

ADDITIONAL AGENDA

Council

Date: July 22, 2020
Time: 9:30 AM
Location: Online Video Conference

Members

Mayor Bonnie Crombie	
Councillor Stephen Dasko	Ward 1
Councillor Karen Ras	Ward 2
Councillor Chris Fonseca	Ward 3
Councillor John Kovac	Ward 4
Councillor Carolyn Parrish	Ward 5
Councillor Ron Starr	Ward 6
Councillor Dipika Damerla	Ward 7
Councillor Matt Mahoney	Ward 8
Councillor Pat Saito	Ward 9
Councillor Sue McFadden	Ward 10
Councillor George Carlson	Ward 11

Contact

Krystal Christopher, Legislative Coordinator, Legislative Services
905-615-3200 ext. 5411
Email krystal.christopher@mississauga.ca

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12. INTRODUCTION AND CONSIDERATION OF CORPORATE REPORTS

- *12.12 Authority to Waive the City's Right to a Hearing of Necessity in Connection with Metrolinx's Expropriation of City Interests in Land for the Purpose of the Eglinton Crosstown West Extension Project (Ward 5)

16. CORRESPONDENCE

- *16.2 Letter dated July 17, 2020, from David Wojcik, President and CEO, Mississauga Board of Trade, regarding the COVID19 Economic Recovery Framework

Item 10.2.

- *16.3 Correspondence dated July 20, 2020, from Lauren Burkhardt, resident, regarding the planning and implementation of the accelerated bike infrastructure

- *16.4 Correspondence dated July 20, 2020 from Rahul Mehta, resident, regarding Maintenance Contract, Traffic Signal Installation and Modernization Program, the Exchange from City Centre Dr to Webb Dr and Webb Dr from Duke of York Blvd to Kariya Dr

Item 12.1. / Item 12.4./ Item 12.9. / Item 12.10

- *16.5 Correspondence date July 20, 2020 from Chris Mackie, resident, regarding the Hurontario Light Rail Transit Project Update

Item 12.3.

17. NOTICE OF MOTION

- *17.2 To call on the Federal government to create a national urban cycling infrastructure fund as part of a COVID-19 economic stimulus package (Councillor Fonseca, Ward 3)

- *17.3 That City Council require further modification of the eastern boundary of the proposed NAI corridor to the west side of Highway 407; and a letter be sent from the Mayor on behalf of the Council of the City of Mississauga (Councillor Saito, Ward 9)

City of Mississauga

Corporate Report



Date: July 16, 2020 To: Chair and Members of Council	Originator's files:
From: Geoff Wright, P.Eng, MBA, Commissioner of Transportation and Works	Meeting date: July 22, 2020

Subject

Authority to Waive the City's Right to a Hearing of Necessity in Connection with Metrolinx's Expropriation of City Interests in Land for the Purpose of the Eglinton Crosstown West Extension Project (Ward 5)

Recommendations

1. That the Corporate Report titled "Authority to Waive the City's Right to a Hearing of Necessity in Connection with Metrolinx's Expropriation of City Interests in Land for the Purpose of the Eglinton Crosstown West Extension Project (Ward 5)" dated July 16, 2020 from the Commissioner of Transportation and Works, be received.
2. That the Legal Services Section of the City Manager's Office be given authority to waive the City's right to a Hearing of Necessity as provided pursuant to Section 6 (2) of the *Expropriations Act*, RSO.

Background

Under cover of letters dated April 21, 2020, the City of Mississauga received four (4) Notices of Application for Approval to Expropriate (the "Notices") from Metrolinx for the following interests in property required in connection with Metrolinx's Eglinton Crosstown West Extension Project:

1. City's easement interest in PIN132970628
2. City's easement interest in PIN132970627
3. Fee simple interest in the City-owned lands identified as PIN74240245
4. Fee simple interest in the City-owned lands identified as PIN132970624.

The location of these properties is illustrated in Appendix 1.

Comments

Section 6 (2) of the *Expropriations Act*, RSO (the “Act”) provides that:

Any owner of lands in respect of which notice is given under subsection (1) who desires a hearing shall so notify the approving authority in writing,

- (a) In the case of a registered owner, served personally or by registered mail, within thirty days after the registered owner is served with the notice, or, where the registered owner is being served with the notice, or, where the registered owner is being served with the notice by publication, within thirty days after the first publication of the notice;
- (b) In the case of an owner, who is not a registered owner, within thirty days after the first publication of the notice

Property owners have 30 days from the date of service of the Notice to ask for a Hearing of Necessity. In the City’s case, the deemed date of service was April 23, 2020 and therefore the 30-day period would normally have expired on May 23, 2020. However, on March 20, 2020 the province enacted Ontario Regulation 73/20 under the *Emergency Management and Civil Protection Act*. This Regulation confirms that all time limitation periods under Ontario legislation are frozen until the Regulation is lifted. The practical result on this file is that the normal 30-day period for the City to request a Hearing of Necessity has not started to run yet because we received the Notice of Expropriation after March 20, 2020.

If it is requested by an owner, Section 7(5) of the Act provides that the hearing shall be by means of an inquiry conducted by the inquiry officer who shall inquire into whether or not the taking of the lands or any part of the lands of an owner or of more than one owner of the same lands is fair, sound and reasonably necessary in the achievement of the objectives of the expropriating authority.

The proposed extension of the Eglinton Crosstown West will offer links through the UP Express and Kitchener Line GO Train service at Mount Dennis, TTC bus services at all transit stops in Toronto and MiWay and GO Bus services via the Mississauga Transitway at Renforth Drive. Metrolinx is also currently undertaking feasibility studies in conjunction with the Greater Toronto Airports Authority to extend the line another 4.7 kilometres to Pearson International Airport (“Pearson”). The property interests identified in the Notices received from Metrolinx are required for the purpose of the Eglinton Crosstown West Extension.

Staff have reviewed the property interests proposed for expropriation by Metrolinx and do not see merit in requesting a Hearing of Necessity. The westerly extension of the Eglinton Crosstown LRT to the Renforth Station would fill a key gap in the connectivity between the current Eglinton Crosstown LRT corridor and the Mississauga Transitway. With this connection to the Transitway, and ultimately to Pearson, a reliable transit network would be created

connecting the Airport Corporate Centre to Pearson and Toronto as well as making key transit connections from other points in Mississauga.

It is noted that waiving the City's right to a Hearing of Necessity does not negate the City's right to compensation for the expropriation of the above-noted interests in land and staff continue to pursue all compensation to which it is entitled.

Financial Impact

There are no financial implications by adoption of this report.

Conclusion

It is considered appropriate to waive the City's right to a Hearing of Necessity in connection with Metrolinx's expropriation of the City's interests in property identified in this report.

Attachments

Appendix 1: Approximate location of the City interests proposed for Expropriation by Metrolinx



Geoff Wright, P.Eng, MBA, Commissioner of Transportation and Works

Prepared by: Sheryl Badin, Manager, Realty Services



- (1) City's easement interest in PIN132970628 (**Easement 1**)
- (2) City's easement interest in PIN132970627 (**Easement 2**)
- (3) Fee simple interest in the City-owned lands identified as PIN74240245 (**Property 2**)
- (4) Fee simple interest in the City-owned lands identified as PIN132970624 (**Property 1**)

July 17, 2020

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

VIA EMAIL – city.clerk@mississauga.ca

Dear Madam Mayor and Members of Council,

Re: COVID19 Economic Recovery Framework Report – July 22, 2020

The Mississauga Board of Trade (MBOT) would like to express our support of the staff report that is before Council on July 22, 2020.

MBOT looks forward to working with the Mayor and Members of Council as well as staff to implement a strong economic recovery plan for the City of Mississauga and our local businesses.

The MBOT has established its own Mississauga Economic Recovery Group with CEO representatives from multiple sectors and looks forward to this work in the months to come.

We are pleased to be part of the Economic Resilience Task Force that has been established by Mayor Crombie and look forward to its important work.

Together we are stronger in assisting Mississauga business recover and thrive in the new economy.

Yours truly,



David Wojcik
President & CEO
ceo@mbot.com

From: Lauren Burkhardt
Sent: Monday, July 20, 2020 3:00 PM
To: Sacha Smith <Sacha.Smith@mississauga.ca>
Subject: Accelerated Bike Infrastructure Plan

Hello,

I wanted to send in a comment regarding the approach being taken towards the planning and implementation of the accelerated bike infrastructure. I should note that as an active and public transit user I am generally in support of most non-car centered infrastructure.

I wanted to express my feelings regarding an equity approach being taken by the city in its building of bike infrastructure. There is already significant awareness surrounding the city's complicity and active role in environmental racism - the Malton Community Garden for example. Transit infrastructure must serve the most vulnerable members of the community first. There is no room or time to be wasted as these populations will always be first to viscerally experience the mistakes made by the city.

I am extremely lucky to be a white person living in the west of Mississauga, but I cannot deny the ways I see city spending effect some communities and not the ones who most need renewed paving or safer intersections. In this current climate, where many Black and Brown people have been mistreated and murdered at the hands of authority, the city must act to make the changes that communities have been asking for - included the defunding of police. In addition to this they must take an anti-racist and equitable approach to building infrastructure. This includes bike lanes.

I am sure that we all have an awareness on how racism and classism manifests in systemic ways and becomes material in our environment. I want to show my support for the building of more bike lanes, as well as the need for community input from the most vulnerable users. Black and Brown people deserve to feel comfortable and safe riding a bike, taking public transit or driving a car.

Thank you,

Lauren Burkhardt

From: Rahul Mehta
Sent: Monday, July 20, 2020 3:40 PM
To: Krystal Christopher <Krystal.Christopher@mississauga.ca>
Subject: General Council comment/question

Hello Krystal,

Please find my comments and questions below regarding items 12.1, 12.4, 12.9 and 12.10 on this week's agenda of Council:

12.1 - 2021 through 2029 Winter Maintenance Contract

- Request confirmation of proposed winter maintenance budget for announced 2020 AT transportation (at last week's Council Meeting) bike lanes to be included in the 2021-2029 budget.
- Request for staff report and Council consideration on cost and timelines for inclusion of winter maintenance of all city MUT (to maintain full MUT width, not sidewalk width) per year and for the full 2021-2029 contract.
- Request for staff report and Council consideration on cost and timelines for inclusion of winter maintenance of all city bike lanes AND future bike lanes and cycletracks to be built in the coming decade per year and for the full 2021-2029 contract.
- Reason for request - fulfillment of year-round cycling objectives in meeting the city's Cycling Master Plan, Climate Change Strategy, Living Green Master Plan and Vision Zero principles for AT and road safety.

12.4 - 2020 Traffic Signal Installation and Modernization Program

- Request for Council consideration of expansion of cycle "crossrides" and cycling signals at all city intersections which overlap with the current and future bike lanes, cycletracks and MUT in the City's Cycling Master Plan.

12.9 - The Exchange from City Centre Drive to Webb Drive – Municipal Class Environmental Assessment Study (Wards 4, 7)

- Request for removal of parking lanes and replacement with cycletracks on the complete portion of "The Exchange". Parking perpetuates "induced demand" (do all members of Council know and understand this concept?) and is a very visible sign of wanting to encourage unsustainable and car-dependant behaviour when parking is proposed on a road where no businesses or housing even exist! We have the opportunity to change the modal split and improve the status quo in how we move, live, work and play - so why is parking being approved on a brand new street, rather than quality, protected cycling infrastructure?

- Request for Council consideration requiring cycling infrastructure on *all new roadways and all repaired roadway with sufficient ROW"
- Request to redesign roadways which can easily be converted into truly linear roads (*straight lines") as a means to build a finer, more efficient and less costly roadway.
- Reason for request - fulfillment of year-round cycling objectives in meeting the city's Cycling Master Plan, Climate Change Strategy, Living Green Master Plan and Vision Zero principles for AT and road safety.

12.10 - Webb Drive from Duke of York Boulevard to Kariya Drive – Municipal Class Environmental Assessment Study (Ward 7)

- Request for removal of parking lanes and ensuring proposed cycletracks run the full length of "Webb Drive". Parking perpetuates "induced demand" (do all members of Council know and understand this concept?) and is a very visible sign of wanting to encourage unsustainable and car-dependant behaviour when parking is proposed on a road where no businesses or housing even exist! We have the opportunity to change the modal split and improve the status quo in how we move, live, work and play - so why is parking being approved on a brand new street?
- Reason for request - fulfillment of year-round cycling objectives in meeting the city's Cycling Master Plan, Climate Change Strategy, Living Green Master Plan and Vision Zero principles for AT and road safety.

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Sincerely,

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Rahul Mehta

From: chrismackie
Sent: Monday, July 20, 2020 8:09 PM
To: Krystal Christopher <Krystal.Christopher@mississauga.ca>
Cc: Diana Rusnov <Diana.Rusnov@mississauga.ca>; Geoff Wright <Geoff.Wright@mississauga.ca>
Subject: Council Agenda July 22, Item 12.3

Hello Krystal

I would be grateful if you could arrange to have the following questions asked during the Public Question period. They refer to agenda item 12.3. It is a very comprehensive report.

Thank you,

Chris Mackie

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The following questions refer to the Hurontario Light Rail Transit Project Update:

1. Please explain the role of the Region of Peel during implementation of the HuLRT project.
2. Since the \$4.6 billion contract includes operation and maintenance of the LRT, why are the municipalities expected "*..to receive the farebox/advertising revenues and be responsible for funding the ongoing (30 year) operation and maintenance costs identified in the award*". Will any operating shortfall be the responsibility of municipal taxpayers? Will Mississauga have any say in the operating costs?
3. What is the difference between a work zone and a construction zone? How many zones will be under construction simultaneously?

Motion calling on the Federal government to create a national urban cycling infrastructure fund as part of a COVID-19 economic stimulus package

WHEREAS Mississauga Council approved the City's Cycling Master Plan in July 2018;

AND WHEREAS the Cycling Master Plan envisions a safe, connected, convenient and comfortable bicycle network to be built out over a 27 year timeframe;

AND WHEREAS the City of Mississauga has adopted Vision Zero, and has established a Vision Zero framework through its Transportation Master Plan;

AND WHEREAS the City of Mississauga approved the Climate Change Action Plan in December 2019, which identifies low emissions mobility (e.g., cycling) as a key pathway to reducing greenhouse gas emissions 80% by 2050

AND WHEREAS the City has made significant progress in adding new links and connections to the cycling network in the past year, by constructing 15 kilometres of new infrastructure in 2019;

AND WHEREAS the total estimated value of the ultimate cycling network identified in the Cycling Master Plan is \$267 Million, and funding through an economic stimulus package would accelerate the City's implementation;

AND WHEREAS in response to the COVID-19 crisis, the City installed temporary bicycle lanes in several locations across the City, to provide residents with transportation and recreational options while maintaining physical distancing;

AND WHEREAS on July 8, 2020, Mississauga Council approved the Active Transportation COVID-19 Recovery Framework, the City's strategic response to the impact of COVID on the mobility of residents, which will see 18 kilometres of on-road bicycle lanes installed by the end of the year;

AND WHEREAS when the country begins its recovery from the COVID-19 pandemic, government stimulus spending will play a critical role in helping the economy to recover;

AND WHEREAS cycling infrastructure projects can typically commence with shorter lead times;

AND WHEREAS construction of cycling infrastructure often involves the modification of existing roads, and involves a variety of trades and industries;

AND WHEREAS the City of Mississauga is the 6th largest city in Canada and can lead by example by being a role model and champion for supporting active transportation as a key element in building sustainable and livable communities;

THEREFORE BE IT RESOLVED THAT:

1. The Mayor on behalf of the City of Mississauga write a letter to the Federal Government supporting the creation of a national urban cycling infrastructure fund of at least \$265 million as part of a COVID-19 economic stimulus package to be distributed over the next two years to Canadian cities;
2. The City support the Federal Government's recent announcement to establish a National Active Transportation Strategy, and advocate for the inclusion of longer term sustainable funding to implement active transportation infrastructure and programs;
3. The City of Mississauga bring forward this matter for discussion at the forthcoming conferences of the Association of Municipalities of Ontario and the Federation of Canadian Municipalities; and
4. This Resolution and the letter to the Federal Government be shared with the Region of Peel and neighbouring GTHA municipalities as an encouragement towards a collaborative advocacy to the Federal Government for a national urban cycling infrastructure stimulus fund.

Chris Farnecq

MOTION – NWGTA Transmission Corridor and City Concerns on Narrow Area of Interest**Moved by Councillor Saito**

WHEREAS the Ministry of Energy Northern Development and Mines (ENDM) and Independent Electricity System Operator (IESO) have initiated a joint study to identify lands to be protected for a future transmission corridor to ensure longer-term electricity needs can be accommodated in Peel and Halton Regions;

AND WHEREAS the guiding principles in determining the corridor boundary, termed the Narrowed Area of Interest (NAI), include minimizing impacts to natural heritage, agricultural and hydrological features and impacts on built-up areas;

AND WHEREAS the proposed NAI corridor boundary from April 2020 encompasses lands from Trafalgar Road to Winston Churchill Blvd/Hydro Transmission Corridor and from Steeles Avenue to the CP Rail line;

AND WHEREAS City staff submitted comments on June 5, 2020 to the ENDM expressing concerns on the location of the NAI corridor and impacts to future development of lands within the City of Mississauga;

AND WHEREAS a revised map of the NAI corridor was submitted to the City on July 6, 2020 that reduced the overall boundary which included removing lands on the eastern side within the Meadowvale Business Park Corporate Centre;

AND WHEREAS the revised NAI boundary continues to include lands on the west side of Ninth Line, north of the CP Rail line and lands on the east side of Ninth Line, north of the Garry Morden Fire Training Centre south of Highway 401 over to Tenth Line;

AND WHEREAS the revised boundary continues to include lands designated and zoned for parks and open space and employment uses;

AND WHEREAS the City owns lands on the west side of Ninth Line, Park-452 in Ward 9, that are intended for park and community services uses;

AND WHEREAS this year the City will begin preliminary planning for the function and design of Park-452;

AND WHEREAS a designated heritage property at 7420 Ninth Line is located within the proposed NAI corridor;

AND WHEREAS the future extension of Argentia Road into the Town of Milton is within the proposed NAI corridor;

THEREFORE IT BE RESOLVED:

1. That City Council require further modification of the eastern boundary of the proposed NAI corridor to the west side of Highway 407; and
2. A letter be sent from the Mayor on behalf of the Council of the City of Mississauga to the Minister of Energy Northern Development and Mines (ENDM), the Independent Electricity System Operator (IESO), local MPP's and the Director of Transmission Planning at ENDM detailing the City's concerns regarding the NWGTA Transmission Corridor revised NAI corridor boundary from July 6, 2020 continuing to include city-owned lands for park and recreational uses and viable business employment lands, among other matters.