timeline for the project.

The estimated upset limit for the consulting services for the Class EA Study is \$450,000.

The single source contract award recommendation in this report is made in accordance with Schedule A of the Purchasing By-law #374-2006 item 1(b)(xvi) which states that the single source procurement method may be applied when (iv) *the solicitation of competitive Bids would not be economical to the City*.

Strategic Plan

The proposed QEW/Credit River Active Transportation Crossings Class EA Study and Detailed Design Assignment will advance the Move: Developing a Transit-Oriented City, Connect: Completing our Neighbourhoods and Green: Living Green pillars.

Financial Impact

The "QEW/Credit River Active Transportation Crossings Class Environmental Assessment Study and Detailed Design Assignment" (PN16107) is being equally funded by the City and the Region with each partner contributing \$375,000, for a total cost of \$750,000.

The City will fund its portion from the DCA-City Wide Engineering Reserve Fund (Account #31335). Since this project is being managed by the City, a recovery of \$375,000 from the Region will be set-up.

Conclusion

Staff recommends undertaking the Municipal Class EA Study and Detailed Design Assignment for the proposed QEW/Credit River Active Transportation Crossings. In order to carry out the project, approval is required to execute an agreement with the Region for the joint funding partnership of \$375,000; and with MTO to undertake the Detailed Design Assignment at the cost of the joint funding partnership between the City and the Region.

In addition, it is recommended that the Municipal Class Environmental Assessment Study be awarded to WSP-MMM Group on a single source basis at an estimated upset limit of \$450,000 with equal sharing of cost between the Region and the City.

Attachments

Appendix 1: Review of Pedestrian/Cycling Bridge Opportunities in the Area of QEW and Credit River Feasibility Study (April 2015) – Potential North-South Crossing Options

Appendix 2: Review of Pedestrian/Cycling Bridge Opportunities in the Area of QEW and Credit River Feasibility Study (April 2015) – Potential East-West Crossing Options



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

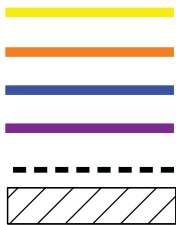
Prepared by: Leslie Green, P.Eng, Manager, Transportation Projects

Potential North - South Crossings

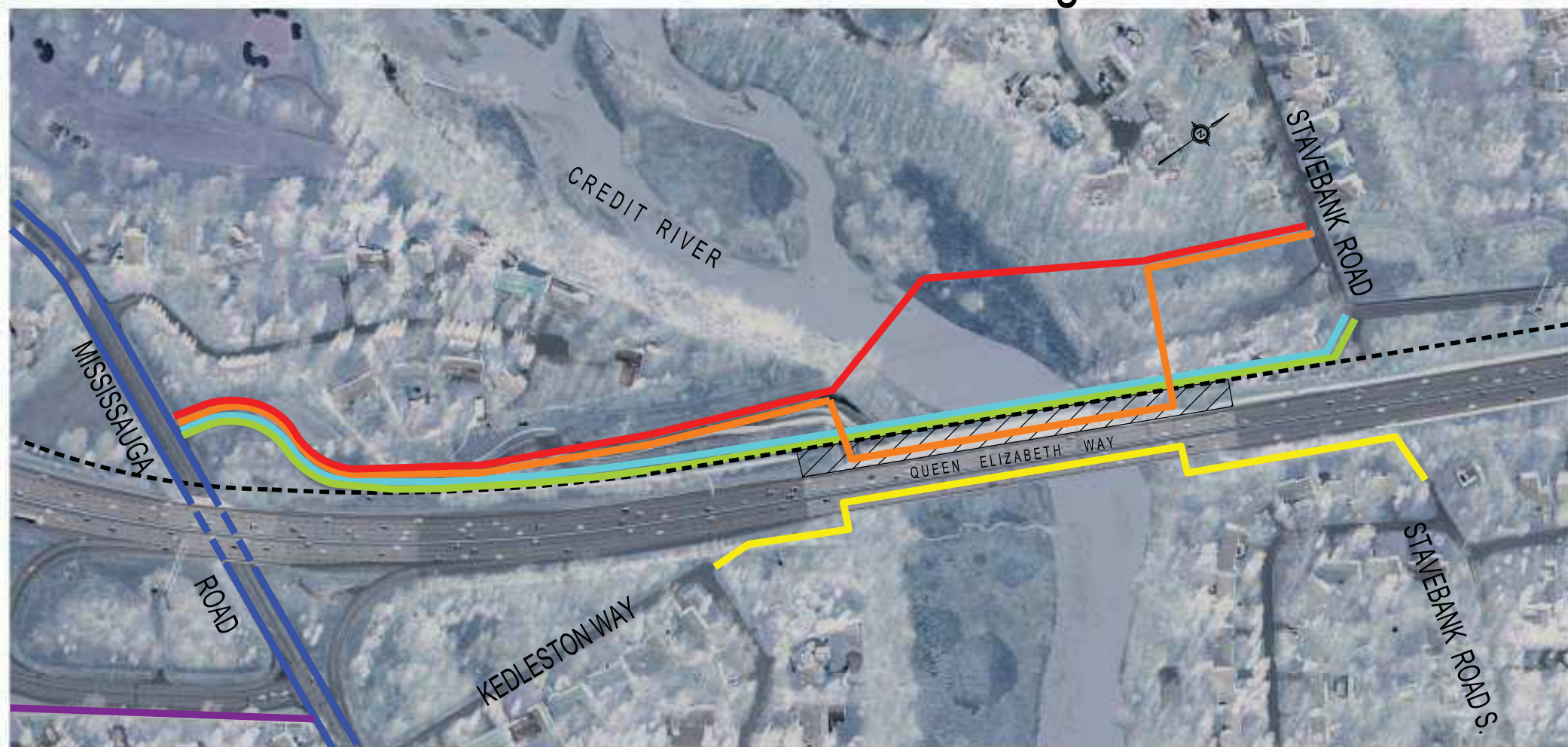


Legend:

- Potential Overpass
- Potential Underpass
- Existing Bike Lanes
- Existing Multi-Use Trail
- Future QEW Widening
- Future QEW Bridge



Potential East - West Crossings



Legend:

Crossing on New Bridge North of QEW

Crossing Between Piers of Future QEW Bridge

Crossing Attached to Future QEW Bridge (below grade)

Crossing Attached to Future QEW Bridge (at grade)

Crossing Below Existing QEW Bridge

Existing Bike Lanes

Existing Multi-use Trail

Future QEW Widening

Future QEW Bridge



City of Mississauga
Corporate Report



Date: 2016/02/24

To: Chair and Members of General Committee

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

Originator's files:
 43M-1788, SP 087/10,
 SP 033/11

Meeting date:
 2016/03/23

Subject

Assumption of: 43M-1788, SP 087/10, SP 033/11

Recommendation

1. That the City of Mississauga assume the municipal works as constructed by the developer under the terms of the Servicing Agreement for 43M-1788, Forest Hill Homes (Derry) Limited, (lands located south of Highway 407, east of McLaughlin Road, north of Panhellenic Drive and west of Fletcher's Creek), in Z-52 and that the Letter of Credit in the amount of \$410,736.96 be returned to the developer.

43M-1788 (Ward 11)

2. That the City of Mississauga assume the municipal works as constructed by the developer under the terms of the Servicing Agreement for SP 087/10, Peel District School Board, (lands located south of Queen Elizabeth Way east of Hurontario Street, north of Lakeshore Road East and west of Cawthra Road), in Z-07 and that the Letter of Credit in the amount of \$74,523.11 be returned to the developer.

SP 087/10 (Ward 1)

3. That the City of Mississauga assume the municipal works as constructed by the developer under the terms of the Servicing Agreement for SP 033/11, Metrolinx, (lands located south of Rathburn Road, east of Mississauga Road, north of Burnhamthorpe Road West and west of Creditview Road), in Z-30.

SP 033/11 (Ward 6)

Background

The developers identified on the attached Table of Assumptions (Appendix 1) have complied with all the requirements of the Servicing Agreement.

Financial Impact

With the assumption of the Homestar Subdivision (Appendix 2) (43M-1788), the City will now be required to provide maintenance of 640 meters (2,099 feet) of storm sewer and 1.28 lane kilometers (4,198 feet) of roadway.

With the assumption of the Hartsdale Avenue School development (Appendix 3) (SP 087/10), the City will now be required to provide maintenance of 0.059 lane kilometers (192 feet) of roadway.

With the assumption of the Metrolinx Erindale GO development (Appendix 4) (SP 033/11), the City will now be required to provide maintenance of 225.5 meters (740 feet) of storm sewer.

Conclusion

It is in order for the City to assume the municipal works within the sites identified on the attached Table of Assumptions (Appendix 1).

Attachments

Appendix 1: Table of Assumption

Appendix 2: Approximate location of 43M-1788 Homestar Subdivision

Appendix 3: Approximate location of SP 087/10 Hartsdale Avenue School

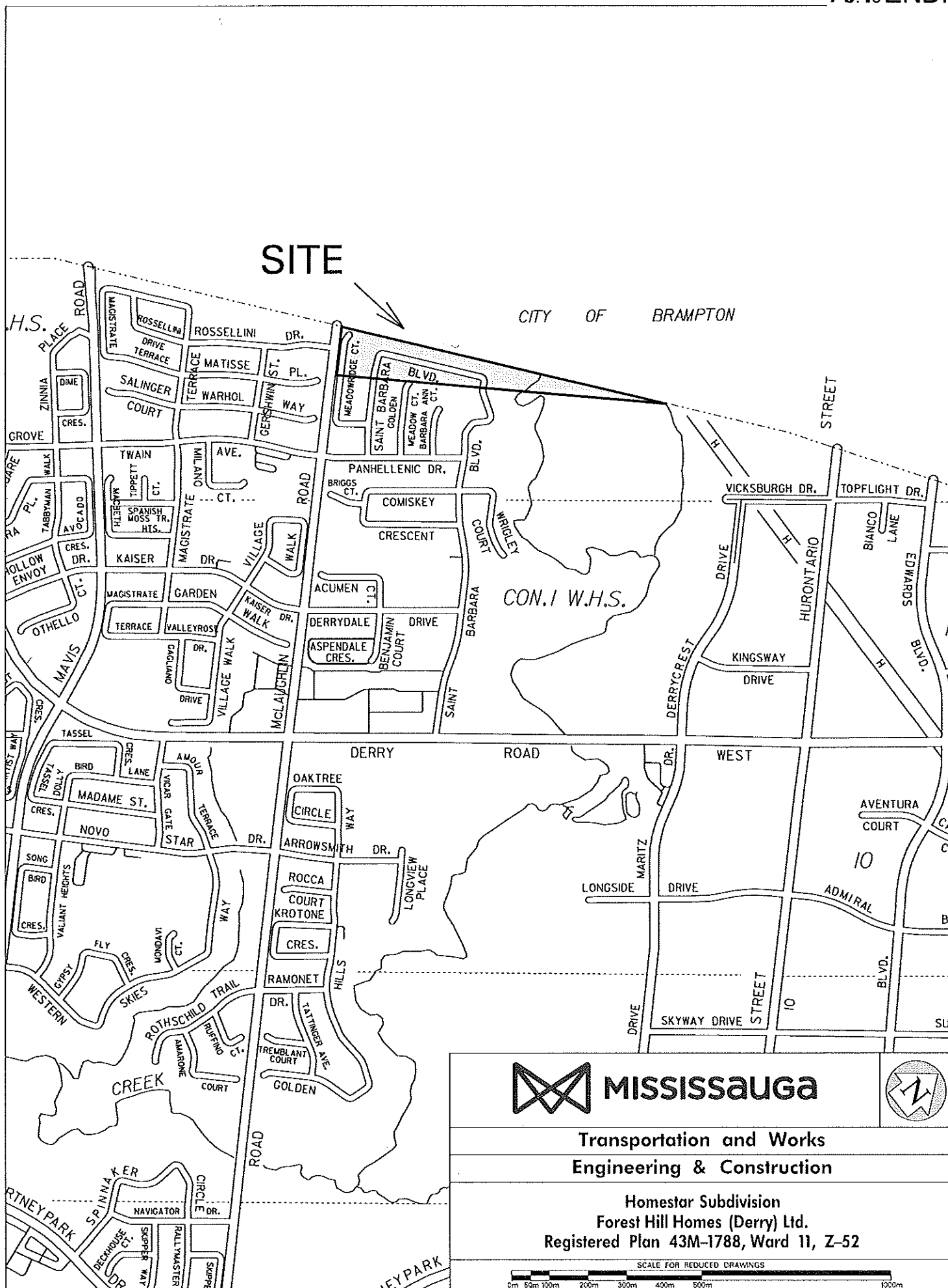
Appendix 4: Approximate location of SP 033/11 Metrolinx Erindale GO

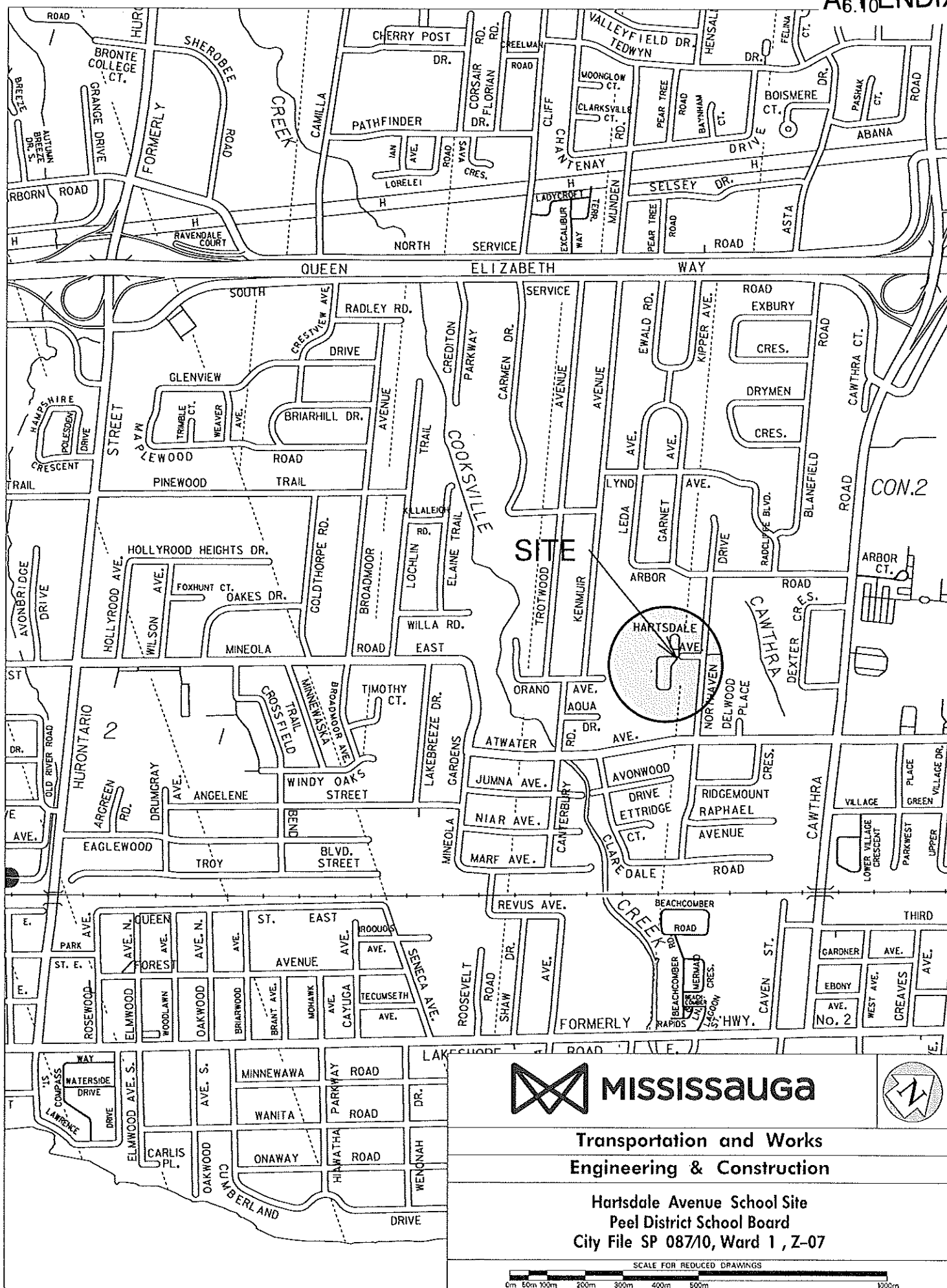


Martin Powell, P. Eng., Commissioner of Transportation and Works

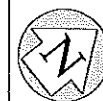
Prepared by: Donna Waters, Development Area Supervisor

TABLE OF ASSUMPTIONS				
PLAN/FILE REFERENCE #	LOCATION	DEVELOPER ADDRESS	SERVICING AGREEMENT DATE	SECURITIES TO BE RELEASED
43M-1788	South of Highway 407, east of McLaughlin Road, north of Panhellenic Drive and west of Fletcher's Creek Z-52	Forest Hill Homes (Derry) Ltd. 2700 Dufferin Street, Unit 34 Toronto, ON M6B 4J3 Attn: Nathaniel Lai	February 11, 2009	\$410,736.96
SP 087/10	South of Queen Elizabeth Way east of Hurontario Street, north of Lakeshore Road East and west of Cawthra Road Z-07	Peel District School Board 5650 Hurontario Street Mississauga, ON L5R 1C6 Attn: Eugene Radley	October 12, 2011	\$74,523.11
SP 033/11	South of Rathburn Road, east of Mississauga Road, north of Burnhamthorpe Road West and west of Creditview Road Z-30	METROLINX 20 Bay Street, Suite 600 Toronto, ON M5J 2W3	August 31, 2011	\$0.00





MISSISSAUGA

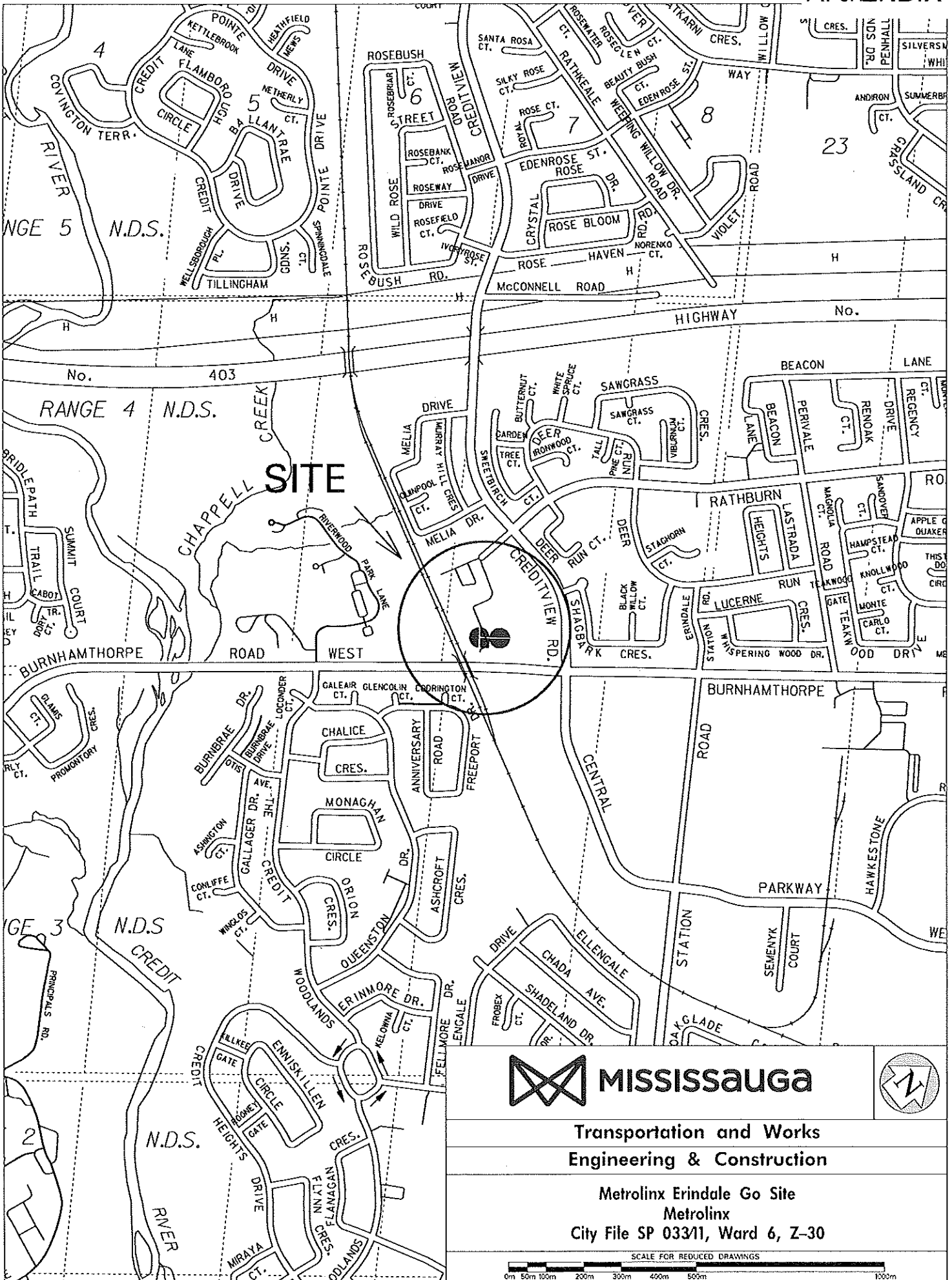


**Transportation and Works
Engineering & Construction**

**Hartsdale Avenue School Site
Peel District School Board
City File SP 087/10, Ward 1, Z-07**

SCALE FOR REDUCED DRAWINGS





MISSISSAUGA



**Transportation and Works
Engineering & Construction**

**Metrolinx Erindale Go Site
Metrolinx
City File SP 03311, Ward 6, Z-30**



City of Mississauga

Corporate Report



Date: 2016/02/05

To: Chair and Members of General Committee

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

Originator's files:

Meeting date:
2016/03/23

Subject

Canada 150 Community Infrastructure Program - CIP 150

Recommendation

1. That the Commissioner of Community Services and City Clerk be authorized to execute and affix the corporate seal on behalf of The Corporation of the City of Mississauga (the "City") to a contribution agreement between the City and Her Majesty the Queen in Right of Canada as represented by the Minister responsible for the Federal Economic Development Agency for Southern Ontario ("FedDev") for the funding by FedDev of the City projects (the "Projects") listed in Appendix 1 of the Corporate Report of the Commissioner of Community Services dated February 5, 2016 entitled "Canada 150 Community Infrastructure Program" (the "Report"), including any amendment thereto or ancillary document necessary to fulfill the CIP 150 requirements, each in a form satisfactory to Legal Services.
2. That the Purchasing Agent be authorized to execute the necessary agreements with Acquicon Construction Co. Ltd. on a single source basis for the CIP150 Renovation Project at Lake Aquitaine Park subject to the CIP150 approved scope of work and budget, in a form satisfactory to Legal Services.
3. That the Purchasing Agent be authorized to execute the necessary agreements with ATA Architects Inc. on a single source basis for design and landscape architecture services for the CIP150 Project at Riverwood Park subject to the CIP150 approved scope of work and budget, in a form satisfactory to Legal Services.
4. That the Purchasing Agent be authorized to execute the necessary agreements with Rutherford Contracting Ltd. on a single source basis for rehabilitation and construction work for the CIP150 Project at Riverwood Park subject to the CIP150 approved scope of work and budget, in a form satisfactory to Legal Services.
5. That the Purchasing Agent be authorized to issue contract amendments to increase the value of the agreements with each of Acquicon Construction Co. Ltd., ATA Architects Inc. and Rutherford Contracting Ltd. where necessary to accommodate additional services

subject to the approved CIP150 projects scope of work and budget, in a form satisfactory to Legal Services.

6. That all necessary by-laws be enacted.

Report Highlights

- The City has been awarded funding for twenty-five (25) Projects through the CIP 150, with eligible costs totalling approximately \$2,135,247. Awarded Projects are listed in Appendix 1.
- The approved Projects include the rehabilitation of fourteen (14) trails and nine (9) playgrounds, as well as, two (2) specific renovation Projects at Lake Aquitaine Park and Riverwood Park.
- The CIP 150 provides the City with the opportunity to leverage approximately \$2.14 million towards a total of \$4.62 million in infrastructure rehabilitation projects.
- Funding criteria allows expenditures as of April 1, 2016 and must be completed by June 30, 2017
- A contribution agreement is expected to be received by the end of March 2016.
- Council authority is requested to approve three (3) single source contract awards for two (2) Projects of over \$100,000 pursuant to the Schedule "A", section 1(b) (xvi) of the Purchasing By-law because the funding and project completion timelines imposed by FedDev under the CIP 150 do not allow adequate time for a competitive bidding process.

Background

On May 15, 2015 the Government of Canada announced the launch of the new CIP 150. FedDev, the Ontario-based agency, will be facilitating the funding in Southern Ontario with an allocation of \$44.4 million to be spent over two years. The maximum funding available for any one project is limited to \$1 million. Project applications and supporting documentation were submitted by the City in advance of the June 9, 2015 deadline.

The CIP 150 is similar to both the Community Infrastructure Improvement Fund (CIIF) and the Infrastructure Stimulus Fund (ISF), with the exception that projects must demonstrate a link to Canada's 150th anniversary. The CIP 150 is part of a coordinated federal approach to celebrating Canada's 150th anniversary. Under the theme "Giving back to Canada" - shaping the future, leaving a lasting legacy and giving a gift to Canada - this commitment is expected to strengthen public infrastructure and provide economic benefits in communities across Canada. This program is focused on rehabilitation projects only; construction of new infrastructure is ineligible.

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On June 3, 2015, Council, through Resolution 0139-2015, authorized the Commissioner of Community Services (the “Commissioner”) to submit grant applications for seventy two (72) City projects to FedDev as outlined in the Commissioner’s Corporate Report dated May 25, 2015. Further, that Report recommended that staff report back to Council on projects approved for the CIP 150 funding, including necessary City capital contributions and additional project delivery costs, upon notification of any successful application. The Projects that were ultimately chosen for funding by FedDev as part of the CIP 150 appear in Appendix 1. On August 14, 2015, the City received official confirmation from FedDev that the City will receive funding for twenty five (25) projects with total eligible costs of \$2,135,247, allocated as set out in Appendix 1.

Comments

On January 27, 2016, FedDev contacted the City advising that the contribution agreement that must be signed in order to receive the funding will be sent to the City in March and must be executed within thirty (30) days. The delay was caused by the change of leadership in the Federal Government.

The funding under the CIP 150 will allow the City to benefit from \$4,622,549 in rehabilitation projects, with the City contributing \$2,487,302 of that amount which was approved in the 2016/2017 budget. The approved Projects include the rehabilitation of fourteen (14) trails and nine (9) playgrounds, as well as, two (2) specific renovation projects at Lake Aquitaine Park and Riverwood Park.

These Projects must be constructed under very tight timelines similar to those included in the Recreation Infrastructure Canada (RInC) and Infrastructure Stimulus Funding (ISF) programs. In order to meet the funding criteria, Projects must begin after April 1, 2016 and be completed by June 30, 2017.

Council has authority to authorize single source contract awards over \$100,000 under the Purchasing By-law. Pursuant to schedule “A” 1(b) (xvi) of the Purchasing By-law, Council may exercise its authority where “funding and project completion timelines imposed by senior government programs do not allow adequate time for a competitive bidding process”. Due to the tight timelines that exist to complete the Projects in advance of the July 1, 2017 deadline, it is recommended that Council exercise its authority to approve single source contract awards over \$100,000 as follows.

Splash Pad Lake Aquitaine Park (\$547,200)

The splash pad is located in very close proximity to the Meadowvale Community Centre, currently under construction by Acquicon Construction Company. In order to expedite construction given that Acquicon have tradesmen and material on-site, and to avoid construction access conflicts, it is recommended that the rehabilitation be sole sourced to Acquicon.

General Committee	2016/03/23	4
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Staff will also be sole sourcing design of the splash pad, in lieu of time constraints.

Riverwood Park (\$1,600,000)

The timeline to complete the proposed work plan at Riverwood cannot be completed within the guidelines set by the Canada 150 Program without sole sourcing. We propose to sole source ATA Architects and Rutherford Contracting Ltd, for design and construction of upgrades at the Riverwood site. Facilities and Property Management has recommended ATA and Rutherford based on recent performance in renovating the Harding House (Holcim Waterfront Estate). Both service providers have a proven track record in dealing with heritage designated buildings and sites, providing on schedule completion and quality workmanship.

Financial Impact

The gross construction costs for the twenty-five (25) CIP 150 approved Projects total \$4,622,549. The Federal Government's share will provide a total up to \$2,135,247 with the City's portion being \$2,487,302 (which was included in the 2016 Budget, and approved by Council on December 9, 2015, through resolutions BC-0066-2015). Awarded Projects are listed in Appendix 1.

Conclusion

The CIP 150 offers an opportunity for the City to complete Projects of historical significance and that will help celebrate Canada's 150th anniversary. The grant funding will allow the City to address lifecycle maintenance requirements and update playgrounds, trails and sites important to Mississauga's history that are enjoyed by many residents today and strengthen accessible public infrastructure for the future.

The City has not received the contribution agreement from the Federal Government at this time. In order to complete the Projects in the tight timeline provided, the exercise of Council's authority approve single source contract awards over \$100,000 under Schedule "A" 1(b) (xvi) of the Purchasing By-law to three (3) companies for two (2) Projects is recommended so as to not jeopardize the City's ability to comply with the CIP 150 requirements for funding.

With funding from the Federal government, the City has been able to leverage approximately \$2.49 million to deliver the rehabilitation of twenty-five (25) City-wide projects totalling approximately \$4.6 million.

In keeping with the CIP 150 objectives, the City will contribute to the economic well-being of Canadians through job creation, provide greatly improved trail and playground infrastructure for the benefit of the entire community, and improve the environment.

Attachments

Appendix 1: Canada 150 Community Infrastructure Program Awarded Projects



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

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

CIP 150 Awarded Projects

Ward	Priority #	Project Type	Project Name	Project Estimate	Feds Contr.
1	6	Playgrounds	Laughton Heights	\$157,000	\$73,005
	63	Trails	Spruce Park	\$16,500	\$7,673
	64	Trails	Lakeview Golf Course	\$19,800	\$9,207
	71	Trails	Douglas Kennedy	\$27,000	\$12,555
1 Total				\$220,300	\$102,440
2	18	Playgrounds	Birch Glen	\$157,000	\$73,005
	19	Playgrounds	Birchwood	\$157,000	\$73,005
	49	Trails	Sheridan Creek Trail	\$26,400	\$12,276
	55	Trails	Birch Glen	\$198,891	\$92,484
2 Total				\$539,291	\$250,770
3			Jaycee Regional Inclusive Playground Development	\$568,000	\$265,500
	23	Specific			
	39	Trails	Forest Glen	\$36,300	\$16,880
3 Total				\$604,300	\$282,380
4	52	Trails	Bishopstoke Park	\$27,500	\$12,788
	66	Trails	Woodington Green	\$16,500	\$7,673
4 Total				\$44,000	\$20,460
5	2	Playgrounds	Westwood	\$157,000	\$73,005
	38	Trails	Derry Greenway	\$28,600	\$13,249
	47	Trails	Father Joseph A. Nolan Park	\$25,300	\$11,765
5 Total				\$210,900	\$98,019
6			Riverwood/Chappell House Improvements	\$1,600,000	\$745,630
	26	Specific			
6 Total				\$1,600,000	\$745,630
7	3	Playgrounds	Stillmeadow	\$157,000	\$73,005
	12	Playgrounds	Iroquois Flats	\$157,000	\$73,005
	54	Trails	Camilla Park	\$25,300	\$11,764
	69	Trails	Fairview Park	\$15,400	\$7,161
7 Total				\$354,700	\$164,935
9			Lake Aquitaine Splashpad, hard surface and dock reconstruction	\$547,200	\$237,250
	30	Specific			
9 Total				\$547,200	\$237,250
10	16	Playgrounds	Cordingley Park	\$157,000	\$73,005
	17	Playgrounds	Johnny Bower	\$157,000	\$73,005
10 Total				\$314,000	\$146,010
11	51	Trails	Vista Heights	\$26,400	\$12,276
	62	Trails	Manor Hill	\$161,458	\$75,078
11 Total				\$187,858	\$87,354
Grand Total				\$4,622,549	\$2,135,247

City of Mississauga

Corporate Report



Date: March 1, 2016

To: Chair and Members of General Committee

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

Originator's files:

Meeting date:
2016/03/23

Subject

Mississauga Marathon 2016

Recommendation

1. That the Commissioner of Community Services and City Clerk be authorized to execute agreements between The Corporation of City of Mississauga and the Landmark Sport Group Inc. ("Landmark") for hosting of the Mississauga Marathon on an annual basis from 2016 to 2020 inclusive (each an "Event"), all in a form satisfactory to Legal Services.
2. That the route for each Event be as set out in the report from the Commissioner of Community Services dated March 1, 2016 entitled "Mississauga Marathon 2016", with necessary modifications being made on an annual basis at the discretion of the Commissioner of Community Services.
3. That in relation to each Event, Landmark be charged the Community Group Rental Rate for the rental of Port Credit Arena (Marathon Expo) and Group Picnic Shelter at Lakefront Promenade Park.
4. That all necessary by-laws be enacted.

Report Highlights

- Existing agreement expired and new agreements are proposed between the City and Landmark on an annual basis from 2016 to 2020 inclusive.
- The Marathon hosts seven different races including a half (21.1KM) and full marathon 42.2KM), Student and Corporate Relay, 10KM, 5KM and a 2KM Family Fun Run.
- Post-event briefings are held with the event host to review lessons learned and to make improvements for the following year.

General Committee	2016/03/01	2
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Background

Council authorized the execution of agreements to facilitate the Marathon each year from 2013 up to and including the 2015. A new agreement is required to continue the Marathon in 2016 and for each year of the Marathon up to and including 2020.

Landmark is a full service sport marketing agency and an industry leader in event management, athlete and personality representation, sponsorship and media sales as well as corporate consulting. Past events that they have managed include the Jane Rogers Golf Tournament, the Oakville Half Marathon, the Ride for Heart Charity, the Mississauga Steelheads 2km and twelve (12) successful marathons in Mississauga.

The marathon weekend involves participants of all age groups and encourages individual and family participation. The 2015 Mississauga Marathon attracted more than 10,000 runners and more than 1,500 volunteers. The 13th Mississauga Marathon is scheduled for Saturday, April 30 and Sunday, May 1, 2016.

The Marathon hosts the following seven (7) races:

- A half 21.1 km (13.1109 miles) and full marathon 42.2 km (26.2218 miles) which includes a Team Relay and a 2km (1.2427 miles) Family Fun Run. These events are scheduled for Sunday, May 1, 2016. The length of the half and full marathon courses feature the downtown core as well as the historic villages of Clarkson and Port Credit and the Mississauga waterfront; and
- The Hazel 5km, (3.1068 miles) 10km (6.2137 Miles) and the 10km (6.2137 miles) Student Relay Challenge races are scheduled for Saturday, April 30, 2016.

The race events will begin on Saturday, April 30, 2016 at 6:00 pm and will conclude at Lakefront Promenade Park at 9:00 pm. The race events on Sunday, May 1, 2016 will begin at 7:30 am and will conclude at Lakefront Promenade Park at 3:00 pm. The Marathon Expo will be hosted at the Port Credit Arena from Friday, April 29 to Saturday, April 30, 2016.

Comments

License Agreement

The City has a longstanding relationship with Landmark to deliver the Marathon and moving forward staff does not anticipate substantial changes to the event. As such, staff recommends that the Commissioner of Community Services and the City Clerk be authorized to execute annual agreements from 2016 up to and including 2020, with Landmark to deliver the Marathon using the 2016 Agreement as the basis for future agreements (attached as Appendix 1).

General Committee	2016/03/01	3
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The 2016 Agreement was based on earlier agreements developed in consultation with Legal Services to outline the obligations of both Landmark and the City. Generally the Agreement includes details such as course and road closure information, liability and insurance requirements, applicable licenses/permits required, communication protocols, financial responsibilities, dates and times. Annually, the Agreement is updated to reflect the change in dates and road closures, however, the form and substance of the Agreement has not changed substantially from year to year. Legal Services has expressed the need to update the template. Staff and Landmark have agreed to work together following the 2016 Marathon to create a new template of the agreement to better reflect the Marathon today and the needs and obligations of each of the parties. Once the new template is created, and/or should there be any substantial changes to future marathon event operations including a change in event organizer, race route or any financial implications staff will report back to Council in the form of a corporate report and will seek Council authority to entering into any new agreements as a result of the changes.

Event Management

The Marathon requires both professional event management expertise (Landmark) as well as the participation of volunteers, sponsors, police and staff in order to succeed. The City requires the event organizers to comply with all regulatory requirements of all approved bodies, including the City's special event requirements, before a permit will be issued for Lakefront Promenade Park.

Landmark will be responsible for all costs associated with the event including administration, promotion, marketing, race execution and post-race clean-up of the event.

Parking and Traffic Control Plan

A detailed parking and traffic control plan has been prepared in conjunction with Transportation and Works, Fire and Parks staff as well as Peel Regional Police. The plan will be submitted to the Commissioner of Transportation and Works for final approval.

The proposed race routes and all temporary road closures and restrictions are included in Appendix 2 (Race Course Information) and Appendix 3 (Temporary Road Closures and Restrictions).

All intersections where crossings are required will be controlled by police. In addition, volunteers will be positioned at strategic positions along the route to ensure safety of participants and the public. On both days there will also be the addition of Bike Police officers.

At its cost, Landmark will work with Parks Operations and Transportation and Works staff to ensure there is appropriate signage put up four (4) weeks in advance notifying patrons of all closures. Further, Landmark will distribute a notification to area residents that outlines road closure dates and times.

Peel Regional Police and Fire and Emergency Services staff will approve all related requirements regarding partial (one lane) or full road closures, as well as approval for the medical and emergency response plans.

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Use of City Park and Facilities

Lakefront Promenade Park will again be used as the culmination point for the Marathon as well as the location of the awards ceremony. As a result of the pressures on parking at this park, Landmark has retained MiWay shuttle services to move participants and guests between the Square One/Civic Centre area and Carmen Corbasson Community Centre and Lakefront Promenade Park.

Access to the parking lot at the Carmen Corbasson Community Centre will be provided through the Agreement for Landmark to use for parking/shuttle service on Saturday, April 30 and Sunday, May 1, 2016.

Park permit and city facility rental fees apply to all assets booked for this event in accordance with Corporate Policies and approved rates and changes by-laws.

Staff recommends that for each year of the Marathon Landmark may be charged the community group rental fee and/or the community group picnic shelter fee, each current in the year it is being applied, for the hosting of Mississauga Marathon related events on City property.

In addition to road closures and lane restrictions, some portions of the Waterfront Trail will be closed to address concerns of safety for both the runners and the general public as follows:

- Saturday, April 30, 2016 – closed from Lakefront Promenade in the east to the entrance to the trail at Jack Darling Park in the west from 6:00pm to 8:00pm; and
- Sunday, May 1, 2016 – closed from Lakefront Promenade in the east to Parkland Avenue in the west (next to Jack Darling Park) from 8:30am to 2:30pm.

Community Support

A detailed communication plan will be developed to ensure that all residents and key stakeholders affected have a clear understanding of the activities of the day, as well as any road closures or lane restrictions. In addition, there will be clearly identified points of contact for the public to access regarding any questions or concerns either before or after the Marathon. Landmark will meet with all churches directly impacted by the race routes.

Financial Impact

There is no financial impact associated with the recommendations in this report. Rates and fees for services provided by the City and rental of City facilities specific to this event will be charged and collected in accordance with City by-laws and policies.

Conclusion


The 13th Mississauga Marathon scheduled for Saturday, April 30 and Sunday, May 1, 2016 promises to offer the opportunity for the City of Mississauga to hold a mass participation event and confirms the City's commitment to hosting events that align with the Sport Tourism Strategy. The longstanding partnership between Landmark and the City offers a unique opportunity for the private and the public sector to host and sponsor an event that promotes tourism, showcases the City, and promotes the City nationally and internationally.

Attachments

Appendix 1: 2016 Draft Relationship Agreement

Appendix 2: 2016 Course Information

Appendix 3: 2016 Road Closures



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

Prepared by: Beth Cooper, Manager, Sport Development & Tourism

MISSISSAUGA MARATHON RELATIONSHIP AGREEMENT

THIS AGREEMENT is made as of the 1st day of April, 2016

BETWEEN:

LANDMARK SPORT GROUP INC.,

a corporation under the *Ontario Business Corporations Act*
("Landmark")

- AND -

THE CORPORATION OF THE CITY OF MISSISSAUGA

an Ontario Municipality
(the "City")

WHEREAS Landmark has approached the City with a proposal to host annual road running events, the Mississauga Marathon (hereinafter the "Marathon"), in the years 2016 through 2020;

AND WHEREAS the 2016 event, consisting of a Corporate Relay Challenge, ten (10) kilometre student relay, two (2) kilometre family fun run/walk, five (5) kilometre race, ten (10) kilometre race, half marathon race, full marathon race, shall be held on April 30 and May 1, 2016;

AND WHEREAS the City is the registered owner of lands, including public highways, set out in Schedule "A" (hereinafter referred to as the "Licensed Lands");

AND WHEREAS the City is amenable to the use of the Licensed Lands by Landmark and to the relationship proposed each as set out herein upon the strict covenant of Landmark that it has the resources available to it to stage the Marathon and all related events before and after the Marathon (each an "Event") successfully and in a manner that will protect the interests and regulations of the City.

THEREFORE, in consideration of the mutual undertakings given in this Agreement, the parties agree as follows:

SECTION 1 - GRANT OF LICENCE

(1) The City hereby grants to Landmark, subject to the provisions of this Agreement, a non-exclusive license to use and occupy the Licensed Lands for the sole purposes of undertaking the Marathon as more particularly set out in Schedule "B" and for no other purposes whatsoever.

(2) Landmark understands and agrees that the Commissioner of Community Services ("Commissioner"), on an annual basis, shall have the right to approve or deny the grant of licence and the specific terms of the Marathon and any Event for any reason, including but not limited to the dates and route of the Marathon, financial participation of the parties, and requirements of the City and other involved public authorities.

SECTION 2 - TERM OF LICENCE

(1) The annual term of the licence shall be negotiated by the City and Landmark no later than March 30th of each year;

(2) The 2016 term of the licence shall commence at 10:00 a.m. on the 30th day of April, 2016 (“Licence Commencement”) and to expire at 8:00 p.m. on the 1strd day of May, 2016 (“Licence Expiration”).

SECTION 3 - CITY OBLIGATIONS

(1) The City is under no other obligation to financially participate in the Marathon or any Event and any such request for participation shall be negotiated annually and is subject to the approval of the Council for the City.

(2) For purposes of the Agreement, the Commissioner or his designate is hereby authorized to provide any necessary consents or authorizations on behalf of the City in relation to any financial participation approved by the Council for the City.

(3) Provided that Landmark executes a rental agreement with the City prior to a date specified by the City for the use of space at the Port Credit Memorial Arena for the Marathon Expo Event from Friday April 29 to Saturday April 30, 2016, Landmark shall pay the City’s then current community group rate for the use of such space on these dates in 2016.

(4) Provided that Landmark executes a rental agreement with the City prior to a date specified by the City for the use of Area A and Area B at Lakefront Promenade Park on Friday April 29, Saturday April 30 and Sunday May 1, 2016 for an Event Landmark shall pay the City’s then current community group shelter rate for the use of such space on these dates in 2016.

SECTION 4 - LANDMARK MARATHON COVENANTS

In addition to the terms of the plans for each Item (defined below) listed in the chart in this Section 4, Landmark shall include as part of such plans and shall carry out the following for the Marathon and for each Event:.

(1) to host each Event and stage each segment of the Marathon in Mississauga at the time and on the dates set out herein, and only on those route/locations as the City has approved also as set out herein (see also Schedule “A”) or as otherwise agreed to by the City in writing;

(2) to purchase advertisements for the Marathon in appropriate industry magazines;

(3) to provide the City with an appropriate display area at the Runners’ Expo;

(4) to only reference the City in any advertisements, promotions or otherwise as pre-approved in writing by the City, including the use of any City trademark/logo;

(5) to maintain a website with all pertinent race information;

(6) to procure at its cost coverage on the local Mississauga Roger’s cable channel;

(7) to provide to the City (at Landmark's own cost and for Landmark's own account) one copy of all video coverage of Mississauga, the Marathon and any Event, together with an irrevocable license and full release of any liability by the City to utilize that footage as the City may deem appropriate, if Landmark produces video footage. Landmark hereby covenants that such use of any video referenced herein does not and will not infringe upon or violate any statutory or common laws or any rights of any third parties, including, copyright, patent, trademark, trade secret, or other proprietary or property right; musical, literary, dramatic, privacy rights or rights against libel or slander; and Landmark has all rights and consents needed to grant the City the license stipulated in this section 4(7).

(8) Throughout the Marathon and each Event, Landmark shall exercise proper and sufficient control over all spectators, participants and other persons attending the Marathon or any Event, and shall prohibit and prevent all unauthorized persons from entering onto the race course or Event location, as the case may be, and shall not authorize or permit any person to do anything that would encourage any unauthorized person to enter onto the race course/Event location.

(9) Landmark covenants to notify the City immediately of any change in the information provided by Landmark to the City relating to Landmark, its business plan, the Marathon or any Event.

(10) Landmark shall be solely responsible for the following at the Marathon and at each Event:

- (a) participant transportation and parking;
- (b) spectator parking;
- (c) spectator and participant garbage removal and toilette facilities;
- (d) assembly and removal of stands, refreshment pavilions and similar temporary structures;
- (e) assembly and removal of traffic control devices, including the use of cones or barriers for this purpose;
- (f) after Marathon and Event clean-up.

(11) Landmark shall solely be responsible for all costs associated with the administration, promotion, marketing, security, traffic control, race and Event execution, post race and Event clean-up, including but not limited to, the costs of meeting the obligations and responsibilities identified in Sections 4 to Section 5 (2) of this Agreement.

(11) Landmark shall comply fully with all federal, provincial and municipal laws, regulations, orders, policy guidelines and directives of any and every kind relating to the planning and holding of the Marathon, including the use of public streets and lands, and all reasonable directions as may be issued from time to time by the Commissioner, Commissioner of Transportation & Works ("Commissioner of T & W"), Chief of the Peel Regional Police ("Police Chief"), and Chief of Mississauga Fire and Emergency Services ("Fire Chief").

(12) Landmark shall obtain and maintain all permits and licenses required to hold each Marathon and each Event, and shall comply strictly with all terms and conditions relating thereto, and shall at all times exercise reasonable care when carrying out any authority or exercising any permission conferred under any such permit or license.

(13) Landmark shall exercise due diligence to maintain in place and in functional condition throughout the Marathon and each Event, all fencing, barriers, bridges, crowd control and crowd

movement measures and devices, transportation, accommodation, food and beverage concession, medical, security, safety, emergency, disaster control, and sanitary requirements as is reasonably necessary to provide properly for a crowd (including in each case all qualifications and trials relating thereto).

(14) Landmark and the City shall submit details of the Marathon and each Event to the Peel Regional Police and shall meet with its representatives as required by the City or by the Peel Regional Police to assist Peel Regional Police in developing a detailed plan for police security and traffic control in relation to the Marathon and each Event.

(15) On the days of the Marathon and each Event, Landmark shall ensure that there are on-site

- (a) water stations and first aid personnel stationed along the route in accordance with the requirements of Athletics Canada, and all first aid personnel shall have all necessary medical supplies and equipment, and all such personnel shall be recognizable, their whereabouts shall be known to Landmark at all times during the course of the Marathon and each Event, and shall be publicly evident to all persons attending the Marathon and each Event, and each team of such personnel shall have direct communication links to race officials and the staff of the City's Fire and Emergency Services Division;
- (b) race officials, traffic control and marshalling along the race route and traffic control for each Event, in accordance with the requirements of the Athletics Canada and City requirements;
- (c) such number of private security guards or other suitable persons, in each case the same being stationed along the Marathon route and at each Event, as the Police Chief may from time to time reasonably require in order to ensure proper crowd control.

(16) Race officials shall have an adequate communications system in place to enable them to be in constant contact with other officials along the race course, and an adequate signalling system shall be in place so that all participants may be notified of the need to discontinue or suspend the race as may appear necessary or advisable to the race officials, or to the Police Chief or Commissioner.

(17) A pre-race organization check list (to be pre-approved by the Police Chief and Commissioner) shall be provided to all race officials stationed along the route, and no part of the Marathon shall commence unless and until it has been confirmed by the Commissioner or his designate that all requirements identified on that list are satisfied in full.

(18) Upon request of the City from time to time and at any time, Landmark shall provide reasonable proof of its progress in implementing the measures required under the covenants set out in this section and of Landmark's timely performance of its other obligations under this Agreement, with reasonable notice.

(19) At each bend or turn in a road along which the Marathon proceeds, Landmark shall put into place suitable safety devices to prevent participants from colliding with any wall, fence, gate, barricade, spectator seating or viewing area, temporary or permanent pylon, lamp post, telephone pole, plate glass window or other safety hazard at that bend or turn.

(20) Landmark shall plan each segment of the Marathon, and shall hold each segment in such a way, so as to minimize all risks to the spectators, participants, crew and race officials, and the

public, and at a minimum, all safety measures shall comply with all applicable standards set by the Athletics Canada

(21) Landmark shall be solely responsible for the development and submission of a special events/mass gathering emergency action plan.

(22) On or before the dates specified in the Table in this Section 4, or as otherwise advised in writing by the Commissioner or his designate, Landmark shall provide to the City plans outlining in detail information about how each of the items in the chart will be carried out in relation to the Marathon and each Event (each an “Item”). Approval of the plans for each such Item is required by the Commissioner and the Police Chief, or each of their respective designates, as evidenced by their signatures on the final versions of such plans for each Item. Once so approved, each plan for each Item shall form an integral part of this Agreement and shall be incorporated herein by reference. As set out above, Landmark shall include as part of the plans, the terms of Section4 (1)-(26).

Item	To Be Provided No Later Than*
A critical path for the holding of the Marathon and each Event, identifying milestones and setting completion dates.	January 31 of each year
Monthly routine reports indicating which of the above milestones have been satisfied during the previous month, identifying any deficiencies and indicating a plan of action for the correction of each deficiency identified.	15 th day of each month
A Parking and Traffic Control Plan satisfactory to the Commissioner of T&W and to the Police Chief.	March 15 of each year
A road closure and lane restriction plan satisfactory to the Commissioner of T&W and to the Police Chief.	March 15 of each year
A plan for security and managing crowds at each segment of the Marathon and at each Event, including seating or other viewing arrangements, transportation to and from such areas.	March 15 of each year
A plan for ancillary transportation requirements (including media, competitors, VIP travel, pedestrian crossings, and emergency services).	March 15 of each year
A plan for health and safety/first aid of participants and members of the public.	March 15 of each year
A detailed operational plan with parking operations.	March 15 of each year
A special events/mass gathering emergency action plan,	March 15 of each year
A comprehensive marketing plan for the promotion of the Marathon and each Event and communications related thereto	March 15 of each year
A comprehensive plan for Landmark obtaining all	March 15 of each year

Item	To Be Provided No Later Than*
required permits on a timely basis	
A comprehensive plan for Landmark obtaining all required insurance coverage on a timely basis, and if necessary ensuring sufficient lead time to contact specialty risk markets, in order to enable insurance representatives to assess inherent liability risk exposures, along with loss control measures and to provide Landmark with premium quotations and bind coverage.	Immediately upon signing this agreement in 2016 and annually thereafter no later than March 15
Proof of insurance to be submitted to the City’s Risk Management Services Department, for review and approval.	<u>Each of the following concurrent upon signing of the agreement:</u> (a) commercial general liability in the amount of \$5,000,000 per occurrence; (b) directors and officers insurance; (c) all perils property insurance with respect to the Assets Proof of all other coverage required under this Agreement.
Such additional documentation as the City may from time to time request relating to the organization of the Marathon and Events, including copies of necessary contracts, critical path plans, permits and planning documents.	Within a reasonable time (not to exceed three business days) of the date of making the request in question, or within three days of the preparation of that document, whichever is later.

*For the 2016 Marathon and Events only, plans for all Items are to be delivered by Landmark on or before April 2nd 2016.

and Landmark shall meet all reasonable requirements and conditions that the City may specify from time to time and at any time with respect to each of Items, and the City shall not be liable to Landmark or any other person for any costs thereby incurred or arising as a result thereof.

(23) Landmark shall, by means of fences, guards, signs, security guards, police officers and other suitable safety measures, take all available steps to secure safe and proper control over crowds (including spectators entering or leaving the race area or any Event), in particular to prevent crowds from encroaching upon or damaging any private property, or interfering directly or indirectly with any Marathon-related race, so as to create a danger to persons or property, and Landmark shall employ all reasonable safeguards and precautions to prevent any accident or injury to any person or property.

(24) Landmark shall at all times exercise all reasonable care to ensure that all devices, equipment, stands, shows, ways, machinery and equipment used by Landmark or any subcontractor to Landmark are safe, in proper order and good repair, and are fit for the purposes for which they are used.

(25) Landmark shall carry out any direction given to it by the Police Chief, the Fire Chief or the Commissioner, that in the opinion of one of them either is reasonably necessary in interests of

public or participant safety and Landmark shall not be entitled to any prior notice or reasons for any such direction, and neither the City, nor its elected officials nor staff, as the case may be, shall be liable to Landmark or to any other person by reason of giving any such direction.

(26) Each of the covenants set out in this section shall be performed by Landmark at its sole cost and expense.

SECTION 5 - REPRESENTATIONS AND WARRANTIES

Landmark expressly warrants as follows:

(1) Landmark is a duly incorporated, organized and subsisting corporation, and has all requisite powers, capacities, licenses and permissions under its governing legislation and the other laws applicable to it, and under its articles of incorporation, bylaws and governing resolutions to,

- (a) own the assets which Landmark has represented as belonging to Landmark in any financial statement or representation made by Landmark to the City,
- (b) carry on all businesses in which Landmark is engaged, including the holding of the Marathon and each Event,
- (c) enter into, exercise its right and perform and comply with its obligations under this Agreement,
- (d) and that all actions, conditions and things have been done, taken or fulfilled with respect thereto, that are required by law, contract or otherwise.

(2) Landmark is not a party to any agreement under the terms of which Landmark is prohibited or restricted from entering into any of the obligations assumed, liabilities imposed, or restrictions accepted by Landmark under this Agreement.

(3) No litigation, arbitration or administrative proceeding is current or pending, so far as Landmark is aware, in respect of Landmark or any of its subsidiaries, which appears reasonably likely to have a material adverse effect on Landmark and its subsidiaries taken as a whole.

(4) There are no outstanding judgments, injunctions, or administrative or regulatory directives, writs of execution, encroachments, rights-of-way, licenses, deed restrictions, leases or tenancies, or other agreements, mortgages, work orders, against Landmark or its assets that might reasonably be seen to have a materially adverse impact upon Landmark's prospects or its ability to operate the Marathon or any Event in accordance with this Agreement.

SECTION 6 - EVENTS OF DEFAULT AND TERMINATION

(1) Upon the occurrence of any of the following events (or acts of default) the City may immediately withdraw its consent to the Marathon and Events and declare this agreement to be terminated:

- (a) where Landmark defaults in the timely and proper observance or performance of anything required to be done by it under this Agreement or breaches this Agreement, or any other agreement with the City, or By-law;

- (b) where any formal or informal proceeding for the dissolution of, liquidation of, or winding up of, the affairs of Landmark is instituted by or against Landmark, or
- (c) where a resolution is passed or any other act undertaken for the winding up of Landmark;
- (d) where proceedings are taken to enforce any other encumbrance on the Assets or any of them;
- (e) where Landmark ceases or threatens to cease to carry on its business, or where Landmark makes or agrees to make a bulk sale of its assets;
- (f) where Landmark is adjudged bankrupt or becomes insolvent, or a petition in bankruptcy is filed against Landmark, or where Landmark makes an assignment for the general benefit of creditors or applies for relief under the *Companies Creditors Arrangement Act*, or where proceedings of any type are instituted in any jurisdiction in respect of the alleged insolvency or bankruptcy of Landmark.

(2) Upon any breach by Landmark of any of the provisions contained in this Agreement or upon any act or event of default by Landmark in the observance of any covenant or condition required to be observed or performed by Landmark under the terms of this Agreement, the City may waive such breach or default by written notice to that effect, whether given before or after the default or breach, and where the City so waives the breach or default, the position of the parties, shall be as if the breach or default had not occurred.

(3) A waiver of a breach or default shall not extend to, or be taken in any manner whatsoever to affect the rights of the City with respect to, any subsequent breach or default, whether similar or not.

(4) In the circumstances where an act or event of default occurs less than fourteen (14) days prior to the first day of the Marathon, such act or event of default will be immediately referred to the Commissioner and the President of Landmark to determine a possible resolution.

(5) The City may terminate this Agreement without cause upon providing Landmark at least thirty (30) days prior written notice of such termination.

(6) Notwithstanding anything to the contrary, the City shall not be liable to Landmark for any damages, whether direct, indirect, consequential, incidental or otherwise, including without limitation, loss of business, profits or revenue, arising out of or related to the cancellation of the Marathon or any Event or termination of this Agreement by the City, even if advised of the possibility of such damages.

SECTION 7 - REMEDIES

(1) Where an event or act of default occurs, the City may, despite anything in this Agreement, where in the reasonable opinion of the City, there has been a violation of any applicable law or relevant safety standard by Landmark, the City at its election may take immediate action to rectify that violation and to ensure the safety of any person or property, and may charge the cost of so doing to Landmark, which shall pay that amount in full immediately upon demand.

SECTION 8 - INDEMNIFICATION AND INSURANCE

(1) Landmark agrees to save harmless, indemnify and defend the City, its elected officials, officers, employees, volunteers, agents and contractors ("City Indemnitees"), from and against, any loss of, or damage to, property, personal injury or death, or any other losses, actions, claims, causes of action, damages, both direct or indirect, and such other costs and expenses, howsoever and whatsoever incurred, suffered or sustained (collectively, "Claims") by the City Indemnitees or Landmark, its officers, directors, members, employees, servants, agents or contractors, or any of Landmark's permitted and non permitted invitees, guests or registrants ("Landmark Indemnifiers"), during or otherwise in relation to or in connection with the Marathon or any Event, Landmark's use of the Licensed Lands and all activities relating to such use or any other matters under this Agreement, or breach by Landmark of any term or condition governing its license or permits to hold the Marathon or any Event, the condition or state of repair of the Licensed Lands and the breach of any of the provisions of this Agreement by Landmark and including, without limiting the foregoing, any negligent act or omission of Landmark Indemnifiers, which causes or contributes to any such Claim.

(2) The Landmark Indemnifiers and all others having access to the Licensed Lands by reason of the Marathon or any Event and using the said Licensed Lands and the approaches thereto, shall do so at his, her and their own risk and under no circumstances shall the City be liable for any personal injury (including personal injury causing death or psychological trauma) and for any property damage, loss, including financial, or theft suffered by any person, firm or corporation while upon the Licensed Lands or the approaches or appurtenances thereto, it being understood and acknowledged that all such liability, if any, is assumed by Landmark.

(3) Landmark covenants that it shall take out and keep in full force and effect throughout the term of this Agreement and any renewals thereof:

(3.1) Commercial general liability insurance in respect to the Licensed Lands and the operations of Landmark thereon against claims for personal injury, death or property damage or loss, indemnifying and protecting Landmark, their respective elected officials, officers, employees, servants, agents, invitees or licensees and contractors, to the inclusive limit of not less than Five Million (\$5,000,000.00) Dollars per occurrence. Such insurance shall specifically state by its wording or by endorsement that:

- (a) The City is added as an additional insured under the policy;
- (b) The policy shall contain a cross liability and severability of interests clause which shall have the effect of insuring each person, firm or corporation named in the policy as an insured in the same manner and to the same extent as if a separate policy had been issued to each. k;
- (c) The Policy contains tenant's legal liability, blanket contractual liability, products and completed operations coverage, owners and contractors protective liability, employer's liability, and employees as additional insured's;
- (d) Includes advertising liability insurance;
- (e) , Includes liquor liability of not less than Two Million (\$2,000,000.00) Dollars;
- (f) Includes spectators legal liability;

- (g) Includes participant to participant coverage and bodily injury to participants of not less than Five Million (\$5,000,000.00) Dollars per occurrence; and
- (h) Includes incidental medical malpractice liability for any Doctors or Nurses.

3.2 Non-owned auto liability insurance of not less than Two Million (\$2,000,000.00) Dollars per occurrence.

(3.3) Property insurance coverage to adequately cover Landmark's property, equipment and other such property in the care, custody and control of Landmark, which policy contains a waiver of rights of subrogation against the City.

(3.4) Event cancellation insurance coverage to adequately cover Landmark in the event that the event is cancelled, postponed, rescheduled or abandoned.

(3.5) Automobile insurance coverage of not less than Two Million (\$2,000,000.00) Dollars per occurrence without an annual aggregate limit.

(3.5) Such policies shall not be terminated, cancelled or materially altered unless written notice of such termination, cancellation or material is given by the insurers to the City at least thirty (30) days written notice before the effective date thereof.

(3.6) Upon execution of this Agreement, Landmark shall deliver to the City evidence of the insurance required under this Agreement. Only a City of Mississauga Certificate of Insurance will be acceptable. A PDF fillable City form can be located at www.mississauga.ca/certificateofinsurance. The certificate of insurance shall be delivered to: City of Mississauga, Community Services, 300 City Centre Drive, 2nd Floor, Mississauga, Ontario L5B 3C1 Attention: Beth Cooper, Manager, Sport Development and Tourism.

SECTION 9 - SPECIAL UNDERTAKINGS, ETC.

(1) Landmark acknowledges that by entering into this Agreement, the City is assuming no responsibility or liability whatsoever for any contract, undertaking, action, inaction, negligence or wrong-doing on the part of Landmark vis-a-vis any other person, and Landmark further acknowledges that it is not an agent of the City and undertakes not to present itself as an agent of the City to any other person.

(2) Landmark hereby releases the City Indemnitees from all Claims that Landmark may suffer or be put to, that arise out of or relate to the holding or non-holding of either of the Marathon or any Event, including any Claim for indirect or consequential damages.

(3) For the sake of greater certainty, and without limiting any other provision of this Agreement, Landmark acknowledges that legal proceedings (including class action proceedings) may be brought against the City Indemnitees by dissatisfied residents of the City or other persons claiming to be prejudiced, to, among other things,

- (a) secure an injunction to prohibit or restrict the holding the Marathon or any Event;

- (b) recover damages (including consequential damages) arising by virtue of the holding of the Marathon or any Event;
- (c) secure an award of punitive damages,

and in such case, in addition to all other indemnities provided for in this Agreement, Landmark undertakes where so requested by the City, to mediate or arbitrate (or to join with the City in mediating or arbitrating) any such Claim promptly so as to achieve an expeditious resolution of that Claim, to offer fair and reasonable amounts in settlement where any meritorious claim is thereby determined to have been brought; and to make prompt payment of any amount so offered, where that offer is accepted.

(4) Landmark shall secure at its own cost and for its own account the services of such competent professional advisors as may reasonably be considered necessary or advisable by the City to identify and mitigate all risks to health, safety and welfare of the residents of Mississauga which may arise from or otherwise relate to the holding of the Marathon or any Event, and Landmark shall implement the recommendations of those advisors.

SECTION 10 - PAYMENT FOR SERVICES RENDERED BY CITY

(1) Landmark shall reimburse the City, within thirty (30) days of the date of an invoice from the City, for such amounts incurred by the City by reason of or relating to,

- (a) signage related to the closing or restricting access to or use of any road;
- (b) providing emergency or police services of a nature or extent different from that ordinarily provided by the City, including costs relating to traffic and crowd control, security and the creation of temporary emergency service centres;
- (c) redirecting public transportation from its normal route;
- (d) printing, posting and removing traffic and similar signs;
- (e) preparation of special access roads or ramps, the installation of temporary fences or other barricades, temporary road engineering work, and other installation of materials and labour;
- (f) overtime work by City staff in order to provide garbage collection and other vital City services outside the normal hours for the provision of such services in the event that Landmark defaults on its obligations to remove garbage as set out in this agreement;
- (g) additional garbage removal, the removal of any solid or liquid waste from temporary or permanent public toilettes, damage to municipal or other property caused by crowds at or participants in either of the Marathon or any Event;
- (h) all other expenditures of an extraordinary or exceptional nature where and to the extent that those costs are directly or indirectly attributable to the staging of the Marathon or any Event, and in the absence of manifest error, the certificate of the City Manager shall be conclusive evidence as to the amount of those costs.

(2) The City shall implement the road closures and restrictions for the purposes of the Marathon as determined by the City, and Landmark shall have use of the roads concerned at the agreed times, for the purposes of holding the Marathon, and any Event, but any such closure shall be subject to:

- (a) satisfactory arrangement being made for pedestrian traffic and public transport into and out of affected areas;
- (b) the provision of emergency services;
- (c) compliance by Landmark with such other terms and conditions as may be set out in or provided for under the By-law authorizing this Agreement.

(3) There shall be no fee payable to the City by Landmark for the use of the roads under subsection (2).

SECTION 11 - NOTICE

(1) Any notice, document or thing required or permitted by law or this Agreement to be given or delivered to or served upon any of the parties shall be sufficiently served if given personally or if sent by telex or fax (where the intended recipient is equipped to receive such a form of telecommunication) or by prepaid courier or certified or registered mail,

- (a) in the case of the City, to the address set out below, to the attention of the Commissioner of Community Services, 201 City Centre Drive, 9th Floor, Mississauga, Ontario L5B 2T4 fax (905) 615-4440.
- (b) in the case of Landmark, to the most recent address of Landmark according to the records of the City, to the attention of the President, Landmark Sport Group Inc., 5500 Rose Cherry Place, Mississauga, Ontario L4Z 4B6 fax (905) 949-4984.

and either party may by notice given in accordance with this section, change its address for the purposes of this Agreement.

(2) Any such notice shall be deemed (in the absence of evidence of prior receipt) to have been received by the intended recipient the same day if personally served, the next business day if sent by telex or fax, and on the third business day next following where sent by prepaid courier or by registered or certified mail.

SECTION 12 - FORCE MAJEURE

(1) Where any of the following occurs or appears imminent, the City may immediately direct the cancellation of the Marathon or any Event, and shall not be liable to Landmark or any other person by reason of so doing:

- (a) in the interests of national or provincial security, including where there are serious threats of terrorist act, or war;

- (b) where an emergency is declared under the *Emergency Plans Act*, whether in Mississauga or elsewhere in Ontario, such as to require the diversion of emergency resources and other vital municipal services or facilities from the City to another municipality;
- (c) in compliance with an order issued by any court or administrative tribunal, or by a federal or provincial authority;
- (d) where Landmark is in default under this Agreement; or
- (e) in the public interest, including where necessary or advisable for the protection of public safety or private property, the prevention of crime, or the safety of the participants.

(2) Neither party shall be liable to the other by reason of one or both of the Marathon or any Event failing to be held, to the extent that such failure is attributable to a cause occurring without the fault or negligence of either party respectively, including the following:

- (a) acts of God;
- (b) acts of the Queen or her enemies; civil war; insurrections or riots;
- (c) fire; flood; explosion, earthquakes or serious accidents; unusually severe weather;
- (d) epidemics or quarantine restrictions;
- (e) governmental priorities or allocation regulations or orders affecting materials, labour, equipment and facilities;
- (f) fuel shortages; freight embargoes; strikes or labour troubles causing cessation, slowdown or interruption of work; and other similar events.

SECTION 13 - ASSIGNMENT

This Agreement may not be assigned by either Party without the written consent of the other Party. This Agreement and all its provisions shall enure to the benefit of the City, its successors and assigns, and shall be binding upon Landmark, its successors and assigns.

SECTION 14 - TIME OF THE ESSENCE

Time shall be deemed to be of the essence with respect to the performance of all of the obligations of Landmark under this Agreement.

SECTION 15 - GOVERNING LAW

This Contract is subject to and shall be construed in accordance with the laws of Ontario, and any action or other legal proceeding arising under this Contract or any other agreement

between the parties pertaining to the Marathon and any Event (including any motion or other interlocutory proceeding) shall be brought in the Superior Court of Ontario sitting in Mississauga, in the Region of Peel.

SECTION 16 - SEVERANCE WHERE PROVISION ILLEGAL, ETC.

Where one or more provisions of the Agreement are found to be invalid, unenforceable or void by any court or tribunal of competent jurisdiction, the remaining terms and provisions of this Agreement shall be deemed to be severable from the part so found and shall remain in full force and effect, but this provision shall apply only insofar as the effect of that severance is not to change the fundamental nature of the obligations assumed respectively by each of the parties.

SECTION 17 - RELATIONSHIP OF THE PARTIES

The parties hereby confirm and declare that:

- (1) they are neither partners nor in joint venture, nor is there an employment relationship between them, and nothing in the Agreement shall be deemed or construed to as creating any such relationship;
- (2) in no event shall either party be held liable or accountable for any debt, liability, duty or other obligation incurred by the other party or to which that other party is subject.

SECTION 18 - ACKNOWLEDGEMENT OF RECEIPT

Each of the parties acknowledges receipt of a copy of this Agreement.

**SIGNED, SEALED AND
DELIVERED**, as of the date first
above written

LANDMARK SPORT GROUP INC.

Per: _____
Name: Elliott Kerr
Title: President
I have the authority to bind the corporation.

**THE CORPORATION OF THE CITY OF
MISSISSAUGA**

Authorized by By-law No: _____

Per: _____
Name: Paul A. Mitcham
Title: Commissioner of Community Services

Per: _____
Name: Crystal Greer
Title: City Clerk

SCHEDULE “A”

Course Information

Mississauga Marathon

Start – City Hall (City Centre Drive and Robert Speck Parkway)
 South on Duke of York
 West on Burnhamthorpe Road
 South on Mississauga Road
 West on Indian Road
 South on Lorne Park Road
 West on Truscott Drive
 South on Southdown Road (loop – runner’s will run south on Orr Road to Lakeshore Road and run west on Lakeshore, turn around and run south through Lakeside Park and north on Southdown Road to Orr Road)
 East on Orr Road
 North on Meadow Wood Road
 East on Lakeshore Road
 South on Parkland Avenue
 Follow Waterfront Trail around Jack Darling Park
 East on Lakeshore Road
 South on Ben Machree Drive to new section of Waterfront Trail (Pine Avenue)
 Follow Waterfront Trail through J.C. Saddington Park
 Past Port Credit Lighthouse
 South on Stavebank Road
 East on Port Street to Waterfront Trail entrance
 Follow Waterfront Trail
 North on Elmwood Avenue
 East on Wanita Road
 East of Cumberland Drive
 Through Adamson Estate
 Through McMillan Park
 East along Lake Ontario
 Finish – Lakefront Promenade Park

Half Marathon

Start – City Hall (City Centre Drive and Robert Speck Parkway)
 South on Duke of York
 West on Burnhamthorpe Road
 South on Mississauga Road to Waterfront Trail
 Follow Waterfront Trail through J.C. Saddington Park
 Past Port Credit Lighthouse
 South on Stavebank Road
 East on Port Street to Waterfront Trail entrance
 Follow Waterfront Trail
 North on Elmwood Avenue
 East on Wanita Road
 East of Cumberland Drive
 Through Adamson Estate
 Through McMillan Park

East along Lake Ontario
Finish – Lakefront Promenade Park

Mississauga 10K

Start – Lakeshore Road and Johnson’s Lane,
East on Lakeshore Road,
South on Ben Machree Drive to new section of Waterfront Trail (Pine Avenue)
Follow Waterfront Trail through J.C. Saddington Park
Past Port Credit Lighthouse
South on Stavebank Road
East on Port Street to Waterfront Trail entrance
Follow Waterfront Trail
North on Elmwood Avenue
East on Wanita Road
East on Cumberland Drive
Through Adamson Estate
Through McMillan Park
East along Lake Ontario
Finish – Lakefront Promenade Park

Hazel’s 5K

Start – on Front Street, north of Lakeshore Road
East on Lakeshore Road
South on Stavebank Road
Along Waterfront Trail
Finish – Lakefront Promenade

Mississauga 2K Family Fun Run/Walk /MaraFun

Start – Hiawatha Parkway and Cumberland Drive
Along Waterfront Trail
Finish – Lakefront Promenade Park

10K Student Relay

Start – Lakeshore Road and Johnson’s Lane,
East on Lakeshore Road,
South on Ben Machree Drive to new section of Waterfront Trail (Pine Avenue)
Follow Waterfront Trail through J.C. Saddington Park
Past Port Credit Lighthouse
South on Stavebank Road
East on Port Street to Waterfront Trail entrance
Follow Waterfront Trail
North on Elmwood Avenue
East on Wanita Road
East on Cumberland Drive
Through Adamson Estate
Through McMillan Park
East along Lake Ontario
Finish – Lakefront Promenade Park

SCHEDULE “B”

City of Mississauga
Community Services Department

1. Marathon - 26.2 Miles (42.2 kilometres)

Starting at City Centre Drive and Robert Speck Parkway and ending at Lakefront Promenade.
2. Half Marathon - 13.1 Miles (21.1 Kilometres)

Starting at City Centre Drive and Robert Speck Parkway and ending at Lakefront Promenade.
3. 10 Kilometre Race

Starting at Lakeshore Road and Johnston’s Lane and ending at Lakefront Promenade.
4. 5 Kilometre Race (Hazel’s 5 Kilometre)

Starting on Front Street, north of Lakeshore Road and ending at Lakefront Promenade.
5. Mississauga 2K Family Run / Walk

Starting at Hiawatha Parkway and Cumberland Drive and ending at Lakefront Promenade.
6. Corporate Relay Challenge

Starting at City Centre Drive and Robert Speck Parkway and ending at Lakefront Promenade.
7. 10K Student Relay

Starting at Lakeshore Road and Johnston’s Lane and ending at Lakefront Promenade

Course Information

Mississauga Marathon & Corporate Relay Challenge

Start – City Hall (City Centre Drive and Robert Speck Parkway)
 South on Duke of York
 West on Burnhamthorpe Road
 South on Mississauga Road
 East on Outer Circle Road (Loop on UTM Campus)
 South on Mississauga Road
 West on Indian Road
 South on Lorne Park Road
 West on Truscott Drive
 South on Southdown Road (loop – runner's will run south on Southdown Road to Lakeshore Road and run west on Lakeshore, turn around and run east on Lakeshore, south through Lakeside Park and north on Southdown Road to Orr Road)
 East on Orr Road
 North on Meadow Wood Road
 East on Lakeshore Road
 South on Owenwood Drive
 East on Echo Drive
 South on Parkland Avenue
 Follow Waterfront Trail around Jack Darling Park
 East on Lakeshore Road
 South on Ben Machree Drive to new section of Waterfront Trail (Maple Avenue)
 Follow Waterfront Trail through J.C. Saddington Park and north on Front Street
 Past Port Credit Lighthouse
 South on Stavebank Road
 East on Port Street
 South on Helene Street to Waterfront Trail entrance
 Follow Waterfront Trail
 North on Elmwood Avenue
 East on Wanita Road
 South/East on Cumberland Drive (Road bends from North/South orientation to East/West)
 Follow Waterfront Trail through Adamson Estate, east on Richley Crescent, through McMillan Park, East on Hampton Crescent, east along Lake Ontario
 Finish – Lakefront Promenade Park

Half Marathon

Start – City Hall (City Centre Drive and Robert Speck Parkway)
 South on Duke of York
 West on Burnhamthorpe Road
 South on Mississauga Road
 East on Outer Circle Road (Loop on UTM Campus)

South on Mississauga Road to Waterfront Trail
 Follow Waterfront Trail through J.C. Saddington Park and north on Front Street
 Past Port Credit Lighthouse
 South on Stavebank Road
 East on Port Street
 South on Helene Street to Waterfront Trail entrance
 Follow Waterfront Trail
 North on Elmwood Avenue
 East on Wanita Road
 South/East on Cumberland Drive (Road bends from North/South orientation to East/West)
 Follow Waterfront Trail through Adamson Estate, east on Richley Crescent, through McMillan Park, East on Hampton Crescent, east along Lake Ontario
 Finish – Lakefront Promenade Park

Mississauga 10K (MNP 10KM)

Start – Lakeshore Road and Johnson's Lane,
 East on Lakeshore Road,
 South on Ben Machree Drive to new section of Waterfront Trail (Maple Avenue)
 Follow Waterfront Trail through J.C. Saddington Park and north on Front Street
 Past Port Credit Lighthouse
 South on Stavebank Road
 East on Port Street
 South on Helene Street to Waterfront Trail entrance
 Follow Waterfront Trail
 North on Elmwood Avenue
 East on Wanita Road
 South/East on Cumberland Drive
 Follow Waterfront Trail through Adamson Estate, east on Richley Crescent, through McMillan Park, East on Hampton Crescent, South on Waterfront Trail, East on Hampton Crescent, east along Lake Ontario
 Finish – Lakefront Promenade Park

Hazel's 5K (Novo Nordisk® "Hazel" 5KM)

Start – on Front Street, north of Lakeshore Road
 South on Front Street
 East on Lakeshore Road
 South on Stavebank Road
 East on Port Street
 South on Helene Street to Waterfront Trail entrance
 Follow Waterfront Trail
 North on Elmwood Avenue
 East on Wanita Road
 South/East on Cumberland Drive
 Follow Waterfront Trail through Adamson Estate, east on Richley Crescent, through McMillan Park, East on Hampton Crescent, South on Waterfront Trail, East on Hampton Crescent, east

along Lake Ontario

Finish – Lakefront Promenade Park

Mississauga 2K Family Fun Run/Walk /MaraFun

Start – Hiawatha Parkway and Cumberland Drive

East on Cumberland Drive

Follow Waterfront Trail through Adamson Estate, east on Richley Crescent, through McMillan Park, East on Hampton Crescent, east along Lake Ontario

Finish – Lakefront Promenade Park

10K Student Relay

Start – Lakeshore Road and Johnson's Lane,

East on Lakeshore Road,

South on Ben Machree Drive to new section of Waterfront Trail (Maple Avenue)

Follow Waterfront Trail through J.C. Saddington Park and north on Front Street

Past Port Credit Lighthouse

South on Stavebank Road

East on Port Street

South on Helene Street to Waterfront Trail entrance

Follow Waterfront Trail

North on Elmwood Avenue

East on Wanita Road

South/East on Cumberland Drive

Follow Waterfront Trail through Adamson Estate, east on Richley Crescent, through McMillan Park, East on Hampton Crescent, South on Waterfront Trail, East on Hampton Crescent, east along Lake Ontario

Finish – Lakefront Promenade Park

City of Mississauga
Community Services Department

1. Full Marathon - 26.2 Miles (42.2 kilometres)

Starting at City Centre Drive and Robert Speck Parkway and ending at Lakefront Promenade.
2. Half Marathon - 13.1 Miles (21.1 Kilometres)

Starting at City Centre Drive and Robert Speck Parkway and ending at Lakefront Promenade.
3. 10 Kilometre Race (MNP 10KM)

Starting at Lakeshore Road and Johnston's Lane and ending at Lakefront Promenade.
4. 5 Kilometre Race (Novo Nordisk® "Hazel" 5 Kilometre)

Starting on Front Street, north of Lakeshore Road and ending at Lakefront Promenade.
5. Mississauga 2K Family Run / Walk

Starting at Hiawatha Parkway and Cumberland Drive and ending at Lakefront Promenade.
6. Corporate Relay Challenge (Sal Guzzo, LL.B. Relay Challenge)

Starting at City Centre Drive and Robert Speck Parkway and ending at Lakefront Promenade.
7. 10K Student Relay

Starting at Lakeshore Road and Johnson's Lane and ending at Lakefront Promenade

Road Closures **Race Day Saturday**

“The Hazel” 5K Run/Walk

- Front Street North CLOSED from High Street West to Lakeshore Road East from 5:30pm to 7:30pm
- Stavebank Road South CLOSED South of Lakeshore Road East from 5:30pm to 7:30pm
- Port Street East CLOSED from Stavebank Road South to St Lawrence Drive from 5:30pm to 7:45pm
- South end of Elmwood Avenue South CLOSED from 6:00pm to 7:45pm
- Wanita Road CLOSED from Elmwood Street South to Cumberland Drive from 6:00pm to 8:00pm
- Cumberland Drive CLOSED South East of Wanita Road from 6:00pm to 9:00pm
- Lakefront Promenade CLOSED from 6:00pm to 9:00pm

10K Run & Walk

- Lakeshore Road West CLOSED from Johnsons Lane to Ben Machree Drive from 6:45pm to 7:00pm
- Ben Machree Drive CLOSED from 6:00pm to 7:00pm
- Front Street South CLOSED from 6:00pm to 7:10pm
- Lakeshore Road East CLOSED from Front Street South to Stavebank Road South from 6:00pm to 7:30pm
- Stavebank Road South CLOSED from 6:00pm to 7:30pm
- Port Street East CLOSED from Stavebank Road South to St Lawrence Drive from 6:00pm to 7:45pm
- South end of Elmwood Avenue South CLOSED from 6:00pm to 8:00pm
- Wanita Road CLOSED from Elmwood Street South to Cumberland Drive from 6:00pm to 8:00pm
- Cumberland Drive CLOSED South East of Wanita Road from 6:00pm to 9:00pm
- Lakefront Promenade CLOSED from 6:00pm to 9:00pm

Additional Road Closures (Side Streets)

“The Hazel” 5K Run/Walk

- No access to High Street West North of Lakeshore Road East from 5:30pm - 6:00pm
- No access to Stavebank Road South from 5:30pm - 7:30pm
- No access to Elizabeth Street North from Port Street East from 5:30pm - 7:45pm
- No access to Helene Street South from Port Street East from 5:30pm - 7:45pm
- St Lawrence Drive CLOSED South of Lakeshore Road East from 5:30pm - 7:45pm
- Elmwood Avenue CLOSED South of Lakeshore Road East from 5:30pm - 8:00pm
- No access to Compass Way from St. Lawrence Drive from 5:30pm - 8:00pm
- No access to Carlis Place South of Lakeshore Road East from 5:30pm - 8:00pm
- No access to Oakwood Avenue South from Wanita Road from 6:00pm - 8:30pm
- No access to Onaway Road from Cumberland Drive from 6:00pm - 8:30pm
- South end of Hiawatha Parkway CLOSED from 6:00pm - 9:00pm
- South end of Wenonah Drive CLOSED from 6:00pm - 9:00pm

10K Run & Walk

- No access to Johnsons Lane North of Lakeshore Road West from 5:30pm - 6:45pm
- No access to Silver Birch Trail from Lakeshore Road West from 5:30pm - 6:45pm
- No access to Bexhill Road from Lakeshore Road West from 5:30pm - 6:45pm
- No access to Porcupine Ave from Lakeshore Road West from 6:00pm - 6:45pm
- No access to Festavon Court or Porcupine Avenue from Lakeshore Road West from 6:00pm - 6:45pm
- No access to Owenwood Drive from Lakeshore Road West from 6:00pm - 7:00pm

- No access to Lorne Park Road or Tennyson Ave from Lakeshore Road West from 6:00pm - 7:00pm
- No access to Whittier Crescent from Lakeshore Road West from 6:00pm - 7:00pm
- No access to Ibar Way from Lakeshore Road West from 6:00pm - 7:00pm
- No access to Balboa Drive from Lakeshore Road West from 6:00pm - 7:15pm
- No access to Crozier Court from Lakeshore Road West from 6:00pm - 7:15pm
- No access to Shawmarr Road from Lakeshore Road West from 6:00pm - 7:15pm
- No access to Godfreys Lane from Lakeshore Road West from 6:00pm - 7:30pm
- No access to Broadview Avenue from Lakeshore Road West from 6:00pm - 7:30pm
- No access to Godfreys Lane from Ben Machree Drive from 6:00pm - 7:45pm
- No access to Maple Avenue South from Ben Machree Drive from 6:00pm - 7:45pm
- No access to Bay Street from Front Street South from 6:00pm - 7:45pm
- No access to Port Street West from Front Street South from 6:00pm - 8:00pm
- No access to Elizabeth Street South from Port Street East from 5:30pm - 8:00pm
- No access to Helene Street South from Port Street East from 5:30pm - 8:00pm
- St. Lawrence Drive CLOSED South of Lakeshore Road East 5:30pm - 8:00pm
- No access to Compass Way from St. Lawrence Drive from 5:30pm - 8:00pm
- No access to Carlis Place South of Lakeshore Road East from 5:30pm - 8:00pm
- No access to Oakwood Avenue South from Wanita Road from 6:00pm - 8:30pm
- No access to Onaway Road from Cumberland Drive from 6:00pm - 8:30pm
- South end of Hiawatha Parkway CLOSED from 6:00pm - 9:00pm
- South end of Wenonah Drive CLOSED from 6:00pm - 9:00pm

Road Closures

Race Day Sunday

Half Marathon Run & Walk

- City Centre Drive CLOSED from Robert Speck Parkway to Living Arts Drive from 6:30am to 8:00am
- Burnhamthorpe Road West CLOSED from Duke of York Boulevard to Mississauga Road from 7:00am to 8:40am
- Mississauga Road CLOSED from Burnhamthorpe Road West to the South end of Mississauga Road South from 7:30am to 10:20am
- Front Street South CLOSED from 8:00am to 10:40am
- Lakeshore Road East CLOSED from Front Street South to Stavebank Road South from 8:15am to 10:50am
- Stavebank Road South CLOSED from 8:15am to 11:00am
- Port Street East CLOSED from Stavebank Road South to St Lawrence Drive from 8:15am to 11:10am
- South end of Elmwood Avenue South CLOSED from 8:30am to 11:20am
- Wanita Road CLOSED from Elmwood Street South to Cumberland Drive from 8:30am to 11:30am
- Cumberland Drive CLOSED South East of Wanita Road from 6:30am to 11:30am
- Lakefront Promenade CLOSED from 6:30am to 6:00pm

Full Marathon and Marathon Relay Challenge

- City Centre Drive CLOSED from Robert Speck Parkway to Living Arts Drive from 6:30am to 8:00am
- Burnhamthorpe Road West CLOSED from Duke of York Boulevard to Mississauga Road from 7:00am to 8:40am
- Mississauga Road CLOSED from Burnhamthorpe Road West to Indian Road from 7:30am to 10:20am
- Indian Road CLOSED from Mississauga Road to Lorne Park Road from 8:00am to 11:00am
- Lorne Park Road CLOSED from Indian Road to Truscott Drive from 8:15am to 11:00am
- Truscott Drive CLOSED from Lorne Park Road to Southdown Road from 8:15am to 11:10am
- Southdown Road CLOSED from Truscott Drive to Lakeshore Road East from 8:30am to 12:00pm
- Orr Road CLOSED from Southdown Road to Meadow Wood Road from 8:45am to 12:00pm
- Meadow Wood Road CLOSED from Orr Road to Lakeshore Road West from 9:00am to 1:00pm
- Lakeshore Road West CLOSED from Meadow Wood Road to Owenwood Drive from 9:00am to 1:00pm
- Parkland Avenue CLOSED from 9:15am to 1:20pm
- Lakeshore Road West CLOSED before Lorne Park Road to Ben Machree Drive from 9:30am to 1:50pm
- Ben Machree Drive CLOSED from 9:30am to 2:00pm
- Front Street South CLOSED from 9:30am to 2:10pm
- Lakeshore Road East CLOSED from Front Street South to Stavebank Road South from 9:30am to 2:20pm
- Stavebank Road South CLOSED from 9:40am to 2:30pm
- Port Street East CLOSED from Stavebank Road South to St Lawrence Drive from 9:40am to 2:30pm
- South end of Elmwood Avenue South CLOSED from 9:40am to 2:30pm
- Wanita Road CLOSED from Elmwood Street South to Cumberland Drive from 9:50am to 2:40pm
- Cumberland Drive CLOSED South East of Wanita Road from 9:50am to 2:40pm
- Lakefront Promenade CLOSED from 6:30am to 6:00pm

2K Fun Run/Walk

- Cumberland Drive CLOSED East of Hiawatha Parkway from 6:30am to 2:30pm
- Lakefront Promenade CLOSED from 6:30am to 6:00pm

Additional Road Closures (Side Streets)

Half Marathon Run & Walk

- No access to Kariya Drive from City Centre Drive from 7:00am - 8:00am
- No access to Living Arts Drive from Burnhamthorpe Road West from 7:00am - 8:10am
- No access to Confederation Parkway from Burnhamthorpe Road West from 7:00am - 8:10am
- No access to Elora Drive and Grand Park Drive from Burnhamthorpe Road West from 7:00am - 8:10am
- No access to Mavis Road from Burnhamthorpe Road West from 7:00am - 8:10am
- No access to Wolfedale Road from Burnhamthorpe Road West from 7:00am - 8:20am
- No access to Perivale Road from Burnhamthorpe Road West from 7:00am - 8:20am
- No access to Erindale Station Road from Burnhamthorpe Road West from 7:00am - 8:20am
- No access to Creditview Road from Burnhamthorpe Road West from 7:00am - 8:20am
- No access to Riverwood Park Lane and The Credit Woodlands from Burnhamthorpe Road West from 7:00am - 8:20am
- No access to Promontory Drive from Burnhamthorpe Road West from 7:00am - 8:30am
- No access to O'Neil Gate from Mississauga Road from 7:00am - 8:40am
- No access to Sawmill Valley Drive from Mississauga Road from 7:30am - 8:50am
- No access to Featherston Drive and Featherston Court from 7:30am - 8:50am
- No access to Harkiss Road and Tudor Gate from Mississauga Road from 7:30am - 8:50am

- No access to Barchester Court from Mississauga Road from 7:30am - 9:00am
- No access to The Collegeway from Mississauga Road from 7:30am - 9:10am
- No access to Dundas Street West from Mississauga Road from 7:30am - 9:20am
- No access to Seven Oaks Drive from Mississauga Road from 7:30am - 9:30am
- No access to Springbank Road from Mississauga Road from 7:30am - 9:30am
- No access to Glen Oaks Blvd from Mississauga Road from 7:30am - 9:40am
- No access to Glatts Lane from Mississauga Road from 7:30am - 9:40am
- No access to Portway Avenue from Mississauga Road from 7:30am - 9:40am
- No access to Otami Trail from Mississauga Road from 7:30am - 9:40am
- No access to Douulton Drive from Mississauga Road from 7:30am - 9:40am
- No access to Gatley Road from Mississauga Road from 7:30am - 9:40am
- No access to Highriver Court from Mississauga Road from 7:30am - 9:40am
- No access to Stonehouse Crescent from Mississauga Road from 7:30am - 9:50am
- No access to Shawanaga Trail from Mississauga Road from 7:30am - 9:50am
- No access to Saxony Court from Mississauga Road from 7:30am - 9:50am
- No access to Geran Crescent from Mississauga Road from 7:30am - 9:50am
- No access to Beaverbrook Way from Mississauga Road from 7:30am - 9:50am
- No access to North Sheridan Way South West of Mississauga Road from 7:30am - 10:00am
- No access to Mississauga Crescent from Mississauga Road from 7:30am - 10:00am
- No access to South Sheridan Way South of Mississauga Road from 7:30am - 10:10am
- No access to Knareswood Drive from Mississauga Road from 7:30am - 10:10am
- No access to Atoka Drive from Mississauga Road from 7:30am - 10:10am
- No access to Wateska Blvd from Mississauga Road from 7:30am - 10:20am
- No access to Comanche Road from Mississauga Road from 8:00am - 10:20am
- No access to Shenandoah Drive from Mississauga Road from 8:00am - 10:20am
- No access to Arrowhead Road from Mississauga Road from 8:00am - 10:20am
- No access to Temagami Crescent from Mississauga Road from 8:00am - 10:20am
- No access to Indian Road from Mississauga Road from 8:00am - 10:20am
- No access to Kane Road from Mississauga Road from 8:00am - 10:20am
- No access to Front Street North from Mississauga Road North from 8:00am - 10:30am
- No access to Queen Street West from Mississauga Road North from 8:00am - 10:30am
- No access to Park Street West from Mississauga Road North 8:00am - 10:30am
- No access to High Street West from Mississauga Road North from 8:00am - 10:30am
- No access to Lakeshore Road West from Mississauga Road from 8:00am - 10:30am
- No access to Port Street West from Mississauga Road South from 8:00am - 10:40am
- No access to Bay Street from Mississauga Road South from 8:00am - 10:40am
- No access to Lake Street from Mississauga Road South from 8:00am - 10:40am
- No access to Elizabeth Street South from Port Street East from 8:30am - 2:10pm
- No access to Helene Street South from Port Street East from 8:30am - 2:10pm St. Lawrence Drive CLOSED
South of Lakeshore Road East from 8:30am - 2:30pm
- No access to Compass Way from St. Lawrence Drive from 8:30am - 2:30pm
- No access to Carlis Place South of Lakeshore Road East from 8:30am - 2:30pm
- No access to Oakwood Avenue South from Wanita Road from 8:30am - 2:30pm
- No access to Onaway Road from Cumberland Drive from 8:30am - 2:30pm
- South end of Hiawatha Parkway CLOSED from 8:30am - 2:45pm
- South end of Wenonah Drive CLOSED from 8:30am - 2:45pm

Full Marathon and Marathon Relay Challenge

- No access to Kariya Drive from City Centre Drive from 7:00am - 8:00am
- No access to Living Arts Drive from Burnhamthorpe Road West from 7:00am - 8:10am
- No access to Confederation Parkway from Burnhamthorpe Road West from 7:00am - 8:10am
- No access to Elora Drive and Grand Park Drive from Burnhamthorpe Road West from 7:00am - 8:10am
- No access to Mavis Road from Burnhamthorpe Road West from 7:00am - 8:10am
- No access to Wolfedale Road from Burnhamthorpe Road West from 7:00am - 8:20am
- No access to Perivale Road from Burnhamthorpe Road West from 7:00am - 8:20am
- No access to Erindale Station Road from Burnhamthorpe Road West from 7:00am - 8:20am
- No access to Creditview Road from Burnhamthorpe Road West from 7:00am - 8:20am
- No access to Riverwood Park Lane and The Credit Woodlands from Burnhamthorpe Road West from 7:00am - 8:20am
- No access to Promontory Drive from Burnhamthorpe Road West from 7:00am - 8:30am
- No access to O'Neil Gate from Mississauga Road from 7:00am - 8:40am
- No access to Sawmill Valley Drive from Mississauga Road from 7:30am - 8:50am
- No access to Featherston Drive and Featherston Court from 7:30am - 8:50am
- No access to Harkiss Road and Tudor Gate from Mississauga Road from 7:30am - 8:50am
- No access to Barchester Court from Mississauga Road from 7:30am - 9:00am
- No access to The Collegeway from Mississauga Road from 7:30am - 9:10am
- No access to Dundas Street West from Mississauga Road from 7:30am - 9:20am
- No access to Seven Oaks Drive from Mississauga Road from 7:30am - 9:30am
- No access to Springbank Road from Mississauga Road from 7:30am - 9:30am
- No access to Glen Oaks Blvd from Mississauga Road from 7:30am - 9:40am
- No access to Glatts Lane from Mississauga Road from 7:30am - 9:40am
- No access to Portway Avenue from Mississauga Road from 7:30am - 9:40am
- No access to Otami Trail from Mississauga Road from 7:30am - 9:40am
- No access to Doulton Drive from Mississauga Road from 7:30am - 9:40am
- No access to Gatley Road from Mississauga Road from 7:30am - 9:40am
- No access to Highriver Court from Mississauga Road from 7:30am - 9:40am
- No access to Stonehouse Crescent from Mississauga Road from 7:30am - 9:50am
- No access to Shawanaga Trail from Mississauga Road from 7:30am - 9:50am
- No access to Saxony Court from Mississauga Road from 7:30am - 9:50am
- No access to Geran Crescent from Mississauga Road from 7:30am - 9:50am
- No access to Beaverbrook Way from Mississauga Road from 7:30am - 9:50am
- No access to North Sheridan Way South West of Mississauga Road from 7:30am - 10:00am
- No access to Mississauga Crescent from Mississauga Road from 7:30am - 10:00am
- No access to South Sheridan Way South of Mississauga Road from 7:30am - 10:10am
- No access to Knareswood Drive from Mississauga Road from 7:30am - 10:10am
- No access to Atoka Drive from Mississauga Road from 7:30am - 10:10am
- No access to Wateska Blvd from Mississauga Road from 7:30am - 10:20am
- No access to Comanche Road from Mississauga Road from 7:30am - 10:20am
- No access to Shenandoah Drive from Mississauga Road from 7:30am - 10:20am
- No access to Arrowhead Road from Mississauga Road from 7:30am - 10:20am
- No access to Temagami Crescent from Mississauga Road from 7:30am - 10:20am
- No access to Kane Road from Indian Road from 7:30am - 10:20am
- No access to Vanessa Crescent from Indian Road from 7:30am - 10:20am
- No access to Cobalt Street and Wateska Boulevard from Indian Road from 7:30am - 10:20am
- No access to Indian Grove from Indian Road from 8:00am - 10:30am

- No access to Infinity Street from Indian Road from 8:00am - 10:30am
- No access to Madigans Lane from Indian Road from 8:00am - 10:30am
- No access to Cermel Drive from Indian Road from 8:00am - 10:30am
- No access to Woodeden Drive from Indian Road from 8:00am - 10:30am
- No access to Tecumseh Park Drive from Indian Road from 8:00am - 10:30am
- No access to Oak Lane from Indian Road from 8:00am - 10:40am
- No access to Caldwell Avenue from Indian Road from 8:00am - 10:40am
- No access to Solana Crescent from Indian Road from 8:00am - 10:40am
- No access to Birchview Drive from Indian Road from 8:00am - 10:40am
- No access to Burns Lane from Indian Road from 8:00am - 10:40am
- No access to Lorne Wood Road from Indian Road from 8:00am - 10:40am
- No access to Narva Road from Indian Road from 8:00am - 10:40am
- No access to Royal Oaks Road from Lorne Park Road from 8:15am - 10:50am
- No access to Crescent Road from Lorne Park Road from 8:15am - 10:50am
- No access to Lindburgh Court from Lorne Park Road from 8:15am - 10:50am
- No access to Chasehurst Drive from Truscott Drive from 8:15am - 11:00am
- No access to Elite Road from Truscott Drive from 8:15am - 11:00am
- No access to Merrow Road from Truscott Drive from 8:15am - 11:00am
- No access to Mazo Crescent from Truscott Drive from 8:15am - 11:00am
- No access to Fairmile Court from Truscott Drive from 8:15am - 11:10am
- No access to Helm Court from Truscott Drive from 8:15am - 11:10am
- No access to Clarkson Road North from Truscott Drive from 8:15am - 11:10am
- No access to Agnew Road from Truscott Drive from 8:15am - 11:10am
- No access to Delaney Drive from Truscott Drive from 8:15am - 11:10am
- No access to Robillard Road from Truscott Drive from 8:15am - 11:10am
- No access to Ingledale Road from Truscott Drive from 8:15am - 11:10am
- No access to Everall Road from Truscott Drive from 8:15am - 11:10am
- No access to Barsuda Drive from Truscott Drive from 8:30am - 11:20am
- No access to Davebrook Road from Truscott Drive from 8:30am - 11:20am
- No access to Wiseman Court from Southdown Road from 8:30am - 11:20am
- No access to Bromsgrove Road and Hartland Drive from Southdown Road from 8:30am - 11:20am
- No access to Lakeshore Road West from Southdown Road from 8:30am - 11:30am
- No access to Royal Windsor Drive from Southdown Road from 8:30am - 11:30am
- No access to Lushes Avenue from Southdown Road from 8:30am - 11:30am
- No access to Bonnymede Drive from Southdown Road from 8:30am - 11:30am
- No access to 3 Street North from Southdown Road from 8:30am - 12:00pm
- No access to Hazelhurst Road from Lakeshore Road West from 8:30am - 12:00pm
- No access to Inverhouse Drive from Orr Road from 8:45am - 12:00pm
- No access to Fletcher Valley Crescent from Orr Road from 8:45am - 12:40pm
- No access to Clarkson Road South and 4 Road East from Orr Road from 8:45am - 12:50pm
- No access to Bob O Link Road from Meadow Wood Road from 9:00am - 12:50pm
- No access to Green Glade from Meadow Wood Road from 9:00am - 12:50pm
- No access to Petrie Way from Meadow Wood Road from 9:00am - 12:50pm
- No access to Johnsons Lane from Lakeshore Road West from 9:00am - 1:10pm
- No access to Silver Birch Trail from Lakeshore Road West from 9:00am - 1:10pm
- No access to Bexhill Road from Lakeshore Road West from 9:00am - 1:10pm
- No access to Porcupine Ave from Lakeshore Road West from 9:00am - 1:10pm
- No access to Festavon Court from Lakeshore Road West from 9:00am - 1:10pm

- No access to Owenwood Drive South of Lakeshore Road West from 9:00am - 1:10pm
- No access to Contour Drive from Parkland Avenue from 9:15am - 1:30pm
- No access to Bernida Road from Parkland Avenue from 9:15am - 1:30pm
- No access to Tennyson Ave from Lakeshore Road West from 9:15am - 1:30pm
- No access to Whittier Crescent from Lakeshore Road West from 9:30am - 1:50pm
- No access to Ibar Way from Lakeshore Road West from 9:30am - 1:50pm
- No access to Balboa Drive from Lakeshore Road West from 9:30am - 1:50pm
- No access to Crozier Court from Lakeshore Road West from 9:30am - 1:50pm
- No access to Shawnmarr Road from Lakeshore Road West from 9:30am - 1:50pm
- No access to Godfreys Lane from Lakeshore Road West from 9:30am - 1:50pm
- No access to Broadview Avenue from Lakeshore Road West from 9:30am - 2:00pm
- No access to South end of Maple Avenue South from Lakeshore Road West from 9:30am - 2:00pm
- No access to Elizabeth Street South from Port Street East from 8:30am - 2:10pm
- No access to Helene Street South from Port Street East from 8:30am - 2:10pm
- St. Lawrence Drive CLOSED South of Lakeshore Road East from 8:30am - 2:10pm
- No access to Compass Way from St. Lawrence Drive from 8:30am - 2:30pm
- No access to Carlis Place South of Lakeshore Road East from 8:30am - 2:30pm
- No access to Oakwood Avenue South from Wanita Road from 8:30am - 2:30pm
- No access to Onaway Road from Cumberland Drive from 8:30am - 2:30pm
- South end of Hiawatha Parkway CLOSED from 8:30am - 2:45pm
- South end of Wenonah Drive CLOSED from 8:30am - 2:45pm

2K Fun Run/Walk

- No access to Hiawatha Parkway South of Onaway Road from 8:30am - 2:10pm
- No access to Wenonah Drive South of Onaway Road from 8:30am - 2:10pm
- Lakefront Promenade CLOSED from 6:30am to 6:00pm

City of Mississauga Corporate Report



Date: 2016/03/01

To: Chair and Members of General Committee

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

Originator's files:

Meeting date:
2016/03/23

Subject

Single Source contract to GolfNow LLC for GolfNow Core Distribution Platform & Premium Marketing Partnership Services for use by City of Mississauga Golf Courses

Recommendation

1. That the Commissioner of Community Services be authorized to execute an agreement for a three (3) year period with GolfNow LLC for the supply of their Core Distribution Platform & Premium Marketing Partnership Services, in a form satisfactory to Legal Services.
2. That all necessary bylaws be approved.

Report Highlights

- GolfNow services are utilized by 85% of golf courses within the Greater Toronto Area. They are market leaders for the provision of on line tee time bookings, typically booked via smart phone technology.
- GolfNow has been used informally in the past to drive rounds and revenue at City of Mississauga golf courses.
- In 2015, GolfNow drove rounds and revenue in excess of \$330,000.
- In lieu of payment, GolfNow will receive two (2) 18-hole non-prime time tee times per course per day representing a face value of \$81,000.

Background

City of Mississauga golf courses currently utilize GEN software for Tee Sheet Management and Golf Course Point of Sale.

GEN software is compatible with the GolfNow.com website which is a tee time booking engine the City courses have utilized since 2011. The GolfNow.com site is used by 85% of Golf Courses in the GTA and over 300 courses in Ontario as a primary tee time booking engine for consumers. GolfNow.com is the world's largest online tee time distributions platform.

General Committee	2016/03/01	2
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The current arrangement for accessing GolfNow.com services is an informal trade agreement for golf tee times, which is common practice in the Golf Industry.

The golf industry in Ontario continues to be a very competitive marketplace and GolfNow services assist in driving rounds and revenue for City of Mississauga golf courses. City of Mississauga golf courses realized over \$330,000 in green fee revenue through GolfNow.com bookings in 2015. GolfNow LLC retains revenue for the 'trade times' and the City of Mississauga retains all revenue for all the other tee times booked through GolfNow.com.

GolfNow Booking Services

In lieu of payment GolfNow will receive two non-prime time trade tee times per course as outlined below, representing a face value of \$81,000. The revenue generated by the sale of trade tee times will be retained by GolfNow. No funds are exchanged between GolfNow and the City. Non-prime time tee times are provided to GolfNow.

1) Core Platform:

Fee: 1 Trade Tee Time per Course per day (Foursome)

- Over 200,000 registered golfers in the GTA.
- Distribution: (GolfNow.com).
- Integrated with City's tee sheet.
- All pricing and availability is the discretion of City of Mississauga.
- Email blasts to City of Mississauga (COM) database.

2) Premium Marketing Partnership (PMP):

Fee: 1 Additional Trade Tee Time per Course per day (Foursome)

- Featured Market Page Exposure.
- Dedicated banners on GolfNow.com.
- Local Database Marketing.
- Access to the Travel Golf Database of over 300,000 subscribers.
- Golf Channel Marketing: On Air Exposure on Morning Drive Segment.

Present Status

In 2015, 5,805 golf rounds representing a value of \$330,900 were booked via the GolfNow mobile online tee time booking service. Booking of the times using this mobile technology continues to grow and now represents approximately 12.5% of all bookings.

Comments

The existing trade for services model is optimal for the City's golf courses as underutilized/non-prime tee times are provided in exchange for services. While the trade times have value to the vendor, they would not likely be sold by the City and the associated revenue driven through GolfNow's service would be lost. The revenue generated through this agreement exceeds the

value of the trade tee times given in form of payment. City of Mississauga is meeting golf consumer trends to book tee times through mobile technology with this agreement.

Purchasing By-Law Authorization

The recommendation in this report is made in accordance with Schedule A of the Purchasing By-Law items I (b) (xi) which states that a single sources 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, or accommodations;” and (xiii) when “other specialized service for recreation programs for which Bids cannot readily be called”.

Divisional Marketing, Corporate IT, Legal and Materiel Management staff are collaborating to establish and negotiate the final arrangements and prepare the requisite forms including the contract amendments support the trade tee time arrangement for GolfNow’s products and services.

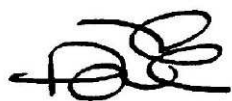
Financial Impact

No Financial payments are made to the vendor for the provision of their Core Platform and Premium Marketing Package. The revenue generated from the bookings through GolfNow.com site and marketing support in 2015 exceeded \$330,000.

Trade tee times provided to GolfNow in lieu of payment for services have a face value of \$81,000 per year.

Conclusion

The proposed agreement between the City of Mississauga Golf Courses and GolfNow LLC presents a low risk with high financial benefits. The exchange of low demand / non-prime tee times in lieu of a financial cost for services results in access and exposure to a large target audience in the competitive GTA Golf Market. Staying current with consumer trends such as mobile tee time booking options with help maintain round and revenue levels. This trade for service arrangement results in over \$330,000 in revenue per year with no cost to the City.



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

Prepared by: Shari Lichterman, Director, Recreation

City of Mississauga
Corporate Report



Date: 2016/02/12

Originator's files: N/A

To: Chair and Members of General Committee

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

Meeting date:
 2016/03/23

Subject

Security Incidents in City Facilities & Properties, 2015 Annual Summary

Recommendation

That the Corporate Report titled Security Incidents in City Facilities & Properties, 2015 Annual Summary, from the Commissioner of Corporate Services and Chief Financial Officer dated February 12, 2016 be received for information.

Report Highlights

- The total number of security incidents managed by Security Services decreased by 7% when compared to the same period in 2014 (7,661 to 7,091).
- The number of security bans imposed in 2015 increased by 16% when compared to 2014 (from 348 to 404).
- Incident analysis indicates that positive effects are achieved from numerous security programs including community outreach and security patrolling.
- A graffiti management LEAN review process was conducted in 2015. The new process was implemented in February 2016 and will see all incidents and costs reported and tracked centrally.
- The key 2016 initiatives will focus on optimizing the service delivery model through new program initiatives as well as enhancements to existing programs.

Background

The aim of this report is to provide the Chair and Members of General Committee with:

1. A year over year comparison and analysis of security incidents managed by Security Services; and
2. An overview of the key 2016 security program initiatives.

Security Services resides within the Facilities and Property Management (F&PM) Division. The primary function of Security Services is to ensure the safety and security of all City staff, citizens and property. This is accomplished through education, prevention, detection and response programs aimed at mitigating identified security risks.

The source data utilized in this report comes from the section's Special Occurrence Reports (SORs). All Security incidents reported to, or responded to by Security Services are documented as Special Occurrence Reports.

Appendix 1 provides a comparison on the number of SORs issued within each Ward for a number of categories in 2014 and 2015.

Appendix 2 provides the number and reason for bans imposed under the *Trespass to Property Act* for the same time period.

Appendix 3 provides definitions for common security occurrences used by Security Officers when preparing SORs.

Comments

Part 1: SOR Statistics and Analysis

SOR Categories with Decreases

In 2015, the total number of SORs decreased by 7% when compared to the same period in 2014 (from 7,661 to 7,091). The two categories that had substantial decreases are detailed below. Contributing factors and/or reasons for these decreases are also provided for each category:

1. Disturbance: This category decreased by 45% when compared to 2014 (from 208 to 115 incidents). The two subcategories of disturbance with the largest percentage decrease were soliciting and skateboarding. Soliciting had a decrease of 59% when compared to 2014 (from 133 to 54 incidents) and skateboarding had a decrease of 78% when compared to 2014 (from 32 to 7 incidents). One reason for these decreases may have been the deterrent effects achieved through an increased security presence in

Celebration Square throughout the summer months. This was a joint effort between Security Services and students from Sheridan College serving as Public Safety Ambassadors.

2. Motor Vehicle: This category decreased by 39% when compared to 2014 (from 85 to 52 incidents). The sub-category of Parking had a decrease of 51% when compared to 2014 (from 51 to 25 incidents). Ward 2 displayed the greatest decrease from 28 to 15 incidents. All 15 incidents occurred at Jack Darling Park and were a result of Security Services locating parked vehicles within the park while performing lock-up duties.

SOR Categories with Increases

There were three categories that showed a significant increase in reported incidents in 2015 compared with 2014:

1. Increased Public Reporting: In 2015, the Complaint category increased by 128% when compared to 2014 (from 140 to 319 reports). This is considered a positive indicator that security outreach and awareness programs are taking effect. Security Services receives call for services (complaints) the following ways:
 - A call is received by the Security Operations Centre (phone: 905-896-5040).
 - A call is received by 311 and forwarded to the Security Operations Centre.
 - A service ticket is received by the Security Operations Centre from Pingstreet (graffiti only).
 - A call is received by the Security Operations Centre via the Parks Watch Line (phone: 905-896-4060).
 - Mayor and Council will forward public complaints to Security Services for review and response.
 - City staff will forward public complaints to Security Services for review and response.

If residents are reporting incidents occurring on city property, then it can be inferred that:

- There are more residents who are aware that they should report incidents to Security Services; and
- There is an increased confidence level that reporting will result in action.

Public awareness and engagement will continue to be developed and expanded on in 2016.

2. Graffiti: This category increased by 15% when compared to 2014 (from 576 to 660 incidents). A LEAN process review was conducted in 2015/16 and a revised management program is now underway - see Part 2, 2016 Initiatives below for details.

Additional subcategories were also introduced in 2015 to provide an overview of the specific types of graffiti –see Appendix 1.

3. Theft: This category increased by 30% when compared to 2014 (from 136 to 177 incidents). There are no subcategories of significant note. Ongoing awareness initiatives such as the ‘Lock It or Lose It’ campaign will continue to be emphasized in 2016.
4. Bans: Bans imposed under the Trespass to Property Act as detailed in Appendix 2, had an overall increase of 16% (from 348 to 404 bans) when compared to 2014. The 5 year average is 549/year.

The under 18 bans remained consistent (74 bans in 2014 compared to 75 in 2015). The 5 year under 18 ban average is 133/year.

Bans in relation to Prohibited Activity experienced the highest increase from 132 in 2014 to 206 in 2015 and can be attributed to Security Services’ active patrolling resulting in more incidents discovered.

As per Corporate Policy No. 05-01-10, Responding to Incidents in City Facilities, when a ban is issued, a Special Occurrence Report and Supplementary Banning Report is created and distributed in compliance with the Municipal Freedom of Information and Protection of Privacy Act (MFIPPA). The record of the incident is maintained in the Security Services incident management database (Report Exec). Individual information is collected in order to enforce the ban and includes (when possible) name, date of birth, address, gender, height, weight, complexion, hair colour and eye colour. The physical description information collected is consistent with the best practice of local law enforcement and has been reviewed and approved by the City’s legal department.

The Report Exec database has been in use since 2013 and, prior to that, a Microsoft Access database was used to maintain incident record files.

SOR Decreases

A positive relationship exists between the frequency of security patrols and the rate at which SORs are generated. The more Security Officers patrol, the more likely they will be to detect an incident, respond and subsequently generate an SOR. In 2015, there were fewer security patrols due to temporary staff vacancies.

Staff vacancies have been addressed in two ways. The first is streamlining the training program for newly hired Officers. In the past, a new Transit Enforcement or Security Officer took upwards of 6 months to be fully qualified. This, combined with normal staff turnover, created an unsustainable Officer development cycle where service delivery was impacted. A newly revised training program has decreased the qualification time to 3 months. The second way staffing has

been addressed is a change in the recruitment strategy, where additional part time officers are now being hired (within the existing complement) to allow for increased flexibility and assurance that all service levels are met. At the completion of the current round of hiring in April 2016, Security Services will be fully staffed.

Part 2 - 2016 Initiatives

There are a number of initiatives that will increase the overall effectiveness and efficiency of Security Services program delivery. Below is an overview of the key initiatives in 2016:

1. Security Program Modernization. A strategic review of the Security Services delivery model was conducted in 2015 and the evaluation and plan development is now underway. The aim of the review was to measure the existing security program model against industry best practice in order to ensure that the highest quality of service is provided to city staff and the public while maintaining respect for the public dollar. The review was in keeping with the City's Strategic Plan in that the ultimate goal is to actively maintain Mississauga as one of the safest large cities in Canada.
2. Graffiti Management. Previous graffiti reports and recommendations were predicated on the notion that it was impossible to track removal activities and costs because there were seven different ways that graffiti was reported and removed amongst multiple City departments. As a result of the LEAN process review, these processes will now be tracked centrally:

Residents and staff create service requests that are now automatically forwarded to the responsible business unit utilizing the following ways:

- 311 Citizen Contact Centre
- Online services form on the City's website "Dynamic Portal"
- PingStreet application
- Form 4999 for City buildings and facilities

Notifications of graffiti incidents now go directly to the business unit responsible for removal:

- Compliance for private property
- Works Maintenance for City Road Allowance and Utility and Communication companies' property or equipment
- Building Services & Operations for City buildings and facilities
- Parks Operations for City parks
- Transit Enforcement for bus shelters

The service levels for removal from City property including City Road Allowance, buildings and facilities, parks and bus shelters have now been clearly defined based on the graffiti types. The service levels are:

- Hate – removal within 2 business days
- Offensive – removal within 2 business days
- Gang – removal within 5 business days
- Tagging – removal within 5 business days
- Mural – removal within 5 business days

A report will be issued to General Committee in 2017 based on the information collected throughout 2016. This report will include:

- Number of complaints and number of incidents by location, ward and type of graffiti
- Performance of business units as per service level agreements
- Costs associated with removal of graffiti

3. Performance Metrics Program. Information, such as the incident reporting noted above, is used to analyze the effectiveness, efficiency and value that Security Services provides to the City. However, more advance metrics are required in order to provide a better understanding of the section's performance and to inform decisions related to resource allocation. In 2015, targets were established and are now being measured for onsite security response times and security patrol rates. These are the first of many performance indicators planned to continue in 2016. Additional metrics will include security system detection rates, security system failure/repair rates and incident clearance rates.
4. Outreach Program. Security Services will continue to enhance an already successful community outreach program centered on the Information, Education and Enforcement model of crime prevention. Through informing and educating key sectors of the community, crime prevention and incident reporting will continue to increase. In 2015, Security Services attended a total of 68 outreach events. This number is expected to increase in 2016 as staffing levels improve.
5. Increased Integration. Crime prevention is optimized through a holistic, integrated and community based approach. To this end, Security Services will continue to increase the integration with key community partners such as Peel Regional Police, Safe City Mississauga, GO Transit and various internal stakeholders. This will increase the overall understanding of the city-wide security environment and help to identify areas of focus and concern.

Financial Impact

Not applicable.

Conclusion

Security Services will continue to optimize the service delivery model through new program initiatives and existing enhancements throughout 2016. We will continue to aim to deliver the highest quality of service to City staff and the public, while maintaining value for money.

Attachments

- Appendix 1: Security Occurrence Reports (SORs), 2014 and 2015 Occurrences Comparison.
- Appendix 2: Banning Comparison, 2014 and 2015.
- Appendix 3: Security Occurrence Definitions.



Gary Kent, Commissioner of Corporate Services and Chief Financial Officer

Prepared by: Samuel Rogers, Manager, Security Services, Facilities & Property Management

Facilities & Property Management Division
Security Reports (SOR's)
2014 and 2015 Occurrence Comparison

644 Appendix 1

	Ward 1		Ward 2		Ward 3		Ward 4		Ward 5		Ward 6		Ward 7		Ward 8		Ward 9		Ward 10		Ward 11		Buses		Other		2014	2015	% Change
	2014	2015	2014	2015	2014	2015	2014	2015	2014	2015	2014	2015	2014	2015	2014	2015	2014	2015	2014	2015	2014	2015	2014	2015	2014	2015	Total	Total	

1. ACCESS	4	7	5	4	3	2	39	19	9	10	23	15	3	5	2	2	2	2	3	5	3	5	0	0	1	1	97	77	-21
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2. ACCIDENT	5	3	1	7	2	3	65	58	67	53	11	23	11	3	5	2	4	3	1	1	1	2	6	7	0	2	179	167	-7
Personal Injury (Non-EMS)	0	0	0	2	0	3	50	35	54	44	1	3	8	2	0	0	1	2	0	0	0	1	1	0	0	1	115	93	-19
Vehicle (Personal Injury)	0	0	0	1	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	200
Vehicle (Property Damage)	5	3	0	4	2	0	13	21	9	8	4	13	3	1	5	1	3	1	1	1	1	1	2	4	0	1	48	59	23
Property Damage	0	0	1	0	0	0	2	1	3	0	6	7	0	0	0	1	0	0	0	0	0	0	3	3	0	0	15	12	-20

3. ALARMS	263	168	126	136	55	83	250	201	162	168	232	181	153	110	15	25	50	40	42	20	38	37	1	0	2	32	1389	1201	-14
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4. ALCOHOL & DRUGS	6	7	6	6	4	2	57	38	11	29	1	2	7	13	0	0	3	8	2	0	28	4	0	1	0	0	125	110	-12
Liquor Offence	3	6	3	4	4	2	12	6	3	20	0	1	5	7	0	0	1	3	0	0	6	0	0	1	0	0	37	50	35
Drunkenness	2	0	0	0	0	0	2	3	2	2	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	0	8	6	-25
Drug Use	1	1	3	2	0	0	43	29	6	7	1	1	1	5	0	0	1	5	2	0	22	4	0	0	0	0	80	54	-33

5. ARREST	1	3	2	1	0	2	10	10	3	4	0	1	0	0	1	0	1	1	0	0	3	0	2	1	0	0	23	23	0
Assault	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	200
Disturbance	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2	0
Theft	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trespass	1	2	2	0	0	2	10	9	3	4	0	1	0	0	1	0	1	1	0	0	1	0	2	0	0	0	21	19	-10

6. COMPLAINT	14	32	10	13	7	22	28	65	14	21	8	31	11	41	8	15	16	36	7	17	16	25	0	0	1	1	140	319	128
Facilities	1	4	0	4	3	4	15	29	6	6	0	4	0	6	1	5	1	2	1	0	1	0	0	0	0	0	29	64	121
Parks	13	28	9	8	4	17	8	23	6	13	7	26	10	34	6	10	12	31	6	17	15	25	0	0	1	1	97	233	140
Public	0	0	1	1	0	1	5	13	2	2	1	1	1	1	1	0	3	3	0	0	0	0	0	0	0	0	14	22	57

7. DISTURBANCE	8	4	4	4	4	2	52	27	23	20	4	8	3	4	10	3	8	8	4	2	2	4	80	26	6	3	208	115	-45
Counterfeit Currency	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Forced Entry	1	2	2	0	1	0	1	1	1	2	2	4	1	2	2	0	1	0	2	2	0	2	0	0	0	0	14	15	7
Loitering	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	-100
Harassment	2	1	1	4	3	1	5	9	2	9	0	3	1	2	3	1	5	7	2	0	2	2	0	0	0	0	26	39	50
Soliciting	5	1	1	0	0	0	14	11	20	9	0	1	1	0	4	2	2	1	0	0	0	0	80	26	6	3	133	54	-59

	Ward 1		Ward 2		Ward 3		Ward 4		Ward 5		Ward 6		Ward 7		Ward 8		Ward 9		Ward 10		Ward 11		Buses		Other		2014	2015	% Change
	2014	2015	2014	2015	2014	2015	2014	2015	2014	2015	2014	2015	2014	2015	2014	2015	2014	2015	2014	2015	2014	2015	2014	2015	2014	2015	Total	Total	

Skateboarding	0	0	0	0	0	1	29	6	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	32	7	-78
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8. EMERGENCY	19	16	12	11	11	8	153	169	60	71	41	35	18	13	11	18	14	11	3	1	2	3	15	7	7	2	366	365	0
Bomb Threat	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	-100
Fire Smoke Report	0	0	0	0	0	0	5	7	2	1	1	5	0	0	1	0	1	1	0	0	0	1	0	0	1	0	11	15	36
Gas Leak	0	1	0	0	0	0	2	0	0	1	3	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	7	3	-57
Power Failure	0	0	0	0	0	1	2	4	0	2	1	0	0	1	0	0	0	1	0	0	1	0	0	0	0	0	4	9	125
911 Calls	18	15	12	11	11	7	143	158	58	67	36	30	18	12	10	18	11	7	3	1	1	2	15	7	2	1	338	336	-1
Fire Watch	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	3	1	5	2	-60

9. GENERAL	30	24	11	19	16	39	254	251	45	48	112	67	19	11	36	39	30	18	6	4	10	10	292	264	36	38	897	832	-7
Assist	19	19	6	14	10	17	148	155	25	30	95	58	10	9	14	24	19	11	5	1	7	5	110	126	16	20	484	489	1
Security Suggestion	0	0	0	0	0	0	9	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	11	0	-100
Information	11	5	5	5	6	22	97	96	20	18	16	9	9	2	22	15	11	7	1	3	3	5	182	138	19	18	402	343	-15
Unauthorized use of Computer	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Contractor Supervision	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

10 GRAFFITI	14	21	13	6	24	16	126	112	10	15	6	11	14	26	21	31	20	16	11	15	7	10	69	34	241	347	576	660	15
City Property : Gang	n/a	1	n/a	0	n/a	0	n/a	2	n/a	0	n/a	0	n/a	1	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	2	n/a	6	n/a
City Property : Hate	n/a	2	n/a	0	n/a	1	n/a	2	n/a	1	n/a	1	n/a	1	n/a	1	n/a	1	n/a	1	n/a	0	n/a	1	n/a	0	n/a	12	n/a
City Property : Mural	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	1	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	1	n/a
City Property : Offensive	n/a	3	n/a	0	n/a	1	n/a	13	n/a	1	n/a	2	n/a	7	n/a	5	n/a	3	n/a	4	n/a	1	n/a	3	n/a	4	n/a	47	n/a
City Property : Other	n/a	3	n/a	2	n/a	1	n/a	27	n/a	5	n/a	3	n/a	5	n/a	6	n/a	0	n/a	3	n/a	4	n/a	7	n/a	32	n/a	98	n/a
City Property Tagging	n/a	10	n/a	4	n/a	12	n/a	54	n/a	8	n/a	5	n/a	12	n/a	18	n/a	11	n/a	7	n/a	5	n/a	21	n/a	149	n/a	316	n/a
Non City Property : Gang	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	1	n/a	1	n/a
Non City Property : Hate	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	3	n/a	3	n/a
Non City Property : Mural	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	1	n/a	1	n/a
Non City Property : Offensive	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	3	n/a	3	n/a
Non City Property : Other	n/a	1	n/a	0	n/a	0	n/a	6	n/a	0	n/a	0	n/a	0	n/a	0	n/a	1	n/a	0	n/a	0	n/a	2	n/a	17	n/a	27	n/a
Non City Property : Tagging	n/a	1	n/a	0	n/a	1	n/a	8	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	135	n/a	145	n/a

11. HAZARDS	3	1	3	5	8	4	44	28	8	6	2	2	7	6	2	2	4	4	1	0	3	3	12	4	1	3	98	68	-31
Health	0	0	0	0	2	0	5	3	0	1	0	1	1	1	1	0	0	0	0	0	0	1	3	3	0	1	12	11	-8
Safety	0	1	3	3	4	3	33	24	4	5	2	1	6	5	1	2	4	4	1	0	2	2	9	1	1	2	70	53	-24
Chemical/Liquid	2	0	0	1	0	1	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	2	-60
Fire	1	0	0	1	2	0	4	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	2	-82
Dangerous Materials	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hazardous Substance	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

12. INDECENT BEHAVIOUR	2	0	0	4	0	1	3	11	1	2	0	1	1	0	0	0	0	0	0	0	1	1	0	0	0	0	8	20	150
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	Ward 1		Ward 2		Ward 3		Ward 4		Ward 5		Ward 6		Ward 7		Ward 8		Ward 9		Ward 10		Ward 11		Buses		Other		2014	2015	% Change
	2014	2015	2014	2015	2014	2015	2014	2015	2014	2015	2014	2015	2014	2015	2014	2015	2014	2015	2014	2015	2014	2015	2014	2015	2014	2015	Total	Total	

13. INSECURE	4	2	5	4	2	3	65	50	6	5	17	10	4	1	2	1	1	0	0	2	3	1	0	2	0	0	109	81	-26
Cash	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	-100
Door(s)	3	1	5	4	2	3	61	48	3	5	4	7	2	1	2	1	0	0	0	0	1	1	0	0	0	0	83	71	-14
Gate	0	0	0	0	0	0	2	2	1	0	13	3	2	0	0	0	1	0	0	2	2	0	0	0	0	0	21	7	-67
Vehicle	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	-100
Display Cabinet	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	200
Computer Equipment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Roof Hatch	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Window/Skylight	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
Confidential Information	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

14. LOST OR FOUND PERSON	0	0	0	0	0	0	4	14	4	2	0	0	0	0	0	1	0	1	0	0	0	0	1	0	0	0	9	18	100
Lost Person	0	0	0	0	0	0	4	12	4	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	8	14	75
Found Person(s)	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	1	4	300

15. LOST & FOUND PROPERTY	11	14	19	19	3	9	285	402	58	51	225	248	4	0	59	61	16	23	2	0	0	1	216	178	25	15	923	1021	11
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16. MAINTENANCE	30	24	28	16	21	49	610	356	71	40	89	48	37	21	8	11	15	14	16	10	23	20	12	10	5	0	965	619	-36
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17. MISCHIEF	0	2	0	0	0	0	8	9	1	4	4	0	2	0	3	1	0	1	0	0	1	1	19	10	1	1	39	29	-26
Mischief Endanger Life	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	5	2	0	0	6	2	-67
Mischief Interfere with Property	0	1	0	0	0	0	6	4	1	1	3	0	1	0	1	1	0	0	0	0	0	1	2	4	1	0	15	12	-20
Mischief Under \$5000	0	1	0	0	0	0	2	5	0	3	1	0	1	0	1	0	0	1	0	0	1	0	12	4	0	1	18	15	-17
Mischief Over \$5000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

18. MOTOR VEHICLE	3	2	34	17	3	5	12	11	9	4	10	2	3	3	1	3	1	0	1	0	2	2	5	3	1	0	85	52	-39
Abandoned	0	0	3	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	-100
Dangerous Operation	0	0	0	0	0	1	2	0	1	1	0	1	1	0	0	0	0	0	1	0	0	0	0	0	0	0	5	4	-20
General Assist	0	0	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	3	2	-33
Parking	1	0	28	15	1	0	6	3	4	2	6	1	0	0	0	0	0	0	0	0	0	1	5	3	0	0	51	25	-51
Suspicious	0	1	3	0	0	1	0	1	1	0	4	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	10	3	-70
Unauthorized	2	1	0	1	2	3	3	7	0	1	0	0	0	2	1	3	1	0	0	0	2	0	0	0	0	0	11	18	64

19. PHYSICAL/VERBAL ALTERCATION	5	4	1	2	7	6	19	17	17	17	5	1	4	0	4	11	2	4	1	0	3	1	20	19	2	4	90	86	-4
Assault Bodily	1	0	0	0	0	0	1	1	0	3	1	1	0	0	1	2	0	0	0	0	0	1	6	6	2	0	12	14	17
Assault Common	2	1	0	0	1	2	2	3	3	2	1	0	0	0	0	3	1	2	0	0	0	0	6	4	0	1	16	18	13
Assault Sexual	0	0	0	0	0	0	1	2	0	0	1	0	0	0	0	0	0	0	0	0	1	0	3	0	0	1	6	3	-50
Assault Weapons	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	1	2	100
Fighting	1	3	1	0	5	1	6	7	10	7	2	0	2	0	1	2	1	1	1	0	0	0	3	5	0	0	33	26	-21
Uttering Threats	1	0	0	2	1	3	8	4	4	5	0	0	2	0	2	3	0	1	0	0	2	0	2	3	0	2	22	23	5

2014	Ward 1
2015	
2014	Ward 2
2015	
2014	Ward 3
2015	
2014	Ward 4
2015	
2014	Ward 5
2015	
2014	Ward 6
2015	
2014	Ward 7
2015	
2014	Ward 8
2015	
2014	Ward 9
2015	
2014	Ward 10
2015	
2014	Ward 11
2015	
2014	Buses
2015	
2014	Other
2015	
Total	2014
Total	2015
% Change	

Total Incidents by Ward

506	406	337	305	255	346	2514	2226	733	738	853	759	400	345	249	298	234	238	132	92	203	173	898	707	347	458
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Annual Total	7661	7091	-7
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**Facilities & Property Management Division
Security Occurrence Reports (SOR's)
2014 and 2015 Ban Comparison Under the Trespass to Property Act**

Cause of Ban	Description	2014 Under 18	Total 2014	2015 Under 18	Total 2015	% Change
Alcohol	Unauthorized possession, consumption of an alcoholic beverage, under the influence, disorderly	1	49	5	55	12
Assault	Violent physical or verbal attack	0	10	0	3	-70
Disturbance	Cause commotion, scuffle, detracting from normal use and enjoyment of the property	2	8	0	1	-88
Drugs	Possessing illegal substance under the Ontario "Controlled Drugs and Substance Act"	26	101	20	72	-29
Fare Offence	Failure to present proper bus fare	2	4	0	0	-100
Fighting	Engaging in an intensive verbal dispute or physical conflict between two or more people	1	5	8	15	200
Indecent Behaviour	A public act, activity or gesture considered offensive to established public standards of decency	2	6	0	8	33
Loitering	Linger aimlessly with suspected criminal intent e.g. gang activities, soliciting drugs, prostitution, etc	0	0	0	0	0
Mischief	Activity, or conduct which renders City property useless, interferes with the use of property	0	1	0	0	-100
Noise	Sound that is loud, unpleasant, unexpected, or undesired	0	0	1	2	200
Prohibited Activity	Conduct which contravenes City facility/park rules and regulations	28	132	30	206	56
Skateboarding	The act of riding on a skateboard in an area where the activity is not allowed	0	0	0	0	0
Soliciting	Making requests or pleas by attempting to draw somebody into purchasing or participating in an illegal or unauthorized act.	0	1	0	0	-100
Suspicious Activity	Unusual behaviour leading to a belief that an unlawful activity is about to be committed	0	2	0	0	-100
Trespass	Entry where entry prohibited, fail to leave when directed	12	20	10	35	75
Theft	Unlawful taking, removing, carrying away property of another	0	3	1	1	-67
Threats	Communicated intent to inflict harm or damage to a person or City property	0	6	0	6	0
Vandalism	Wilful or malicious act which damages, defaces, alters, or destroys City property	0	0	0	0	0
Weapons	Any instrument designed to be used in causing death or injury to any person; or for threatening	0	0	0	0	0
Total		74	348	75	404	16

Security Service Occurrence Definitions

1. Access to Property:

Entry and use of property without a mandatory permit.

2. Accident:

Personal Injury (Non-EMS)

Injury that does not require emergency medical services.

Vehicle (Personal Injury)

A motor vehicle accident in which a personal injury is sustained.

Vehicle (Property Damage)

Property damage caused by a non-city vehicle.

Property Damage

Accident resulting in city property damage.

3. Alarms:

Any device or sensor when activated that sends an alert notification. (ie. Ammonia, CO2 Detector, Door Contact, Duress, Emergency Pull Station, Fire, Forced open, Flood Detector, Local Audible, Motion Detector, Trouble Signal, Node Missing, Glass Break, Tamper, A/C Power Fail, Passcard, Pool Filter, Window Contact.)

4. Alcohol and Drugs:

Liquor Offence

Found consuming alcohol on city property.

Drunkenness

Drunken Person(s).

Drug Use

Found using narcotics.

Drug Possession

Found in possession of illicit druas.

5. Arrest:

Assault

Violent physical or verbal attack.

Disturbance

Cause commotion, scuffle, detracting from normal use and enjoyment of the property. Theft

Unlawful taking of property.

Trespass

Enter unlawfully on city property and fail to leave when directed to do so in accordance with the Trespass to Property Act

6. Complaint:**Facilities**

Complaint concerning city facilities.

Parks

Complaint concerning city parks.

Public

Complaints concerning patrons violating bylaws.

7. Disturbance:**Forced Entry**

A secure facility that has been forcibly entered.

Loitering bylaw infraction

Linger aimlessly or with suspected criminal intent.

Harassment

Individual found disturbing others persistently.

Soliciting

Making requests or pleas, attempting to draw somebody into purchasing or participating in an illegal or unauthorized act.

Skateboarding

Bylaw infraction Skateboarding where prohibited.

Counterfeit Currency

The discovery of counterfeit money.

8. Emergency:**Bomb Threat**

Threat of a bomb on city property.

Report Fire/Smoke

The discovery of smoke or a fire.

Gas Leak

A natural gas leak found at facility.

Fire Watch

Mandatory physical patrol of a property when the automated fire suppression system is compromised.

Power Failure

Power surge or outage that causes the shutdown of a system.

911 Calls

Any call to 911 requiring immediate emergency response.

9. General:**Assist**

Aiding or assisting the public.

Unauthorized Use of Computer

Individual found using a computer without authorization.

Security Suggestion

Suggestions made by security staff to increase the efficiency and quality of operations.

Information

General information regarding security operations.

10. Graffiti:**Hate**

Conveys political messages, racial, religious or ethnic slurs.

Offensive

Drawings, messages, etc. that are obscene.

Gang

Used by Gangs to mark turf

Tagging

Use of Repeated use of a symbol or a series of symbols.

Murals

A very large image, such as a painting or enlarged photograph

Other

Does not fit any of the above

11. Hazards:**Health**

Situation or item that poses a level of threat to health.

Safety

Situation or item that poses a level of threat to safety.

Dangerous Materials

Someone found in possession of an explosive, flammable or toxic item.

12. Indecent Behaviour:

Behaviour that is not keeping with acceptable or appropriate standards.

13. Insecure Property:**Cash**

Cash observed left insecure and accessible.

Door(s)

Door(s) observed left insecure and accessible.

Gate

Gate observed left insecure and accessible.

Vehicle

City vehicle observed left insecure and accessible.

Display Cabinet

Display cabinet left insecure and accessible.

Computer Equipment

Computer equipment left insecure and accessible.

Roof Hatch

Roof Hatch left insecure and accessible.

Window/ Skylight

Window or skylight left insecure and accessible.

Confidential Information

Confidential Information left insecure and accessible.

14. Lost or Found Person:**Lost Person**

Missing person reported.

Found Person

Missing person located.

15. Lost or Found Property:

Any item that is reported missing or recovered.

16. Maintenance:

Any equipment or structure that requires servicing.

17. Mischief:**Mischief Endanger Life**

Reckless activity or conduct which endangers life.

Mischief Interfere with Property

Reckless activity, or conduct which renders City property useless, interferes with the use of property.

Mischief Under \$5000

Reckless activity or conduct which results in city property damage under \$5000.

Mischief Over \$5000

Reckless activity or conduct which results in city property damage over \$5000.

18. Motor Vehicle:**Abandoned Motor Vehicle**

Abandoned motor vehicle found on city property.

Dangerous Operation

Reckless and hazardous operation of motor vehicle on city property.

General Assist

General motor vehicle assistance (Jump start, gasoline).

Parking

A Motor vehicle parking infraction (over night parking, handicapped parking without permit).

Suspicious

A vehicle found on city property with a suspicious presence.

Unauthorized

Motor vehicle found in prohibited area.

19. Physical/ Verbal Altercation:

- Assault Bodily
 - Assault causing bodily harm.
- Assault Common
 - Assault where no serious injury is evident.
- Assault Sexual
 - Physical assault of a sexual nature on another person.
- Assault Weapons
 - Assault with a firearm, sharp object or blunt object.
- Fighting
 - Consensual altercation between two or more individuals.
- Uttering Threats
 - Display of intent to cause physical harm.

20. Prohibited Activity:

- Prohibited Activity
 - Conduct which contravenes City facility/park rules and regulations.
- Violation of Facility Rules
 - An infringement of facility/park rules.
- Noise
 - Excessive sound causing a disturbance to others.

21. Suspicious Activity:

- Activity
 - Unusual behaviour leading to a belief that an unlawful activity is about to be committed.
- Person
 - Individual without a clear purpose on the site.
- Item/Package
 - An item/package with unknown contents found on city property.

22. Theft:

- Attempted
 - Failed attempt at theft.
- Fraud
 - False identity or Counterfeit passes/money.
- Possible
 - Item reported as likely stolen.
- Robbery
 - Theft with a threat to cause physical harm.
- Under \$5000
 - Theft of any property under \$5000 in value.
- Over \$5000
 - Theft of any property over \$5000 in value.
- Locker
 - Theft from a locker.
- Bicycle
 - Theft of a bicycle.
- Motor Vehicle
 - Motor Vehicle Theft.

23. Transit Offence:

Bus Operation

Incident deterring from regular bus operation.

Fare Offence

Failure to present proper fare.

Public Nuisance

Nuisance deterring the public from use of transit system.

Bring unauthorized vehicle on transit property

Drive non-transit motor vehicle onto transit-only property.

Obstruction

Interfering with the operation, an Operator or an Operator's directive on a bus.

24. Trespass: Caution

Issued

One or more Individuals issued a warning or ban to one or more city facilities.

Trespasser on site

Banned individual observed on facility property.

25. Vandalism:

City Property Damage

Damage of property belonging to the city.

Litter

Objects strewn or scattered about. Non-city

Property Damage

Damage of property not belonging to the city.

Motor Vehicle

Vandalism in which a motor vehicle is damaged or defaced.

26. Weapons:

Possession of Weapon

Possession of any weapon restricted by the law or object that could be used as a weapon.

City of Mississauga

Corporate Report



Date: 2016/3/08

To: Chair and Members of General Committee

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

Originator's files:
CA.11.DEL

Meeting date:
2016/03/23

Subject

Delegation of Authority- Acquisition, Disposal, Administration and Lease of Land and Property- July 1, 2015 to December 31, 2015.

Recommendation

That the report dated March 8, 2016 from the Commissioner of Corporate Services and Chief Financial Officer entitled, "Delegation of Authority- Acquisition, Disposal, Administration and Lease of Land and Property – July 1, 2015 to December 31, 2015", be received for information.

Background

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

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

Comments

During the period of July 1, 2015 to December 31, 2015, a total of 37 real estate matters were approved under Delegated Authority. A breakdown of these matters is as follows:

- Acquisitions – Land: 1
- Acquisitions- Easements: 7
- Disposals – Land: 5
- Disposals - Easements: 1

General Committee	2016/03/08	2
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Originators files: CA.11.DEL

- Encroachments: 2
- Leases, Licenses and Other Agreements (City Use): 7
- Leases, Licenses and Other Agreements (Third Party Use): 14

In addition to the above noted transactions, two (2) easement transactions were completed with the Region of Peel under the Easement Protocol By-law 0296-2007, and twelve (12) encroachment agreements were executed pursuant to the Encroachment By-law 0057-2004.

Financial Impact

A breakdown of the financial implications of the real estate transactions for the period of July 1, 2015 to December 31, 2015 is shown on Appendices 1-5 of this report.

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

Conclusion

This report is forwarded for information pursuant to Delegation of Authority By-law 0375-2008. Realty Services confirms that all transactions approved under delegation of Authority for the period of July 1, 2015 to December 31, 2015 are in compliance with the Delegation of Authority By-law 0375-2008, Corporate Policy No. 05-04-01, and the Notice By-law 215-2008, as amended, where applicable.

General Committee

2016/03/08

3

Originators files: CA.11.DEL

Attachments

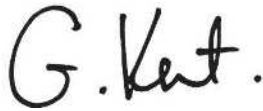
Appendix 1: Acquisition of Land and Easements- July 1, 2015 to December 31, 2015

Appendix 2: Disposition of Land and Easements- July 1, 2015 to December 31, 2015

Appendix 3: Leases, Licenses and other Agreements (City use) - July 1, 2015 to December 31, 2015

Appendix 4: Leases, Licenses and other Agreements (Third Party Use) - July 1, 2015 to December 31, 2015

Appendix 5: Encroachments- July 1, 2015 to December 31, 2015



Gary Kent, Commissioner of Corporate Services and Chief Financial Officer

Prepared by: Ron Sanderson, Manager, Realty Services, Facilities & Property Management

Acquisition of Land and Easements ~ July 1, 2015 to December 31, 2015				
File Number	Approved By	Date of Approval	Report	Total Consideration
PO.10.HUR	Manager, Realty Services	2015/12/08	Agreement of Purchase and Sale between The City of Mississauga and The Regional Municipality of Peel for the Purchase of Lands Abutting Hurontario Street (Ward 5)	\$2.00 Nominal
PO.12.TOR	Manager, Realty Services	2015/08/27	Offer to Convey Easement between K.S.P. Holdings Inc. and The Corporation of the City of Mississauga □ Torbram Road Grade Separation Project (Ward 5)	\$11,208.00
PO.12.DEE	Manager, Realty Service	2015/07/15	Easement Conveyance Agreement between The City of Mississauga and Neale Tweedy and Pamela Tweedy for a permanent easement for the construction and maintenance of a noise attenuation barrier □ 1116 Deer Run (Ward 6)	\$2.00 Nominal
PO.12.DEE & PO.12.SHA	Manager, Realty Service	2015/10/01	Authority to Execute Easement Conveyance Agreements with the owners of 1188, 1218 and 1222 Shagbark and 4100, 4104 and 4124 Deer Run Court to permit the removal, construction and maintenance of noise attenuation barriers (Ward 6)	\$2.00 Nominal
PO.12.DEE & PO.12.SHA	Manager, Realty Service	2015/11/03	Authority to Execute Easement Conveyance Agreements with the owners of 1192, 1198, 1200, 1224 Shagbark Crescent and 4112 Deer Run Court to permit the removal, construction and maintenance of noise attenuation barriers (Ward 6)	\$2.00 Nominal
PO.12.TOR	Director, Facilities and Property Management	2015/10/28	Temporary Easement Conveyance Agreement between Mak Realty Inc. and The Corporation of the City of Mississauga □ Torbram Road Grade Separation Project (Ward 5)	\$47,880.00
PO.12.DEE & PO.12.SHA	Manager, Realty Service	2015/11/16	Authority to Execute Easement Conveyance Agreements with the owners of 4108, 4116, 4120 and 4132 Deer Run Court to permit the removal, construction and maintenance of noise attenuation barriers (Ward 6)	\$2.00 Nominal

PO.12.DEE & PO.12.SHA	Manager, Realty Service	2016/01/04	Authority to Execute Easement Conveyance Agreements with the owners of 1186 Shagbark Crescent to permit the removal, construction and maintenance of noise attenuation barriers (Ward 6)	\$2.00 Nominal
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Disposition of Land and Easements ~ July 1, 2015 to December 31, 2015				
File Number	Approved By	Date of Approval	Report	Total Consideration
PO.11.FAL	Manager, Realty Services	2015/08/10	Site Plan Related Documents Regional of Peel Development of a Satellite Paramedic Station on the east side of Falbourne Street north of Matheson Boulevard (Ward 5)	No fee
PO.11.WIN	Director, Facilities and Property Management	2015/08/28	Agreement of Purchase and Sale □ Ideal (WC) Developments Inc. □ Block 19 Registered Plan 43M-932 (Ward 9)	City's Legal Fees
PO.11.GAZ	Manager, Realty Services	2015/10/16	Agreement of Purchase and Sale between The City of Mississauga as Vendor and Sherazade Khursgara as Purchaser for the transfer of part of 1455 Old Derry Road located adjacent to 7038 Gazette Gate (Ward 11)	\$2.00 Nominal
PO.15.OLD	Manager, Realty Services	2015/11/18	Proposed Land Exchange Agreement between The City of Mississauga and Peter Panaritis and Paula Diana Panaritis - lands located on Old Mill Lane (Ward 11).	City's Legal Fees
PO.11.CRE	Manager, Realty Services	2015/12/09	Agreement of Purchase and Sale between The City of Mississauga and Peel Condominium Corporation No. 294. - Parking Space located at 2000 Credit Valley Road (Ward 8).	\$5,000.00 +HST
PO.12.DRE	Manager, Realty Services	2015/11/24	Consent to the Release of an Easement that was Transferred to the City of Mississauga by a previous owner of 2975 Drew Road (Ward 5)	\$2.00 nominal

Appendix 3

Leases, Licenses and other Agreements (City Use)

File: CA.11.DEL

Fees To Be Paid Associated with Leases, Licenses and Other Agreements July 1, 2015 to December 31, 2015				
File Number	Approved By	Date of Approval	Report	Total Consideration
PO.13.BAR	Manager, Realty Services	2015/07/15	License Agreement between The Corporation of the City of Mississauga and 770781 Ontario Limited for the installation of a long term observation well at 376 Barondale Drive (Grand Highland Golf Course) (Ward 5)	\$2.00 Nominal
PO.13.SEM	Manager, Realty Services	2015/07/14	Consent to Enter Agreements to grant the City access to private lands on Semenyk Court to accommodate minor repairs to retaining wall adjacent to City lands at 3484 Semenyk Court (Ward 6)	\$2.00 Nominal
PO.13.ONT	Manager, Realty Services	2015/08/26	License Renewal Agreement (Recreational) □ Lands for Public Recreational Purposes between Her Majesty The Queen, in Right of Ontario, as Represented by The Minister of Economic Development, Employment and Infrastructure and The Corporation of the City of Mississauga, for the purpose of the Queensway Trail □ Phase 1 (Winston Churchill to Fifth Line) (ward 2)	The City's share of the taxes payable is estimated at \$4,779.87 + HST per annum, for a total of approximately \$10,803.00 for the two year term.
PO.13.ONT	Director, Facilities and Property Management	2015/08/26	Licence of Land for Public Recreational Purposes between Her Majesty the Queen, in Right of Ontario as Represented by The Minister of Infrastructure and the Corporation of the City of Mississauga, for the purpose of the Queensway Trail □ Glengarry Road to Stanfield Road (Wards 1 and 7)	The City's share of the taxes payable is estimated at \$1,021.34 per acre per annum. This equates to approximately \$34,899 per annum for the approximately 34.17 acres of land.

Appendix 3

Leases, Licenses and other Agreements (City Use)

File: CA.11.DEL

PO.13.HUR	Manager, Realty Services	2015/10/06	Permission to Use agreement □ Ministry of Transportation lands for access to City lands at the rear of Hampshire Crescent relating to the removal of several ash trees (Ward 1)	\$2.00 Nominal
PO.13.MIS	Manager, Realty Services	2015/09/04	Consent to Enter Agreements with (i) Aspen Apartments (Building B) Limited for Lands at 1547 Mississauga Valley Boulevard, and (ii) The Aspen Planners Limited for Lands at 1563 Mississauga Valley Boulevard (Ward 4)	\$2.00 Nominal
PO.13.EAS	Manager, Realty Service	2015/12/10	License of Land for Temporary Use and Access with Hydro One Networks Inc □ Multi-Use Trail Project (Ward 3)	\$3,500 plus HST. The City is also making payable to Hydro One a Security Bond in the amount of \$10,000

Appendix 4

Leases, Licenses and other Agreements (Third Party Use)

File: CA.11.DEL

Fees To Be Collected with Leases, Licenses and Other Agreements July 1, 2015 to December 31, 2015				
File Number	Approved By	Date of Approval	Report	Total Consideration
PO.13.DIX	Manager, Realty Services	2015/06/25	Consent to Enter Agreement between the City of Mississauga and Regional Municipality of Peel to grant the Region access to City lands located at Drew Road between Tomken Road and Dixie Road (Ward 5)	\$2.00 nominal
PO.13.DIX	Manager, Realty Services	2015/06/25	Consent to Enter Agreement between the City of Mississauga and Regional Municipality of Peel to grant the Region access to City lands located at Drew Road between Tomken Road and Dixie Road (Ward 5)	\$2.00 nominal
PO.13.BUR	Manager, Realty Services	2015/07/20	Consent to Enter Agreement between the City of Mississauga and the Regional Municipality of Peel to grant the Region access to City lands located at 12 Burnhamthopre Road East (Ward 4)	\$2.00 nominal
PO.13.DRE	Manager, Realty Services	2015/07/24	Consent to Enter Agreement with The Regional Municipality of Peel for Lands located on the north side of Drew Road, west of Airport Road (Ward 5)	\$2.00 nominal
PO.13.SIL	Manager, Realty Services	2015/07/24	Consent to Enter Agreement with The Regional Municipality of Peel for Lands located west of Silver Birch Trail and south of Lakeshore Road (Ward 2)	\$2.00 nominal
PO.13.ROS	Manager, Realty Services	2015/07/24	License Extension and Amending Agreement with Landmark Sport Group Inc. for office space on the second floor at Hershey Sports Centre, 5500 Rose Cherry Place (Ward 5)	Annual fee is \$21,063.00

Appendix 4

Leases, Licenses and other Agreements (Third Party Use)

File: CA.11.DEL

File Number	Approved By	Date of Approval	Report	Total Consideration
PO.13.CLA	Manager, Realty Services	2015/07/29	Consent to Enter Agreement between the City of Mississauga and Ontario Power Generation Inc. (OPG) to grant OPG access to City owned lands located at 3061 Clayhill Road □ Brickyard Park (Ward 7)	\$2.00 nominal
PO.13.ENO	Manager, Realty Services	2015/07/28	License Agreement between The Corporation of the City of Mississauga and Tetra Society of North America for the use of a portion of the Derry House located at 875 Enola Avenue for office and meeting space (Ward 1)	\$300.00 a month
PO.13.FAI	Manager, Realty Services	2015/09/11	Consent to Enter Agreement between the City of Mississauga and the Regional Municipality of Peel to grant the Region access to City lands located at 975 Fair Birch Drive (Ward 2)	\$2.00 Nominal.
PO.13.RAT	Manager, Realty Services	2015/09/25	Consent to Enter Agreement between the City of Mississauga and Enersource Hydro Mississauga Incorporated to grant Enersource access to City lands located at Zonta Meadows Park (Ward 4)	\$2.00 Nominal.
PO.13.RIV	Manager, Realty Services	2015/09/28	Management and Operation Agreement with Mississauga Visual Arts, Space at VAM Building and MacEwan House, 4170 and 4190 Riverwood Park Lane (Ward 6)	\$2.00 Nominal.

Appendix 4

Leases, Licenses and other Agreements (Third Party Use)

File: CA.11.DEL

PO.13.LAK	Director, Facilities and Property Management	2015/010/01	License Amending Agreement between The Corporation of the City of Mississauga and Port Credit Business Improvement Area for the use of a portion of the second floor at Clarke located at 161 Lakeshore Road West for office space (Ward 1)	\$8,783.33 plus HST for the first year, \$13,438.50 plus HST for the second year, \$13,707.27 plus HST for the third year, \$13,981.41 plus HST for the fourth year and \$14,261.04 plus HST for the fifth year.
PO.13.DER	Manager, Realty Services	2015/10/16	Access and Parking Facility Agreement with Trustees of Meadowvale Korean United Church for the sharing of parking facility at 1010 Old Derry Road and Meadowvale Village Hall (Ward 11)	\$2.00 Nominal.
PO.13.MAV	Manager, Realty Services	2015/12/09	Consent to Enter Agreement between the City of Mississauga and the Ministry of Transportation of Ontario to grant MTO access to City lands located at Highway 401 and Mavis Road (Ward 11)	\$2.00 Nominal.

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

Encroachments ~ January 1, 2015 □ June 30, 2015				
File Number	Approved By	Date of Approval	Report	Total Consideration
PO.16.SOU	Manager, Realty Services	2015/10/13	Removal from title of an Encroachment Agreement - 1610 South Sheridan Way (Ward2)	\$2.00 Nominal
PO.16.DIX	Manager, Realty Services	2015/11/16	Facility Crossing Agreement with Sun-Canadian Pipe Line Company Limited □ Mississauga Transitway Project (Ward 3)	\$2.00 Nominal

City of Mississauga

Corporate Report



Date: 2016/03/08

To: Chair and Members of General Committee

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

Originator's files:
PO.11.SHA

Meeting date:
2016/03/23

Subject

Proposed Surplus Land Declaration – One Foot Reserve, described as Parts 8 and 9 on Reference Plan 43R-28357 (Ward 7)

Recommendation

1. That a small 0.3 meter reserve containing an area of 1.0 square meter (3.281 square feet), be declared surplus to the City's requirement. The City owned lands are legally designated as Part Block C, Plan M206, described as Part 8 and Part 9 on Reference Plan 43R-28357, in the City of Mississauga, Regional Municipality of Peel, Ward 7.
2. That Realty Services staff be authorized to proceed to dispose of the subject lands to be declared surplus property to the abutting owners at a nominal consideration of \$2.00.
3. That all steps necessary to comply with the requirements of Section 2.(1) of City Notice By-law 215-08 be taken, including giving notice to the public by posting a notice on the City of Mississauga's website for a two week period, where the expiry of the two week period will be at least one week prior to the execution of an agreement for the sale of the subject lands under delegated authority.

Background

A request was received from Beata Suchon and Jacek Suchon to acquire part of a remnant 0.3 meter reserve, described as Part 8 and 9 on Reference Plan 43R-28357, along the northern edge of the applicant's property at 2315 Shawanaga Trail (see Appendix 2).

The 0.3 meter reserve was created in 1982, when a former concrete pedestrian walkway, once located between Lots 32 and 33 on Shawanaga Trail was declared surplus to City requirements. The abandoned walkway was severed into two equal parts and sold to the abutting property owners of 2315 Shawanaga Trail and 2307 Shawanaga Trail, and the 0.3 meter reserve (the subject lands) was retained in City ownership to link adjoining reserve Block G and Block H, described as Parts 6, 7 and 10 on Reference Plan 43R-28357.

In 2003, the Region of Peel stopped-up, closed and disposed of a section of untraveled road, described as Parts 1, 2, 3, 4 and 5 on Reference Plan 43R-28357. These lands were

transferred to the abutting owners along Shawanaga Trail, thus eliminating the need for the City's 0.3 meter reserve.

Given the above, it is recommended that the subject lands be declared surplus to the City's needs for the purpose of transfer to the abutting property owners.

Comments

Realty Services has completed its circulation and received confirmation from all City departments that they have no objection to the subject lands being declared surplus and transferred to the abutting property owners.

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

Financial Impact

The transfer of the subject lands will be nominal consideration.

Conclusion

The subject lands are not required for municipal purposes. It is appropriate to declare the subject lands surplus and transfer it to the abutting property owners at a nominal consideration of \$2.00.

Attachments

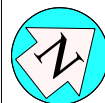
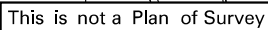
Appendix 1: Approximate location of the proposed lands to be declared surplus (Ward 7).

Appendix 2: Reference Plan 43R-28357



Gary Kent, Commissioner of Corporate Services and Chief Financial Officer

Prepared by: Erny Ferreira, Real Estate Analyst-Appraiser, Realty Services, Facilities & Property Management



Corporate Services

Realty Services

PO.13.SHA – Proposed Surplus Land Declaration
2315 Shawanaga Trail
Ward 7

SCALE FOR REDUCED DRAWINGS



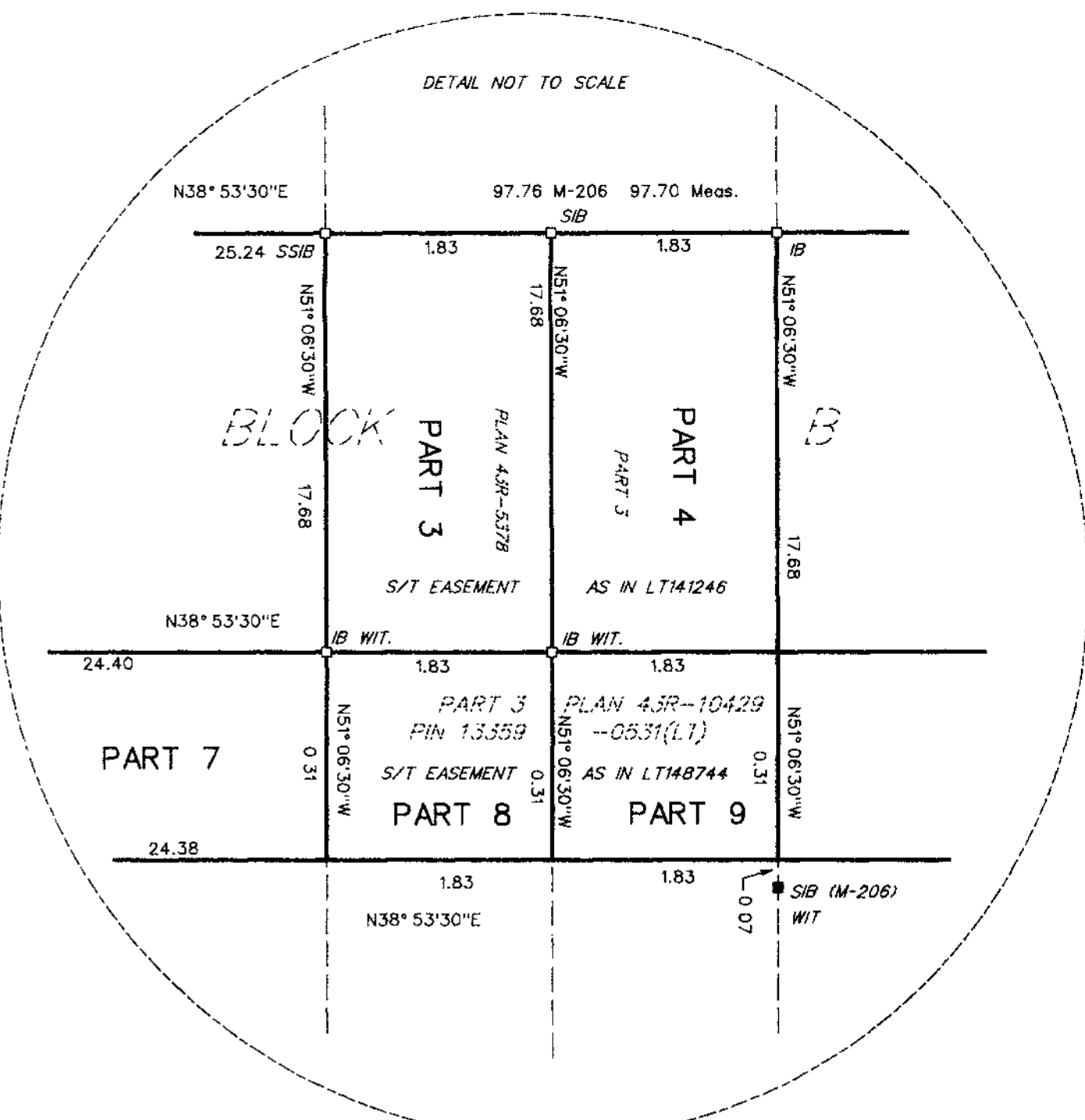
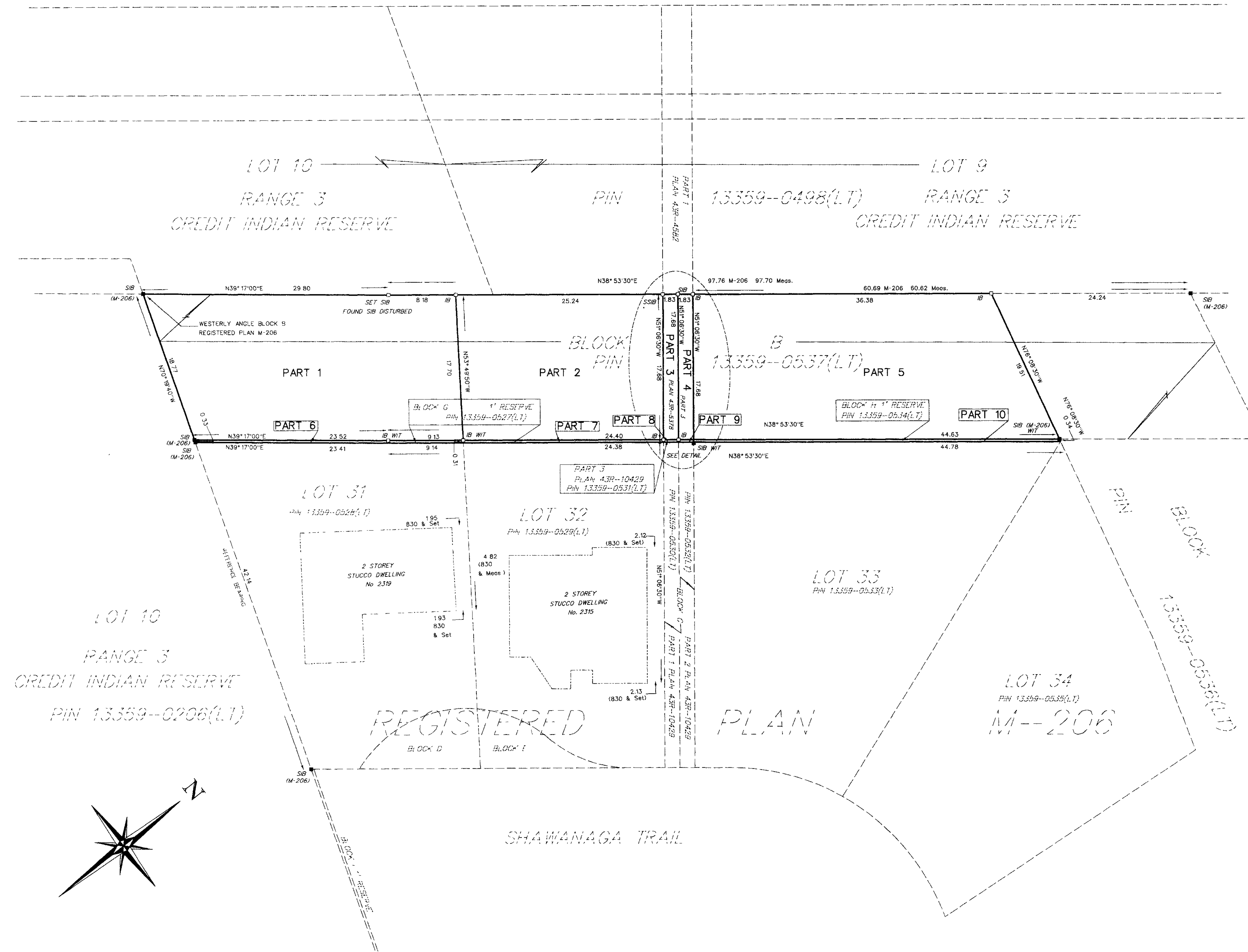
Z-16

I REQUIRE THIS PLAN TO BE DEPOSITED UNDER THE LAND TITLES ACT.		PLAN 43R-28357	
RECEIVED AND DEPOSITED		DATE July 30, 2003	
DATE July 30/03		DATE July 30, 2003	
Joseph N. Nafary B.Tech. ONARIO LAND SURVEYOR		C. DePuy B.Tech. ASSISTANT LAND REGISTRAR FOR THE LAND TITLES DIVISION OF PEEL (No. 43)	

SCHEDULE				
PART	PART OF BLOCK	REGISTERED PLAN	PART OF PIN	AREA (m2)
1	B	M-206	13359-0537(LT)	624
2				439
3				32
4				718
5	C	13359-0527(LT)	10	8
6				
7	1" RESERVE	13359-0531(LT)	1	1
8	C	13359-0534(LT)	14	14
9				
10	1" RESERVE	13359-0534(LT)	14	14

PARTS 3 AND 4 SUBJECT TO EASEMENT AS IN LT 141246
PARTS 8 AND 9 SUBJECT TO EASEMENT AS IN LT 148744

PLAN OF SURVEY OF
BLOCK G 1" RESERVE AND H 1" RESERVE AND
PART OF BLOCKS B AND C
REGISTERED PLAN M-206
CITY OF MISSISSAUGA
REGIONAL MUNICIPALITY OF PEEL
SCALE 1:250
YOUNG & YOUNG SURVEYING INC.
ONTARIO LAND SURVEYORS



SURVEYOR'S CERTIFICATE
I CERTIFY THAT:
1.) THIS SURVEY AND PLAN ARE CORRECT AND IN ACCORDANCE WITH THE SURVEYS ACT, THE SURVEYORS ACT, THE LAND TITLES ACT AND THE REGULATIONS MADE UNDER THEM.
2.) THE SURVEY WAS COMPLETED ON THE 25th DAY OF JULY 2003.
DATE July 30/03 Joseph N. Nafary
JOSEPH NAFARY B.Tech. O.L.S., O.L.P.
ONARIO LAND SURVEYOR

METRIC
DISTANCES SHOWN ON THIS PLAN ARE IN METRES AND CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048.
NOTE
(830) DENOTES NOTES AND RECORDS OF E.W. PETZOLD LIMITED DATED JUNE 7, 1979 (O.L.S. PROJECT No. 79-4063)
BEARING NOTE
BEARINGS SHOWN HEREON ARE ASTRONOMIC AND REFERRED TO THE SOUTHWESTERLY LIMIT OF BLOCK B HAVING A BEARING OF N70°19'40"W AS SHOWN ON REGISTERED PLAN M-206

YOUNG & YOUNG SURVEYING INC.	
PROFESSIONAL LAND SURVEYORS	
BOLTON 2 HOLLAND DRIVE UNIT 5 17E 1E1 PHONE 905-951-6000 FAX 905-481-1111	TORONTO 385 THE WEST MALL, SUITE 400 ETOBICOKE ONT. M9C 1E7 416-621-2876
EXAMINED BY J.F.G. B.Sc. O.L.S. J.H. B.Tech. O.L.S., O.L.P. DRAWN BY G.M.	PARTY CHIEF CALL BY G.M. PROJECT 03-B4512

City of Mississauga

Corporate Report



Date: 2016/03/03

To: Chair and Members of General Committee

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

Originator's files:

Meeting date:
2016/03/23

Subject

2015 Statement of Remuneration and Expenses

Recommendation

That the 2015 Statement of Remuneration and Expenses detailed in Appendix 1 attached to the report dated March 3, 2016 from the Commissioner of Corporate Services and Chief Financial Officer be received.

Background

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

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

Only members of local boards and committees that received payment in the form of remuneration and/or expenses in 2015 are listed in this report. All other committee or board members not in receipt of compensation were excluded.

At the December 2 Budget Committee meeting (BC-0062-2015), a recommendation was passed to transfer any remaining unspent funds in each Councillor's budget at year to their next year's budget during their four year term of Council. Subsequently, this recommendation was adopted by Council on December 9, 2015. As per the Council decision, no monies will carry over from one term of Council to the next one.

Financial Impact

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

All elected official expenditures are within the budgets approved for 2015.

In 2015, \$82,379 of unspent Councillor operating funds will be carried forward to the 2016 budget.

Conclusion

Appendix 1 itemizes the 2015 remuneration and expenses of the Mayor, Members of Council, and members of local boards and committees, that are appointed by Council, including Enersource Corporation.

Remuneration and expenses have been included for Streetsville, Malton and Port Credit Business Improvement Areas. Clarkson Business Improvement Areas had no remuneration or expenses to report for 2015.

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

This report and the 2015 Mayor and Members of Council Expenditure Statements will be posted on the City's website following receipt of this report by Council.

Attachments

Appendix: 2015 Statement of Remuneration and Expenses



Gary Kent, Commissioner of Corporate Services and Chief Financial Officer

Prepared by: Mark Beauparlant, Manager, Financial and Treasury Services



**MEMBERS OF COUNCIL AND COMMITTEES
FOR THE CITY OF MISSISSAUGA
STATEMENT OF REMUNERATION AND EXPENSES
FOR THE YEAR ENDED DECEMBER 31, 2015**

MEMBERS OF COUNCIL

		TOTAL SALARY	FRINGE BENEFITS *	CAR ALLOWANCE	CONSTITUENCY EXPENSES	
					ACTUAL	BUDGET
Crombie, B.	Mayor	139,374.04	28,700.96	5,047.00	62,559.53	104,100.00
Tovey, J.	Ward 1	84,173.19	21,331.11	17,304.00	20,748.50	27,200.00
Ras, K.	Ward 2	84,173.19	20,913.42	17,304.00	15,723.75	26,800.00
Fonseca, C.	Ward 3	84,173.19	21,331.11	17,304.00	26,331.14	28,700.00
Kovac, J.	Ward 4	55,246.77	12,872.51	11,536.00	16,817.10	19,866.67
Parrish, C.	Ward 5	84,173.19	6,570.80	17,304.00	24,431.45	29,500.00
Starr, R.	Ward 6	84,173.19	4,553.68	17,304.00	23,010.45	28,900.00
Iannicca, N.	Ward 7	84,173.19	21,331.11	17,304.00	28,335.45	32,300.00
Mahoney, M.	Ward 8	84,173.19	20,913.42	17,304.00	7,509.43	29,000.00
Saito, P.	Ward 9	84,173.19	21,331.11	17,304.00	14,287.35	27,900.00
McFadden, S.	Ward 10	84,173.19	21,331.11	17,304.00	23,326.38	27,700.00
Carlson, G.	Ward 11	84,173.19	21,331.11	17,304.00	21,966.23	27,000.00

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



**MEMBERS OF COUNCIL AND COMMITTEES
FOR THE CITY OF MISSISSAUGA
STATEMENT OF REMUNERATION AND EXPENSES
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ACCESSIBILITY ADVISORY COMMITTEE - CITY APPOINTED MEMBERS

	TRANSHelp / TAXI	PARKING EXPENSES
Bain, R.		40.00
Chafe, C.	154.00	
Husain, N.	105.00	
Khedr, R.	63.01	
Lowe, C.	120.00	
Sherwani, M.		40.00
Taddeo, M.	91.00	
Wall, S.		40.00
Zaidi, A.	141.80	

BUSINESS IMPROVEMENT ASSOCIATION - MALTON

	TOTAL SALARY	CONFERENCE EXPENSES	OTHER EXPENSES
Scott, S.	26,100.00	562.85	67.80

BUSINESS IMPROVEMENT ASSOCIATION - PORT CREDIT

	TOTAL SALARY	FRINGE BENEFITS	CONFERENCE EXPENSES
Anderson, B.			755.00
Baird, T.			675.00
Bozzo, J.			755.00
Edwards, C.			755.00
Gardiner, A.	6,489.60	318.79	
Gordon, T.	10,382.37	613.95	
McGarrell, B.			755.00
Klein, H.			1,220.00
Morewood, M.			755.00
Moriera-Laidlow, B.	48,653.83	3,515.68	
Pajtasz, A.	3,042.00	217.76	
Timms, E.	77,266.20	3,782.79	
Tsolakis, H.	4,842.50	193.91	



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BUSINESS IMPROVEMENT ASSOCIATION - STREETSVILLE

	TOTAL SALARY	FRINGE BENEFITS	CONFERENCE EXPENSES	MILEAGE EXPENSES
Bunting, K.	28,066.08	1,947.94		
Fleming, J. M.	4,846.14	347.46		28.26
Scott, S.	3,600.00	239.70		
Trewartha, A. B.	51,200.00	3,670.64	531.10	40.19

COMMITTEE OF ADJUSTMENT - CITY APPOINTED MEMBERS

	TOTAL SALARY	FRINGE BENEFITS	MILEAGE EXPENSES
Bennett, R.	3,072.24	73.46	600.00
Dahonick, L.	1,020.00	59.12	200.00
George, D.	8,662.86	206.91	1,680.00
Kennedy, D.	8,869.92	598.96	1,720.00
Page, J.	5,797.68	393.48	1,120.00
Patrizio, S.	9,076.98	586.74	1,760.00
Quinn, P.	6,004.74	404.67	1,160.00
Reynolds, D.	4,555.32	299.66	880.00
Robinson, J.	8,047.80	541.32	1,560.00
Thomas, J.	2,868.24	178.33	560.00



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DIVERSITY AND INCLUSION ADVISORY COMMITTEE

	PARKING EXPENSES
Abou El-Naga, N.	55.25
Akhter, P.	55.25
Bau, J.	55.25
De Coito, P.	55.25
Dhanjal, R.	55.25
Douglas, S.	55.25
Gordon-Mohamud, D.	55.25
Grewal, B.	55.25
Hamud, A.	55.25
Kapadia, H.	55.25
Knight, S.	55.25
Kohli, V.	55.25
Kwok, L.	55.25
Liddar, S.	55.25
Luthra, A.	55.25
Malik, I.	55.25
Qayyum Mufti, A.	55.25
Noakes, K.	55.25
Ratnarajah, E. J.	55.25
Rodrigues, P. F.	55.25
Saini, R.	55.25
Seebarran, D.	55.25
Tatia, S.	55.25
Taylor, C.	55.25

ELECTION CAMPAIGN FINANCES COMMITTEE

	MEETING PER DIEM
Chung, R.	50.00
Colucci, R.	50.00
Howard, W.	50.00
Laverriere, L	50.00
Lyn, L.	50.00
Rokerya, R.	50.00
Roy, J.	50.00



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ENERSOURCE CORPORATION - CITY APPOINTED DIRECTORS

	HONORARIUMS	MEETING PER DIEM	OTHER EXPENSES
Beasley, G.	21,000.00	22,200.00	1,098.75
Crombie, B.		9,600.00	200.00
Elliott, D.	10,083.37	12,600.00	1,414.69
Kuga Pilulin, L.	11,000.04	10,800.00	248.75
Loberg, N.	47,936.08	7,800.00	1,205.15
MacCallum, R.	12,999.96	14,400.00	200.00
Saito, P.		12,600.00	200.00
Starr, R.		17,400.00	311.93
Warner, D.	13,000.04	23,400.00	639.00

ENVIRONMENTAL ACTION COMMITTEE

	PARKING EXPENSES
Bass, B.	40.00
Bailey, C.	40.00
Beaton, D.	40.00
Cooper, C.	40.00
Dalton, C.	40.00
Deidun-Roork, J.	40.00
Dumesle, A.	40.00
Mallett, L. A.	40.00
Rasekhi, R.	40.00

GOVERNANCE COMMITTEE

	PARKING EXPENSES
Magill, J.	80.00
Milakovic, S.	80.00



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HERITAGE ADVISORY COMMITTEE

	PARKING EXPENSES
Battaglia, M.	46.00
Bjarnason, B.	46.00
Dodaro, D.	40.00
Graves, L.	46.00
McCuaig, C.	55.25
McGuigan, P.	46.00
Wilkinson, M. N.	55.25

INCIDENTS IN CITY FACILITIES APPEAL COMMITTEE

	MEETING PER DIEM
Amoah, J.	50.00
Chera, S. S.	100.00
Chung, R.	150.00
Laverriere, L.	150.00
Lyn, L.	150.00

MISSISSAUGA APPEAL TRIBUNAL

	MEETING PER DIEM	PARKING EXPENSES
Amoah, J.	400.00	40.00
Chera, S. S.	550.00	40.00
Chung, R.	600.00	
Laverriere, L.	350.00	40.00
Lyn, L.	300.00	40.00



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MISSISSAUGA CYCLING ADVISORY COMMITTEE

	MILEAGE EXPENSES	PARKING EXPENSES
Buchanan, R.	114.41	
deCloe, J.	183.17	10.13
Kozo, E.	33.64	
Nayer, I.	150.08	3.60
Tabuno, B. H.	70.98	

MISSISSAUGA PUBLIC LIBRARY BOARD

	MILEAGE EXPENSES
Almond, M.	116.89
Chopra, R.	116.89

MUSEUMS OF MISSISSAUGA ADVISORY COMMITTEE

	PARKING EXPENSES
Coghlan, M.	40.00
Davies, W.	40.00
Delves, J.	40.00
Durdan, F.	40.00
Fabierkiewicz, A.	40.00
Hazel Tabuno, B.	40.00
Pegram, J.	40.00
Zammit, J.	40.00

PROPERTY STANDARDS COMMITTEE - CITY APPOINTED MEMBERS

	MEETING PER DIEM	PARKING EXPENSES
Alvi, M.	150.00	
Jokhio, R.	150.00	
Shalamay, G.	150.00	
Willchuk, D.	150.00	
Zoerb, M.		40.00



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PUBLIC VEHICLE ADVISORY COMMITTEE

	PARKING EXPENSES
Cormier, A.	40.00
Kohli, V.	40.00
Singh Pandori, B.	40.00
Punian, K. S.	40.00
Singh Sethi, H.	40.00
Singh, N.	40.00
Singh, R.	40.00
Zahavy, J.	40.00

TOWING INDUSTRY ADVISORY COMMITTEE

	PARKING EXPENSES
Bell, M.	69.00
Fluney, R.	69.00
Ghanime, D.	69.00
Lyons, J. C.	69.00
Pento, T.	69.00
Tallarico, A.	69.00

TRAFFIC SAFETY COUNCIL - CITY APPOINTED MEMBERS

	MILEAGE EXPENSES	CONFERENCE EXPENSES	PARKING EXPENSES
Beniuk, S.	209.99	1,450.12	40.00
Coulson, T.			40.00
Goegan, L.	318.61	1,337.34	40.00
Kumra, S.	98.57		
Relf, H.	68.85		80.00
Sherwani, M.		1,341.87	40.00
Suess, D.	137.70		40.00
Syed, A.			40.00
Westbrook, P.	510.67		80.00

City of Mississauga

Corporate Report



Date: 2016/02/29

To: Chair and Members of General Committee

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

Originator's files:

Meeting date:
2016/03/23

Subject

Proposed Elected Officials Expenses Policy Revision

Recommendation

That the proposed Elected Officials' Expenses Policy (#04-05-04) revisions regarding eligible expenses for teams and community improvements, attached as Appendix 1 to the Corporate Report dated February 29, 2016, from the Commissioner of Corporate Services and Chief Financial Officer, be received and direction given with regards to its approval.

Report Highlights

- Governance Committee has debated elements of the Elected Official's Expense Policy, specifically teams and community improvements.
- Governance Committee recommended that staff survey Council for examples of community improvements to be included in the policy. The examples included in the policy revision represent the feedback received and Council is not exclusively limited to these examples.
- Governance Committee has recommended changes to the definition of teams, the amount to be donated, and a new category of expense called community improvements.

Background

At the November 3, 2015 meeting of the Governance Committee, a Corporate Report titled "Elected Official Expense Policy Information Report" was submitted for information and discussion. As a result of the report, Governance Committee directed staff to benchmark other municipalities on the definition of teams and the types of eligible expenses for teams. Governance Committee was also seeking for clarification on eligible expenses for community improvements or enhancements.

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Originators files: File names

The Corporate Report dated February 8, 2016, from the Commissioner of Corporate Services and Chief Financial Officer, titled “Elected Officials’ Contributions to Teams and Community Improvements” was subsequently presented to Governance Committee. The report was submitted for information regarding eligible expenses for teams and sought direction with regard to revisions for team expenses or community improvements.

Present Status

The Elected Officials’ Expense Policy does not allow for formal sponsorship of teams, such as the provision of uniforms or equipment or ongoing financial support. The policy also does not have any eligible provisions for direct contributions towards community improvement initiatives, unless it is a direct contribution to a local community group leading a community improvement initiative.

Elected officials may charge the donation of items or services or financial contributions towards specific events, activities, programs or fundraising initiatives of local groups to their expense account, to an annual maximum of \$500 per group, exclusive of facility rentals.

Comments

Finance, in partnership with Business Improvement, benchmarked eight municipalities on the definition of teams with respect to monetary contributions, donations and sponsorship. Seven municipalities (Brampton, Burlington, Toronto, London, Oakville, Ottawa and Richmond Hill) responded to the request for information.

In brief, the research indicated that definitions and allowable expenses with respect to team monetary contributions, sponsorship and donations tend to be very limited or ineligible.

Listed below are some brief highlights from the survey:

- Donations or sponsorships to teams and community groups are not permitted in 4 of 7 benchmark cities.
 - In the 3 cities that do allow contributions to teams, the expenses are discretionary within the total contributions limit and must be compliant with the overall policy requirements (e.g. not a conflict of interest, etc.). Only one city (Ottawa) specifically addresses rules for teams (must be an established team, not something ad hoc)
 - purchase of material assets, as a contribution, including team uniforms, is prohibited.
- In some municipalities, donations/sponsorships to teams/community groups are not to be provided by individual councillors but through Council or grants programs (Richmond Hill, London). In the City of Ottawa, any contributions are to be made on behalf of the City, rather than attributed to an individual councillor.
- In all cases, elected officials’ expenses related to contributions, including teams, must be reported publicly.

Teams

Currently the Elected Officials Policy has the following wording around teams and eligible/ineligible expenses:

- Formal sponsorship of groups or organizations is available through the Community Grant Program.
- Expenses related to the sponsorship of teams or individuals, such as the provision of uniforms or equipment, or on-going financial support, will not be reimbursed.
- Elected officials may charge the donation of items or services or financial contributions towards specific events, activities, programs or fundraising initiatives of local groups to their expense account, to an annual maximum of \$500 per group, exclusive of facility rentals.
- Examples of eligible expenses include the purchase of fundraising items, the cost of refreshments, payment of reasonable event entertainment expenses on behalf of the group, or financial contributions to support a specific program or initiative of the group. The activities of the group being sponsored should be of benefit to the local community.

Finance staff believes the reference to “team” in the Elected Officials’ Expense Policy to be self-explanatory. A team is different from a Community or Affiliated Group, as their primary focus is not community enhancement. A team may be one small part of a larger community group or organization. An organized team includes, but is not limited to, sport teams, school teams and music/dance/art clubs.

Community Improvements

Currently, the City’s Elected Officials’ Expense Policy does not contain any provisions for community improvements as an eligible expense. In the past, expense requests by an elected official to pay for a community improvement directly have been denied because the expense did not fit within one of the existing eligible expense categories. However, if a local community group was embarking on an initiative to complete a community improvement/enhancement, the Councillor would be eligible to donate up to \$500 per group annually because it falls within the donation guidelines of the policy. Another option for elected officials is to work with the respective City department and management to discuss community improvement initiatives, which may be funded through an existing or future operating or capital budget.

Options

The following options were presented to Governance Committee to address eligible team expenses and eligible community improvement expenses.

1. Leave the policy as is; any contributions would be a donation to a local group or team but the use of funds must have community value.
2. Elected official works with respective City Departments to identify existing or future funding (operating or capital) for community improvements.

3. Refer local community groups to the City's Community Grant Program application.
4. Revise Elected Officials' Expense Policy to allow elected officials to contribute directly to community improvement initiatives or teams. Listed below are some policy wording recommendations that were provided for consideration:

Donations/Contributions:

- Elected officials may contribute the donation of items, services or financial contributions towards specific events, activities, programs or fundraising initiatives of local groups, including organized teams such as sport teams, school teams, and music/dance/art clubs, to their expense account, to an annual maximum of \$500 per group, exclusive of facility rentals. Where a donation is made to a charity through an individual participating in an event held in Mississauga, and the funds are payable directly to the charity, these expenses are allowable.
- Examples of eligible expenses include the purchase of fundraising items, the cost of refreshments, payment of reasonable event entertainment expenses on behalf of the group, or financial contributions to support a specific program or initiative of the group or team. The activities of the group or team being supported should be of benefit to the local community.

Community Improvement (not in current policy):

- Elected officials may contribute directly to a local community improvement project up to an annual maximum of \$500 per project. The community improvement must be of benefit to the entire community.

Option 4 was selected by the Governance Committee, with the following changes:

- Elected officials may charge the donation of items, services or financial contributions towards specific events, activities, programs or fundraising initiatives of local groups, including organized teams such as music/dance/art clubs and school activity/sport teams to their expense account, to an annual maximum of \$750 per group, exclusive of facility rentals. Donations/contributions to community sport teams are not permitted.
- Elected officials may contribute directly to a local community improvement project up to an annual maximum of \$750 per project. The community improvement must be of benefit to the entire community. Elected officials should consult City staff where it impacts City property, resources, or by-laws before initiating the community improvement or expenditure.
- Community improvement projects may include, but are not limited to:
 - wall murals, including paint supplies
 - tree planting, including related supplies
 - benches

General Committee

2016/02/29

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Originators files: File names

- community cleanups, including cleanup supplies
- local school activities in conjunction with community involvement
- festivals, special events

Financial Impact

The costs would be absorbed within the elected officials' annual operating budget.

Conclusion

Governance Committee approved revisions to the Elected Officials' Expense Policy and requested that the revised policy wording be prepared by staff and presented to General Committee.

Attachments

Appendix: Proposed Elected Officials' Expense Policy Revision - 04-05-04



Gary Kent, Commissioner of Corporate Services and Chief Financial Officer

Prepared by: Mark Beauparlant, Manager, Financial and Treasury Services

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TAB: FINANCE AND ACCOUNTING
 SECTION: BUSINESS EXPENSES
 SUBJECT: ELECTED OFFICIALS' EXPENSES

POLICY STATEMENT Expenses incurred by elected officials while acting as members of Council are paid by the City, subject to the limitations and restrictions outlined in this policy.

PURPOSE Elected officials are accountable to the public and are responsible for ensuring that their expenses are reasonable, appropriate, and within budgeted amounts.

This policy outlines the expenses which will be paid by the City and provides information on payment and approval methods. Any expenses not explicitly identified in this policy are not eligible for funding by the City.

SCOPE This policy applies to all expenses incurred annually, unless otherwise noted in this policy, by the Mayor and councillors while conducting official City business and performing their duties as elected officials.

PUBLIC NOTICE On a monthly basis, Corporate Finance will prepare an Elected Official Expenditure Summary. For public transparency purposes, the Elected Officials' Expenditure Summary will be posted quarterly on the City's website, following distribution to elected officials for review and subject to the provisions of the *Municipal Freedom of Information and Protection of Privacy Act* (MFIPPA), as amended.

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EXEMPTIONS

Council may grant exemptions for expenditures not provided for in this policy at the request of an elected official.

EXCLUDED EXPENSES

The following list of expenses are excluded from this policy, as they are accounted for through other City of Mississauga Corporate Policies, by-laws or budget provisions:

- Elected officials Salaries and Benefits - (refer to the Remuneration By-Law - 0511-2002, as amended);
- Council Support Staff Expenses (e.g. salaries and related payroll costs; mileage; staff training and development; office supplies and office equipment rental);
- Vehicle allowance for councillors (refer to the Remuneration By-Law 0511-2002, Appendix A, as amended);
- Mayor's vehicle costs - (refer to Corporate Policy and Procedure - Finance and Accounting - City Vehicles Provided for Business and Personal Use);
- General Office Supplies (e.g. office consumables such as stationery, office supplies, printer cartridges/toners, CD's, memory keys/USB storage devices and similar types of expenditures) which may be charged to a corporate assigned budget; and
- Attendance at Functions as a City representative specifically approved by Council. In these cases, costs related to attendance will be charged to a designated corporate operating budget.

INELIGIBLE EXPENSES

While not an exhaustive list, the following items are examples of expenses that are the responsibility of the individual elected official and are not eligible for reimbursement under this policy:

- Personal expenses - expenses for goods or services of a personal nature, such as grooming; invitations to meals or events with friends;

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- Tickets - raffle tickets, table prize tickets and other gaming tickets;
- Beer, alcohol, wine purchases;
- Provincial Offence fines or parking tickets;
- Passports;
- Credit card memberships and fees;
- Expenses of a spouse or companion who accompanies an elected official to a conference, seminar, workshop or convention, unless the expense is associated with the Business Meals and Entertainment section of this policy;
- Election Campaign Expenses: any costs associated with an election campaign, including:
 - the production or distribution of campaign literature or materials. Newsletters may not be distributed after June 30 of an election year.
 - communication services expenses or use of City facilities, materials or equipment for election campaigning purposes.

Note: Costs associated with published telephone, pager or fax numbers, or published e-mail addresses used in conjunction with campaign information and communications are considered election related and are not funded through the elected officials' expense budget. Elected officials are responsible for declaring any communication services expenses which have been paid by the City, but used for campaigning purposes, and the City must be reimbursed.

ELIGIBLE ELECTED OFFICIALS' OPERATING BUDGET EXPENSES GENERAL BUDGET INFORMATION

As part of the annual operating budget approval, a budget amount is established for elected officials' discretionary expenses. This

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budget is to cover expenses incurred by each elected official while conducting City business or promoting the City, including funding for councillor newsletters, as well as other expenses. Each elected official may choose how to allocate their budget, based on their business needs, in accordance with the eligibility provisions of this policy.

Elected official expense budgets are analyzed and reports are distributed monthly to the Mayor and Members of Council by the Finance Division, Corporate Services Department. Elected officials are ultimately responsible for the integrity and compliance of all expenses they claim under this policy. An elected official expense report is also presented to Council annually in accordance with the *Municipal Act, 2001* C.25, Section 284.

Newly Elected Official - Office Setup Allowance

Whenever an elected official takes office as the result of an election or appointment, the new incumbent, in addition to a prorated portion of the annual elected officials' expense budget, will be entitled to a one-time start-up operating budget of up to \$2,000 to cover costs such as minor furnishings, office equipment and décor, start-up supplies, business cards, stationary and similar types of expenditures in order to create an office environment suitable to the elected official.

COMMUNICATION EXPENSES

Cell Phone, Home Telephone /Fax/Internet

The following monthly costs associated with the operation of communication equipment may be charged to the elected official's expense budget:

- one cellular or smart phone service plan for City business use, including air time or data charges;
- service plan for one City standard tablet/notepad or equivalent device; and

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- the costs of home communication lines and related service plans (i.e. one home telephone/fax line, one home Internet line), when the use is primarily for City business.

Elected officials are responsible for ensuring that bills for these home services are in the name and address of the elected official and not that of the City. Elected officials may either charge the bill to their City-issued procurement card (PCard) or pay the service provider directly and submit the expense to the City as an Incidental Expense Report Form E2421 reimbursement.

Note: The City will not be responsible for any late payment charges.

General Communication With Constituents

The following eligible expenses related to communication and paid through the elected officials' expense budget include:

- expenses incurred in the communication of City and/or ward issues or items of interest to constituents;
- expenses related to the publication and distribution of ward-related newsletters, greeting cards, or other business and ward related notices; and
- newspaper columns/ notices; or advertisements.

Websites - City and Ward

Costs associated with development, licensing and maintenance and support of an elected official's external website in order to carry out his or her duties of office are eligible for reimbursement.

The City provides maintenance and support for the elected official's City website.

Facility Rentals

Elected officials may charge reasonable facility rentals to their expense budget, either to host events or to support community group events, including fundraising activities of local groups. Funding of facility rentals or rooms for ongoing regular meetings

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of a specific group is not eligible. (e.g. a community group's weekly meetings).

Floral Arrangements

Floral arrangements, to a maximum of \$250 per event, are eligible. Charitable donations in lieu of a floral arrangement may be substituted at the elected official's discretion. Any donation tax receipts received by the elected official for these donations are to be sent to the Accounting Supervisor, Finance Division, once received.

EQUIPMENT AND OFFICE ACCESSORY EXPENSES

Support Staff Cell Phone Costs

Elected officials may charge support staff cell phone costs not covered by the elected officials' support staff budget to their expense budget.

Office Accessories and Furnishings

City office accessories and furniture items (e.g. desk lamps, plants, mini-fridge, art, picture/certificate framing, coffee makers), briefcases, purchased publications (e.g. maps, guide books), and other reasonable office items may be charged to the expense budget at the elected official's discretion. Furniture, furnishings, office décor and equipment items are deemed to be City property. The elected official may purchase these items at depreciated value, as determined by Finance, should the elected official leave office.

Miscellaneous Equipment

Reasonable miscellaneous equipment considered necessary to carry out the duties of office or for ward events, such as GPS equipment, hand-held device chargers or carrying cases, tents, portable signs and event equipment, will be eligible for reimbursement. Equipment purchases are deemed to be City property. The elected official may purchase these items at depreciated value, as determined by Finance, should the elected official leave office.

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BUSINESS MEALS AND ENTERTAINMENT

Business Meals and Tickets Reasonable expenses associated with the entertainment of business contacts, such as business meals (e.g. meetings conducted during normal meal periods) or tickets to retirement events, banquets, fundraisers, or other entertainment events, will be reimbursed when the attendance or entertainment is considered to be necessary for the advancement of the interests of the City or to support a local community group.

Requests for reimbursement must include the purpose of the function, and the name(s) of the individual(s) attending.

Business Meeting Refreshments Reasonable expenses associated with providing coffee, refreshments, snacks or sandwiches for community or business meetings are permitted.

Prepaid Season Tickets Elected officials may purchase pre-paid season tickets to an entertainment facility (e.g. Mississauga OHL Hockey Club) if the use is intended for ward or City business-related purposes.

When pre-paid season tickets are purchased and used as business entertainment or given to a community group, the elected official will be responsible for providing Finance with a list of intended recipients of the tickets for the entire season with their monthly incidental expense reimbursement, or alternately, they may provide Finance with a detailed list of all actual game recipients during or at the end of the season.

The elected official will be responsible and accountable for providing this list to Finance for record and audit purposes.

Hospitality Elected officials may incur expenses as the result of being required to extend hospitality to external parties as part of their

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official duties and/or when attending functions. Elected officials may be reimbursed for hospitality expenses for meetings that include:

- a. engaging representatives of other levels of government, international delegations or visitors, the broader public sector, business contacts and other third parties in discussions on official matters;
- b. providing persons from national, international and charitable organizations with an understanding and appreciation of the City of Mississauga or the workings of its municipal government;
- c. honouring persons from the City in recognition of exceptional public service and staff appreciation events;
- d. recognition events for various agencies, boards and commissions of the City; and
- e. ratepayers associations, minor league sports associations and other community groups.

Spouse or Companion Expenses

An elected official's spouse or companion may be included as a guest when claiming business entertainment expenses, at the discretion of the elected official.

ATTENDANCE AT FUNCTIONS

Conferences, Seminars, Workshops, Conventions

Elected officials may charge expenses incurred to attend functions such as conferences, seminars, workshops, courses, conventions and formal study tours related to City business, including transportation (e.g. limo or taxi service to the airport), parking, trip cancellation insurance, registration fees or tickets, meals and accommodation, and incidental expenses (e.g. tips, currency exchange fees) to their operating budget. Receipts, if normally provided, are required.

The following restrictions and exceptions apply to payment of

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expenses while attending functions on City business:

- A copy of the registration form, where applicable, must be provided. The copy of the registration form will be used to confirm such items as dates of required travel and/or accommodation and eligibility for per diem payments.
- Transportation by air, rail or bus will be reimbursed at the lowest available price. For flights in excess of five hours, elected officials may choose business class travel. Claims for air travel must be supported by proof of travel, such as a boarding pass or, where a boarding pass has not been printed (i.e. electronic boarding pass), travel will be validated against hotel or incidental business expenses.
- Car rentals (small to mid-size) for use while on an out-of-town business trip will be reimbursed only if the cost of the rental does not exceed the cost of taxi fares for the same purpose. A cost justification for the rental car must be included with the claim.
- Expenses incurred when using a personal vehicle for travel to attend a function located at least 100 km (60 mi.) from the City will be reimbursed at the City's standard car allowance rate established for City staff.
- Accommodation will be reimbursed at the lesser of the room rate charged for the function or the hotel's rate for a standard room.
- Meals and miscellaneous expenses will be reimbursed at actual costs upon submission of appropriate receipts. Alternatively, when an overnight stay is required within

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Canada or the Continental USA, these expenses may be reimbursed on a per diem basis, with no receipts required, at a maximum rate of \$ 75.00 per day, including travel days (US\$75.00 if the function takes place in the Continental USA).

- When international travel is required, including to Alaska and Hawaii, a per diem based on the Treasury Board of Canada's Travel Directive formula for international travel must be requested from Finance prior to travel. The Travel Directive per diem rates can be found at: <http://www.njc-cnm.gc.ca/directive/travel-voyage/s-td-dv-a4-eng.php>
 - the per diem will be all-inclusive, regardless of whether or not some meals are subsequently provided, and will be based on the duration of the trip, including travel days
 - a copy of the Treasury Board per diem rate for the country/region of travel must be attached to the request
 - Finance will use the daily per diem amounts, including all meals (breakfast, lunch and dinner) and incidental expenses for the applicable country of travel to verify and calculate the eligible total per diem for the trip
 - where the rate is shown in a currency other than Canadian, Finance will convert the per diem to Canadian dollars, using the exchange rate in effect on the day the per diem is processed (i.e. transferred by electronic fund transfer to the elected official's personal bank account).
 - (Note: incidental expenses cannot be charged to a PCard when a per diem has been paid.)
- The expenses of a spouse or companion will not be

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reimbursed unless the expense is associated with the Business Meals and Entertainment section of this policy.

CONTRIBUTIONS AND DONATIONS SPONSORSHIP

Formal sponsorship of groups or organizations is available through the Corporate Grant Program. Expenses related to the sponsorship of teams or individuals, such as the provision of uniforms or equipment, or on-going financial support, will not be reimbursed.

Comment [PS1]: SEPARATE SECTIONS HAVE BEEN CREATED FOR SPONSORSHIP AND DONATIONS/CONTRIBUTIONS.

DONATIONS/CONTRIBUTIONS

A donation/contribution is a voluntary gift (i.e. financial contribution or donation in-kind), typically to benefit a charitable cause or local event within the community, for which the donor receives no direct benefit of any kind.

Comment [PS2]: THE REVISED TEXT REFLECTS THE MOTIONS PASSED AT GOVERNANCE COMMITTEE, FEBRUARY 22, 2016. DONATIONS MAY NOT BE MADE TO COMMUNITY SPORTS TEAMS; DONATIONS TO SCHOOL TEAMS ARE ALLOWABLE EXPENSES.

Elected officials may charge the donation of items, services or financial contributions towards specific events, activities, programs or fundraising initiatives of local groups, including organized teams such as music/dance/art clubs and school activity/sport teams to their expense account, to an annual maximum of \$500-\$750 per group, exclusive of facility rentals. Donations/contributions to community sport teams are not permitted. Where a donation is made to a charity through an individual participating in an event held in Mississauga, and the funds are payable directly to the charity, these expenses are allowable.

THE PER GROUP ANNUAL MAXIMUM HAS BEEN INCREASED TO \$750 FROM \$500.

Examples of eligible expenses include the purchase of fundraising items, the cost of refreshments, payment of reasonable event entertainment expenses on behalf of the group, or financial contributions to support a specific program or initiative of the group or team. The activities of the group or team being

Comment [PS3]: THIS WORDING IS NOW GROUPED WITH OTHER INFORMATION ON DONATIONS TO CHARITIES, BELOW.

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~~sponsored~~-supported should be of benefit to the local community.

Donations/~~contributions~~ to national and/or international brand charities (e.g. Cancer, Diabetes, Lung Association, Heart and Stroke) will not be reimbursed unless the community event to support the charity is held within the City of Mississauga (e.g. charity run, bicycle ride, etc.) or it is a donation in lieu of flowers for a funeral. The expense receipt must identify the community event to be eligible for the reimbursement.

Where a donation/contribution is made to a charity through an individual participating in an event held in Mississauga, and the funds are payable directly to the charity, these expenses are allowable.

Any donation tax receipts received by the elected official for these donations are to be sent to the Accounting Supervisor, Finance Division, once received.

COMMUNITY IMPROVEMENT

Elected officials may contribute directly to a local community improvement project, up to a maximum of \$750 per project. The community improvement must be of benefit to the community. Elected officials should consult City staff where it impacts City property, resources, or by-laws before initiating the community improvement or expenditure.

Community improvement projects may include, but are not limited to:

- wall murals, including paint supplies
- tree planting, including related supplies
- benches
- community cleanups, including cleanup supplies

Comment [PS4]: NEW SECTION TO ALLOW FOR DONATIONS/CONTRIBUTIONS FOR COMMUNITY IMPROVEMENT. THE ANNUAL PER GROUP MAXIMUM OF \$750 ALIGNS WITH THE DONATIONS/CONTRIBUTIONS MAXIMUM FOR CONSISTENCY.

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- local school activities in conjunction with community involvement
- festivals, special events

Golf Tournaments and Charity and Community Events

Reasonable expenses associated with buying tickets to sponsor, attend, or support a community golf tournament, community event or charity event will be reimbursed when such entertainment is considered to be beneficial for the advancement of the interests of the City or support of a community organization. Requests for reimbursement must include the purpose of the function, and the name(s) of the individual(s) attending, if known, or the organization whose members will be using the tickets purchased.

MISCELLANEOUS EXPENSES

Staff Recognition

Reasonable expenses associated with the recognition of staff, such as business lunches, tickets to community events or small gifts of appreciation will be reimbursed when such expenditures are considered to be appropriate as a means of rewarding the efforts of staff. Recipients must be listed on the receipt provided for reimbursement.

Souvenirs and Give-Aways

City souvenirs and give-aways of nominal value are available for distribution at the discretion of each elected official and may be ordered on a charge-back basis from Central Stores. Elected officials may fund promotional items that carry the elected official's contact information, and/or identify the elected official, through their expense account, provided that the items will be not be distributed or used after June 30 of an election year. Nominal gifts for special business related occasions (e.g. retirements, work anniversaries, taxpayer or community group recognition) are eligible for reimbursement.

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	Campaign materials cannot be charged to the City.
Tips	Reasonable tips are permitted for the acquisition of business related services such as transportation and business meals.
407 Charges	407 toll charges, including the cost of a transponder, will be eligible when used for City business purposes. Elected officials are responsible for ensuring that bills are in the name and address of the elected official and not that of the City. 407 bills may be charged to a City procurement card or paid by the elected official directly to the service provider and submitted to the City as an Incidental Expense Report reimbursement, Form E2421.
Parking Expenses	Parking expenses for City related business are eligible for reimbursement.
WARD EVENTS	
Ward Initiated Community Events	Elected officials may charge reasonable expenses related to the support of ward initiated community events (e.g. refreshments and entertainment for events such as picnics, fairs, yard sales, skating parties; facility rentals), to their specific operating expense budget. Any fundraising for a ward initiated community event must be managed independently, without involvement of City resources and with no funds being held by the City for this purpose.
MEMBERSHIPS AND SUBSCRIPTIONS	
Memberships	Membership fees to organizations or associations deemed by the elected official to be relevant to his or her work will be eligible for reimbursement of up to a total of \$500 annually, through the elected official's expense account.
Subscriptions	Subscriptions to magazines and newspapers to assist the elected

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official in his/her role will be paid by the City.

ELIGIBLE CAPITAL EXPENSES

Capital Expenses

Capital equipment is provided to elected officials' offices within the Civic Centre, in accordance with standard City practices.

The costs of City-standard capital equipment (office furniture and furnishings, computer and communications equipment, e.g. cell phone, smart phone, laptop, desktop PC, tablet/notepad) are charged to the appropriate Information Technology or Facilities and Property Management capital budget account.

Requests for furniture or furnishings must be forwarded to the Director of Facilities and Property Management for approval prior to purchase.

Requests for computer or communications equipment must be forwarded to the Director of Information Technology for approval prior to purchase.

Refer to the Non City-Standard Equipment and Items section below for guidelines on the purchase of non-City-standard communications equipment.

Non City-Standard Equipment and Items

Elected officials who choose to purchase communications equipment, such as cell phones, smart phones, tablet/notepads, laptops, desk top computers or ancillary devices (e.g. headsets and cases) that differ from or exceed standard City-provided equipment may utilize their elected officials' expense budget or choose to personally absorb the cost. The amount that exceeds the cost of the equivalent item at City standard, as determined by the Director of Information Technology, will be charged to the elected official's expense account.

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Items purchased through the elected officials' expense budget remain the property of the City until they have been fully depreciated.

Non City-standard equipment will not be supported (i.e. maintenance, troubleshooting) by the City's Information Technology staff.

Eligible Civic Centre Equipment

Elected officials are entitled to the following Civic Centre City-standard capital equipment for business use:

- one smart phone or cell phone and related in-car installation; and
- one laptop or desktop computer for Civic Centre office.

Eligible home office equipment is listed below.

Eligible Home Offices - Furniture

The following City-standard furniture will be supplied for home offices through the Facilities and Property Management Division:

- one workstation/desk including keyboard tray;
- one chair;
- one printer stand;
- one three-drawer filing cabinet.

Alternatively, elected officials may purchase non City-standard furniture of their choosing and request reimbursement by the City. Reimbursement will be limited to a maximum of the cost of the equivalent item at City standards, as determined by the Director, Facilities and Property Management Division.

Eligible Home Office Computer and Equipment

The following City-standard computer and communications equipment, and set up and installation, will be supplied for home offices through the Information and Technology Division:

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- one laptop or desktop computer or tablet and related hardware and software;
- one multi-function printer/fax/photocopier/scanner;
- one business telephone line and phone set; and
- one fax line.

Technical support for City-standard equipment and software will be provided by the Information and Technology Division. Refer to the Non City-Standard Equipment and Items section of this policy for information on the purchase of non City-standard communications equipment.

Replacement/Upgrade/ Refurbishment of Capital Equipment and Furniture

Capital equipment and furniture will be replaced, upgraded, or refurbished in accordance with City standards. For the purposes of replacement/upgrade/refurbishment and depreciation, all furniture will be deemed to have a 12-year life span; computer and communications equipment will be deemed to have a four-year life span. All capital equipment and furniture provided by the City will remain the property of the City until it has been fully depreciated.

Replacement of any City-standard capital item prior to reaching its full life span is contingent upon the return to the City of the item to be replaced, unless the Director of Information Technology or the Director of Facilities & Property Management, as appropriate, deems the item to have no value to the City.

Where an elected official is reimbursed for non-standard furniture, the furniture need not be returned to the City. However, if the furniture is to be replaced or refurbished prior to the expiry of the 12-year life span, the elected official will be required to repay a percentage of the amount previously reimbursed. To facilitate this repayment, the reimbursement of the costs of new

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furniture or the costs of refurbishing existing furniture will be reduced by the amount of the repayment. The amount of the repayment will be determined by the following formula:
 $(A \div 12) \times B$ (where *A* = the amount previously reimbursed and *B* = the number of years remaining in the 12-year life span)

Elected Official No Longer
in Office

When the elected official is no longer in office, capital equipment and City-standard furniture must be either returned to the City or purchased at its depreciated value as determined by the Finance Division in consultation with the Facilities and Property Management Division or the Information Technology Division, as appropriate. Where the City has reimbursed an elected official for non-standard furniture, the elected official will be required to repay a percentage of the amount that had been reimbursed, according to the repayment formula above.

CLAIMS, APPROVALS AND REIMBURSEMENTS

How to Claim

Detailed procedures for obtaining services offered in-house and for submitting expense claims are available from the Finance Division, Corporate Services Department. General information is provided below.

Receipts/Proof of Payment

Original receipts from the vendor are required for all expenses unless otherwise noted, or unless a receipt is not normally provided for the expense. To avoid duplicate payments, copies of receipts are not acceptable. Copies of invoices, credit card slips or statements, or Interac payment slips (Purchase of Sale slips) are not acceptable as receipts. If a receipt is not normally provided by the vendor (e.g. for public transportation or tips) reasonable expenses may be claimed, provided an explanation of the purpose of the expense is included on the expense claim form.

Internal Charge-back for

Expenses related to services provided in-house, such as City

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Services Provided by the City	facility or picnic table rentals, printing and photocopying, and the purchase of City inventory items through SAP. the City's financial system, will be charged to the account number provided with the requisition. No additional authorizations are required.
City Procurement Card (PCard) Purchases	Procurement cards (PCards), issued for purchases related to conducting City business are the primary and preferred methods used for direct payment of goods and/or services. PCard purchases must be conducted within assigned spending limits and must be used in accordance with all requirements of this policy and the requirements of Corporate Policy and Procedure - Business Expenses - Procurement Cards. Electronic PCard statements must be completed with adequate expense details and submitted on a monthly basis, in accordance with the schedule provided by Accounts Payable. All supporting documentation must be retained for a minimum of 24 months and made available when requested.
Cheque Requisition	Goods or services that are not ordered through SAP and that cannot be paid by City procurement card may be paid for by a cheque issued directly to the vendor. Form E195 - Cheque Requisition must be submitted to Accounts Payable, with supporting documentation. Refer to Corporate Policy and Procedure Finance and Accounting Cheque Requisitions for more information.
Reimbursement of Out of Pocket Expenses	Requests for reimbursement of out-of-pocket expenses not charged to a City procurement card may be made using Form E2421 - Incidental Expense Report. Expense claim forms should be submitted to Accounts Payable no later than the 15th of the month following the month in which the expense was incurred. Accounts Payable processes payment for out-of-pocket expenses once per month. Elected officials may contact the Manager,

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Financial Services, to request more immediate payment for expense claims in excess of \$1,000.

Request for Travel Advances and Statement of Expenses

Travel expenses to attend functions on City business may be paid as an advance using Form 461 - Request for Travel Advances and Statement of Expenses or actual expenses incurred may be charged to a PCard, in which case an advance will not be provided.

If an advance is provided, the actual expenses must be reconciled with the advanced amount, and the form returned to Accounts Payable within 10 days of returning from the function. The elected official is responsible for reimbursing the City for any funds which were advanced in excess of eligible expenses. Whether or not advances are made, when an overnight stay is required, the expense claim must be made using Form 461. If no payments are made in advance, and if an overnight stay is not required by the function, the expenses may be reported using an Incidental Expense Report - Form E2421.

Approval

All expense claims for the Mayor will be reviewed for compliance with this policy by the City Manager or, in the absence of the City Manager, by the Commissioner of Corporate Services and Treasurer. All expense claims for councillors will be reviewed for compliance with this policy by the Commissioner of Corporate Services and Treasurer, or designate.

Elected officials are required to repay the City for any expense claims in excess of the annual budget amounts that are not approved by Council.

REFERENCE:

GC-0299-2006 2006 04 26
 CA-0112-2009 2009 05 27

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2011-03-16 Housekeeping revise Form 180a to E2421
 GC-0323-2012 2012 05 09
 GOV-0039-2013 2013 12 11
 GOV-0009-2014 2014 04 02 correction to policy - added credit
 card memberships and fees to ineligible expenses.
 2014 05 12 admin correction to election expenses wording.
 GOV-0017-2014 2014 06 11 clarification re: charitable
 donations through an individual participating in an event held in
 Mississauga
 GOV-0013-2015 - GC-0381-2015 2015 06 10

LAST REVIEW DATE: May, 2015

CONTACT: For more information contact Financial Services, Finance
 Division, Corporate Services Department.

DRAFT

REPORT 1-2016

To: CHAIR AND MEMBERS OF GENERAL COMMITTEE

The Governance Committee presents its first report for 2016 and recommends:

GOV-0001-2016

1. That the Elected Officials Expense Policy be amended to incorporate Option 4 as amended in the Corporate Report dated February 8, 2016 from the Commissioner of Corporate Services and Chief Financial Officer regarding eligible expenses for teams and community improvements and further that donations to community sport teams not be included as an allowable expense.
2. That the Teams and Community Groups section of the Elected Officials Expense Policy be amended to change the annual donation maximum up to \$750 per group.
3. That the Community Improvement section of the Elected Officials Expense Policy be amended to change the annual contribution maximum up to \$750 per project.
4. That the amendments to the Elected Officials Expense Policy be reviewed in one year.
(GOV-0001-2016)

GOV-0002-2016

1. That the report dated January 27, 2016 from the Commissioner of Corporate Services and Chief Financial Officer regarding the Recording of Votes at Council be received for information.
2. That the Procedure By-law be amended to include the recording of voting at Council and Standing Committees and that staff be directed to report back to General Committee on the final wording for the By-law.
(GOV-0002-2016)

REPORT 1 - 2016

To: CHAIR AND MEMBERS OF GENERAL COMMITTEE

The Towing Industry Advisory Committee presents its first report for 2016 and recommends:

TIAC-0001-2016

That the deputation by Paul Falcao, Classic Towing and Ed Hall, Classic Towing be referred to staff for further review.

(TIAC-0001-2016)

TIAC-0002-2016

1. That the Towing Industry Advisory Committee provide comments for inclusion in a future report to General Committee on the report from the Commissioner of Transportation and Works, dated February 12, 2016 entitled "City of Mississauga Centralized Vehicle Pound Facility Feasibility Study – Recommendation Report", particularly the following recommendations:

- a. That Council amend the Tow Truck Licensing By-law 0521-2004, as amended, and Schedule 27 of Business Licensing By-law 0001-2006, as amended, to implement the Additional Regulations and Operating Procedures Alternative Option to a City owned and operated Centralized Vehicle Pound Facility to improve consumer protection, ensure that City By-laws conform with Provincial *Bill 15 - Fighting Fraud and Reducing Automobile Insurance Rates Act* regulations, and to improve the City's monitoring and auditing capabilities of the vehicle towing and storage industry;
- b. That City staff be directed to implement a mandatory on-line towing and storage software application to be used by the Enforcement Division of the Transportation and Works Department and the motor vehicle towing and storage industries in Mississauga, and that the development of the mandatory on-line towing and storage software application be included in the 2017 Transportation and Works Technology Workplan.
- c. That Peel Regional Police and the local detachment of the Ontario Provincial Police be fully informed of the mandatory on-line towing and storage software application and that they be invited to assist in its planning, development and utilization; and,
- d. That Enforcement Division staff work with the Communications Division to implement a public communication plan to inform Mississauga residents about consumer rights when interacting with the towing and storage industry.

(TIAC-0002-2016)

TIAC-0003-2016

That the letter dated December 17, 2015 entitled Fighting Fraud and Reducing Automobile Insurance Rates Act, 2014 be received.

(TIAC-0003-2016)

REPORT 2-2016

To: CHAIR AND MEMBERS OF GENERAL COMMITTEE

The Environmental Action Committee presents its second report for 2016 and recommends:

EAC-0012-2016

That the deputation and associated PowerPoint presentation by Sheila Storey, CEO, Sawmill Sid Inc. with respect to urban wood utilization and the Tree and Wood Recovery Centre, be received for information.

(EAC-0012-2016)

EAC-0013-2016

That the presentation and associated PowerPoint presentation by Leo Yin, Hanwei Zhang, and Monica Wan with respect to plastic bag waste, be received for information.

(EAC-0013-2016)

EAC-0014-2016

1. That the presentation and associated materials by Cecilia Pizarro and Carlos Bauer, Residents with respect to the adoption of parks and green areas project, be received for information;

2. That the matter be referred to staff for review.

(EAC-0014-2016)

EAC-0015-2016

That the deputation and associated PowerPoint presentation by Christopher Pyke, Waste Management Coordinator with respect to waste management and EAC action opportunities, be received for information.

(EAC-0015-2016)

EAC-0016-2016

1. That the PowerPoint presentation by Rozhin Rasekhi, EAC Member with respect to the topic list for Councillors' newsletters, be received;

2. That the Legislative Coordinator be directed to forward the presentation electronically to Environmental Action Committee Members for review.

(EAC-0016-2016)

EAC-0017-2016

That the memorandum dated February 9, 2016 from Diana Suzuki, Environmental Outreach Coordinator with respect to an update on Community Green Leaders, be received for information.

(EAC-0017-2016)

EAC-0018-2016

That the EAC Environmental Action Summary chart, updated for the March 1, 2016 Environmental Action Committee meeting, be received for information.

(EAC-0018-2016)

Report 3 - 2016

To: CHAIR AND MEMBERS OF GENERAL COMMITTEE

The Mississauga Cycling Advisory Committee presents its third for 2016 and recommends:

MCAC-0009-2016

That the deputation from Max Gill, Traffic Operations Technologist regarding the Traffic Calming Policy be received.

(MCAC-0009-2016)

MCAC-0010-2016

Mississauga Cycling Advisory Committee supports the Burnhamthorpe Bridge over the Etobicoke Creek project as part of the “shovel ready” Federal infrastructure funding projects.

(MCAC-0010-2016)

MCAC-0011-2016

That Ben Gomberg, Manager, Active Transportation be directed to write a Corporate Report to request \$5000.00 for the support of the 2016 Tour de Mississauga to be run by SustainMobility.

(MCAC-0011-2016)

MCAC-0012-2016

That all future Mississauga Cycling Advisory Committee meeting start times be changed from 7:00pm to 6:30pm.

(MCAC-0012-2016)