
General Committee

Date

2016/11/16

Time

IMMEDIATELY FOLLOWING SPECIAL COUNCIL

Location

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

Members

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

Contact

Sacha Smith, Legislative Coordinator, Legislative Services
905-615-3200 ext. 4516
Email sacha.smith@mississauga.ca

Find it Online

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

INDEX – GENERAL COMMITTEE - NOVEMBER 16, 2016

1. **CALL TO ORDER**
2. **APPROVAL OF AGENDA**
3. **DECLARATION OF CONFLICT OF INTEREST - Nil**
4. **PRESENTATIONS - Nil**
5. **DEPUTATIONS**
- 5.1. Item 7.1 Sonja Banic, Manager, Operations, Culture Division and David Ferreira, Brand Manager.
- 5.2. Item 7.2 Melissa Agius, Manager, Celebration Square and Selby Philip, Project Manager, Facilities and Property Management.
6. **PUBLIC QUESTION PERIOD - 15 Minute Limit**
(Persons who wish to address the General Committee about a matter on the Agenda. Persons addressing the General Committee with a question should limit preamble to a maximum of two (2) statements sufficient to establish the context for the question. Leave must be granted by the Committee to deal with any matter not on the Agenda.)
7. **MATTERS TO BE CONSIDERED**
- 7.1. Canada's 150th Anniversary
- 7.2. Architectural Lighting – Civic Centre and Celebration Square – Canada 150 Grant
- 7.3. Mississauga Fire and Emergency Services Amendment Establishing and Regulating By-Law 0288-2005
- 7.4. Port Credit and Clarkson On-Street Parking Fees – Request for Free Holiday (Wards 1 & 2)
- 7.5. Extend Parking Limit From Three To Five Hours
- 7.6. Review of the Parking Limit Exemption on Holidays

INDEX – GENERAL COMMITTEE - NOVEMBER 16, 2016
CONTINUED

- 7.7. All-Way Stop – Arrowsmith Drive and Golden Hills Way/Oaktree Circle (Ward 11)
- 7.8. Lower Driveway Boulevard Parking - Greycedar Crescent (Ward 3)
- 7.9. Lower Driveway Boulevard Parking - Blizzard Road (Ward 6)
- 7.10. Lower Driveway Boulevard Parking - McDowell Drive (Ward 10)
- 7.11. U-Turn Prohibition on Cantay Road (Ward 5)
- 7.12. Canadian National Railway (CN) - Milton Logistics Hub
- 7.13. Goreway Drive grade separation agreement with the Corporation of the City of Brampton and the Canadian National Railway Company (CNR) and; the joint Municipal Capital Road Project agreement with the Corporation of the City of Brampton for the reconstruction of Goreway Drive from Brandon Gate Drive to Steeles Avenue, including the construction of the grade separation structure of Goreway Drive over the CNR rail tracks (Ward 5)
- 7.14. Authorization to Enter into an Agreement with Metrolinx for the Design and Construction of the Cooksville Inter-Regional Bus Terminal and Related Facilities (Ward 7)
- 7.15. Mississauga Transitway Project - Execution of Maintenance Services Agreement - City of Mississauga and Bell, Pedestrian Bridge at Etobicoke Creek Station (Wards 3 & 5)
- 7.16. REVISED: Bylaws To Establish Lands As Public Highways (Wards 1, 2, 4, 5 and 11)
- 7.17. Single Source Recommendation for Infor Canada Ltd., File Ref: FA.49.262-05 and FA.49.400-16, Contract Renewal
- 7.18. 2016 Third Quarter Financial Update
- 8. **ADVISORY COMMITTEE REPORTS**
- 8.1. Environmental Action Committee Report 6-2016 November 1, 2016
- 8.2. Council Subcommittee of Towing Report 2-2016 November 7, 2016

INDEX – GENERAL COMMITTEE - NOVEMBER 16, 2016
CONTINUED

- 9. **MATTERS PERTAINING TO REGION OF PEEL COUNCIL**
- 10. **COUNCILLORS' ENQUIRIES**
- 11. **OTHER BUSINESS/ANNOUNCEMENTS**
- 12. **CLOSED SESSION** - Nil
- 13. **ADJOURNMENT**

City of Mississauga Corporate Report



Date: 2016/10/28

To: Chair and Members of General Committee

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

Originator's files:

Meeting date:
2016/11/16

Subject

Canada's 150th Anniversary

Recommendation

That the Corporate Report dated October 28, 2016 from the Commissioner of Community Services entitled "Canada's 150th Anniversary" be received for information.

Report Highlights

- In 2017 Canada will be celebrating its 150th anniversary of Confederation.
- The Government of Canada is encouraging Canadians and Municipalities to celebrate in meaningful ways through programming and public infrastructure that supports, promotes and aligns with the Canada 150 vision.
- The City's Canada 150th Anniversary program consists of 63 initiatives, including city-wide celebrations, legacy projects, Placemaking and public engagement initiatives.
- There will be opportunities for education, indigenous and community collaboration offered through the Culture, Recreation, Library, Parks & Forestry, Environment and Corporate Communications Divisions.
- Mississauga's rich diversity, culture, heritage, people, and public places, will be showcased as part of this year-long program.
- All initiatives will be promoted and aligned under the City's Canada 150 theme: Brilliance Together.

Background

In 2017 Canada will be celebrating its 150th anniversary of Confederation. The Government of Canada is encouraging Canadians and Municipalities to celebrate in meaningful ways through

General Committee	2016/10/28	2
-------------------	------------	---

programming and public infrastructure that supports, promotes and aligns with the Canada 150 vision as outlined below.

- Giving Back to Canada: Canadians will be challenged to dream about what the future holds for the next 150 years, and to give back to our country, providing meaningful change and lasting legacies for future generations.
- Reconciliation with Aboriginal peoples, diversity and meaningful connections with residents.
- Honouring the Exceptional: Exceptional Canadian people, places, achievements and events will be showcased to help shape Canada's leaders of tomorrow.
- Celebrating and Bringing Canadians Together: Canadians and their communities will have opportunities to celebrate together and build a deeper understanding of Canada, its people and what it means to be Canadian.
- Collaboration and the activation of public space

Culture Division will lead a City-wide team that includes staff from Recreation, Parks and Forestry, Library, Environment, Transit, Accessibility Planning, Tourism, Communications and Sponsorship.

Comments

The City of Mississauga's Canada 150th Anniversary program will be aligned and promoted using one theme – *Brilliance Together*. The City will undertake 63 initiatives city-wide. Program highlights as summarized below.

Public Art - A public art project will be unveiled in the fall of 2017 on Mississauga Celebration Square. This legacy project is the centre piece of the City's year-long celebration and will engage Canadians and newcomers on issues of identity, culture and the place of Indigenous peoples in contemporary society; it will be funded through the Ministry of Canadian Heritage Celebrations and Commemoration Program – Canada 150 Fund.

Main Stage Events – Mississauga Celebration Square - The City will launch Canada's 150th Anniversary on New Year's Eve, December 31, 2016 with enhanced fireworks and entertainment. Canada Day – July 1st will be the biggest celebration ever and Light Up the Square will mark the close of the City's year-long celebrations.

Museums of Mississauga and Meadowvale Theatre – Programming will include Artists in Residence, indigenous heritage and an Exhibition capturing Hazel McCallion's 36-year tenure as Mayor of the City of Mississauga.

Small Arms Building – The Federal Government has provided funding in the amount of \$1.0 million through the Canada 150 Community Infrastructure Program (CIP 150). Council has

General Committee	2016/10/28	3
-------------------	------------	---

authorized the transfer of the ownership of the building and infrastructure funds from Toronto Region Conservation Authority. A portion of the building will be renovated as a flexible open space for community program, exhibits and events.

Legacy Public Art – The Ministry of Canadian Heritage Celebrations and Commemoration Program – Canada 150 has approved funding in the amount of \$199,000 for public art on celebration Square.

Library - One Book, One Mississauga will encourage everyone in Mississauga to read a selected book and to attend related programs and discussions at library branches across the city (*Title of the selected book will be announced on Canada Day*).

Recreation - A Neighbourhood Block Party Kit and Program will be launched to strengthen and connect our neighbourhoods in celebration. As part of the roll out of this new program, 150 block parties will be encouraged across the city with a comprehensive interactive website, access to services and support from the City, as well as equipment rentals. The Canada 150 theme will also be incorporated into Recreation's registered programs, events, and camps throughout 2017. The Canada 150 logo will be applied to rink boards and the front doors of Community Centres.

Parks & Forestry - The **Canada 150 Community Infrastructure Program (CIP 150)** [25 City projects](#): the rehabilitation of 14 trails, nine playgrounds and two specific renovation projects at Lake Aquitaine Park in Ward 9 and Riverwood Park in Ward 6. The federal program celebrates Canada's 150th anniversary, under the theme *Giving back to Canada*. In addition, Parks & Forestry staff will ensure a highly visible Canada 150 presence in each ward through park and boulevard flower beds and community centre planters, tree plantings (150 Trees in Every Ward for Earth Day), and rink hut and sports box murals.

Environment - To educate and connect communities with our shared built and natural environments, the Canada 150 theme will be integrated into Earth/Energy Markets as well as the Environmental Outreach Program.

Communications and Marketing – Positioned within the narrative of Mississauga's brand story, the Communications and Marketing plan will package a year of celebrations highlighting Mississauga's rich diversity and indigenous heritage; leverage park, playground and trail improvements and the public art legacy project to promote Mississauga's natural spaces, accessibility features and cultural elements.

To cultivate civic pride and community engagement, the *150 for 150 Volunteer Challenge* and *Mississauga's Biggest Birthday Card* will be launched.

- In the **150 for 150 Volunteer Challenge**, Mississauga residents will be encouraged to volunteer for 150 minutes in recognition of Canada's 150th anniversary.
- As part of the **Mississauga's Biggest Birthday Card** initiative, Mississauga residents will have the opportunity to sign one of several large scale birthday card panels which will circulate throughout every Ward in the City. On Canada Day, the panels will be

General Committee	2016/10/28	4
-------------------	------------	---

joined together at Mississauga Celebration Square and unveiled as Mississauga's Biggest Birthday Card.

In addition, staff will be implementing the following initiatives.

- **Tourism** will promote the City's Canada 150 program and opportunities using the annual Tourism Guide and Discover Mississauga website.
- **Sponsorship** will be working with existing City partners as well as soliciting new sponsors to compliment the City's Canada 150th Anniversary program.
- **National Access Awareness Week** (*June 5, 2017*) will have a Canada 150 focus and theme. All project initiatives will be inclusive and follow the City's Accessibility Guidelines.
- A city-wide **Canada 150 street banner program** will include 30 banners in each of the 11 wards installed in highly visible, high traffic locations.
- **Digital Signage**, transit advertising and marketing channels across all departments will be used to promote this program.

For a complete listing of Canada 150th Anniversary initiatives, please see Appendix 1: 2017 Canada 150 Project Listing.

Please note - Through Phase 2 of the Canada 150 Community Infrastructure Program (CIP 150), 82 additional City projects have been submitted for funding consideration and are currently awaiting approval from the Government of Canada.

Strategic Plan

- Strategic Pillar – Belong

Financial Impact

The Canada 150 Anniversary Program will be funded through existing City of Mississauga operating and capital budgets and by grants from the Government of Canada.

Firstly (25) Canada 150 Infrastructure projects (parks trails and playground projects) will be funded with a grant in the amount of \$2.1 million and from approved capital funding from City of Mississauga in the amount of \$2.6 million.

General Committee	2016/10/28	5
-------------------	------------	---

The Small Arms building will be funded through a Canada 150 grant in the amount of \$1.0 million and other funds in the amount of \$1.6 million, to be transferred from the Toronto Region Conservation Area, as previously approved by Council. Additional funds in the amount of \$2.0 million are included in the 2017 Capital Budget Forecast.

The Public Art Legacy will be funded through a Canada 150 grant in the amount of \$199,000.

All other initiatives are to be funded from existing program budgets.

Conclusion

Mississauga residents will have an abundance of opportunities to learn more about their history, celebrate their heritage and develop a deeper understanding of what it means to be Canadian through the City's Canada 150th Anniversary program. Under the theme *Brilliance Together*, 63 initiatives will come together. The year-long program will launch on New Year's Eve at Mississauga Celebration Square on December 31st, 2016.

Attachments

Appendix 1: 2017 Canada 150 Project Listing



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

Prepared by: Sonja Banic, Manager, Culture Operations

Celebrations

Project #	Project/ Initiative Name	Description	Division
1	New Year's Eve	Official launch of the City's Canada 150 program; includes enhanced fireworks show.	Culture
2	Canada Day	Canada Day - July 1st will be the biggest celebration ever with events at Celebration Square, Port Credit, Streetsville, Malton and Churchill Meadows.	Culture
3	Light Up the Square	Official closing of Canada 150 activities.	Culture
4	Earth/Energy Markets	Integrate Canada 150 theme into Earth Markets (3 markets planned).	Environment
5	Lakeview Library Branch 50th Anniversary	50th anniversary celebration + annual block party. Music, family-friendly events, 30+ community organizations.	Library
6	Lorne Park Library Branch 50th Anniversary	50th anniversary celebration with a 60s theme. Music, displays, historical exhibits.	Library
7	The Big Five O Anniversary of the Bradley Museum	A celebration focused on the volunteers who have helped create, fund and support the Bradley Museum.	Culture
8	One Book, One Mississauga	One Book, One Mississauga encourages everyone in Mississauga to read the selected book and attend city-wide related programs and discussions.	Library
9	National Access Awareness Week Event	A showcase of the City's progress and improvements to accessibility and inclusivity hosted by the Mississauga Accessibility Advisory Committee.	F&PM
10	Existing Corporate Events (Mayor's Levee, Civic Recognition Evening, Welcome Day, Remembrance Day)	Canada 150 theme weaved into existing events which take place January (Levee), May/June (Civic Recognition), October (Welcome Day) and November (Remembrance Day).	Corporate Communications

Legacy

Project #	Project/ Initiative Name	Description	Division
11	Legacy Public Art Piece - Celebration Square/Central Library	City to commission a Canadian artist with a focus on Mississauga's Aboriginal story. Artwork will incorporate the Canada 150 thematic and will become a legacy project long after the celebratory anniversary year has passed.	Culture
12	Riverwood Environmental Art Gateway	Site-specific, permanent environmental public art for Riverwood. 9 artists were shortlisted in April. These artists had been asked to propose artwork which forms a gateway feature at Riverwood. Artist will collaborate with the project design team, Landscape Architect and engage with key stakeholders throughout the process.	Culture w/ Parks & F&PM
13	Small Arms Building Inspection Re-Development	The City of Mississauga is in the process of acquiring the Small Arms Inspection Building from the Toronto and Region Conservation Authority (TRCA); plans include stabilizing the heritage building and providing amenities to support a variety of arts, culture, heritage, educational and community programming and uses. The first phase of construction is scheduled to begin in February 2017 and completed by March 2018 to meet Canada 150 Community Infrastructure Program funding requirements (\$1 Million - CIP). A master plan will be developed in 2017/18 to identify sustainable long-term uses for future phases and its greater role within the future of Lakeview.	Culture w/ Recreation & F&PM
14	Amacon Zonta Meadows Linear Park	Permanent public art to be installed within Zonta Meadows Linear Park. External art consultant has been hired to develop a Public Art Plan for the site. City will lead public art selection process based off of the findings presented in consultant's plan.	Culture
15	Arts & Culture Project Grants	Additional investment in Cultural organizations through Project Grants to support Canada 150 celebrations and initiatives.	Culture
16	Earth Day Tree Planting	150 trees planted in every ward on Earth Day 2017.	Parks & Forestry
17-42	C150 CIP - 25 projects	25 park and trail re-development projects made possible through the C150 infrastructure program. Opening event to be held at Riverwood.	Parks & Forestry
43	Maple Trees In Every Ward	Tree planting programs will use Red Maple trees in significant park locations.	Parks & Forestry

Legacy Con't

Project #	Project/ Initiative Name	Description	Division
44	150 Stories About Mississauga	Community-based story gathering piece (ties into the Heritage Management Strategy).	Culture
45	Artifact Collections	Museum artifact presentation / in progress / reanimation of 150 with Heritage houses.	Culture
46	Camille Turner, Artist In Residence	Museum Exhibition: Slavery in Canada and the 905 (working title), Anchorage.	Culture
47	Bonnie Devine, Artist In Residence	Museum Exhibition: Mississauga and Lake Ontario, Bradley-Anchorage - Art Gallery of Mississauga.	Culture
48	Aboriginal Artist /Heritage	Museum Artifact presentation / in progress / re-animation of 150 with Heritage houses.	Culture
49	Artist In Residence	Meadowvale Theatre Performance - in collaboration with Mississaugas of the New Credit First Nation highlighting their Kiinwi Dabaadjmowin (Our Story) Mural.	Culture

Placemaking & Public Engagement

Project #	Project/ Initiative Name	Description	Division
50	Hurontario Street Tree Wraps	Annual temporary public art tree-wrap installation along Hurontario Street. This year's theme is Canada 150: Brilliance Together. C150 Core Working	Culture
51	Environmental Outreach Program	Integrate Canada 150 theme into outreach activities (numerous events planned).	Environment
52	Beautification Murals	Aboriginal and or Canadian colour theme included in Rink Hut or Sport Boxes - one in every ward.	Parks & Forestry
53	Canadian-Themed Floral Beds	Using red and white colour themes in existing beds, planters and hanging baskets, located at Community Centres, high profile parks i.e. Richards Memorial, Libraries, Streetsville Square.	Parks & Forestry
54	C150 Logo - Celebration Square Ice Rink	C-150 logo to be embedded into the ice at the Celebration Square Ice Rink.	Parks & Forestry

Placemaking & Public Engagement

Project #	Project/ Initiative Name	Description	Division
55	Neighbourhood Block Party Kit + Program Roll Out / Community Group Promotions Support	150 block parties across the city, comprehensive interactive website, access to services and support from the City, equipment rentals and legacy component with digital presence. In addition, will request all community affiliates and sports groups include Canada 150 link/logo on their websites.	Recreation
56	City-Wide Street Banner Program	Canada 150-designed street banners to be installed (30 poles in every City ward) in highly visible/high-traffic locations.	Culture
57	Transit Shelter Ads	Transit shelter ads installed across the City; other transit marketing initiatives.	Transit/Culture
58	150 For 150 Volunteer Challenge	Mississauga residents will be encouraged to volunteer for 150 minutes in recognition of Canada's 150 th anniversary.	Corporate Communications
59	Mississauga's Biggest Birthday Card	Mississauga residents will have the opportunity to sign one of several large scale birthday card panels which will circulate throughout every Ward in the City. On Canada Day, the panels will be joined together at Mississauga Celebration Square and unveiled as Mississauga's Biggest Birthday Card.	Corporate Communications
60	Sponsorship	Working with existing City partners as well as soliciting new sponsors to compliment the City's Canada 150 th Anniversary program. Negotiations are currently underway.	Recreation
61	Tourism	Promote the City's Canada 150 program and opportunities using the annual Tourism Guide and Discover Mississauga website.	Recreation
62	Logo Placements	Application of Canada 150 logo to rink boards & front doors of Community Centres.	Recreation

Communications & Marketing

Project #	Project/ Initiative Name	Description	Division
63	Communications & Marketing Strategy Includes:	City-wide communication marketing plan to align branding and key messages for Canada 150.	Corporate Communications
→	Brand Video	Create a 2017 City Brand Video that will reflect the Canada 150th theme 'Brilliance Together' as well as the brand marketing theme of 'Inspiring Possibilities'. A 30-second teaser and a 2-minute full version will be created.	Corporate Communications

Communications & Marketing

Project #	Project/ Initiative Name	Description	Division
→	Canada 150th Souvenirs	Purchase a small quantity (2,500) of a promotional items that can be used during Canada 150th celebrations.	Corporate Communications
→	Canada's 150th Creative Marketing Look & Feel	Mississauga's Canada 150th designed using the City's Canada 150th creative.	Corporate Communications
→	Canada's 150th Website Build	Develop website wireframe, information design, HTML markup and activation for a Canada 150th website.	Corporate Communications
→	Canada 150th Social Media Support	Corporate Channel campaign support, including limited paid promoted posts.	Corporate Communications
→	Canada 150th Park/Trail Official Opening Event(s)	Execute official opening events for 25 Canada 150th Park & Trail re-development projects.	Corporate Communications
→	Canada 150th Park/Trail Official Opening Signage	Prepare required plaques and/or signage for 25 Canada 150th Park & Trail re-development projects as per grant application requirements.	Corporate Communications
→	Canada 150th Media Relations Campaign	Develop and pitch a media relations campaign that tells Mississauga's story and celebrating Canada's 150th.	Corporate Communications
→	Canada 150th Protocol Support	Provide protocol support as needed to Canada 150th celebrations, events and activities.	Corporate Communications
→	Existing Communication Plans/Strategies	Where appropriate, include Canada 150th theme in communication and event plans and strategies. Includes plans and strategies developed for Communications work plan items as well as the business areas supported.	Corporate Communications
→	Divisional Marketing Channels	Use of all digital signage, marketing and social media channels to promote Canada 150 projects, initiatives and stories.	All

Total Projects: 63

City of Mississauga Corporate Report



Date: 2016/10/25

To: Chair and Members of General Committee

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

Originator's files:

Meeting date:
2016/11/16

Subject

Architectural Lighting – Civic Centre and Celebration Square – Canada 150 Grant

Recommendation

That the report dated October 25, 2016, from the Commissioner of Community Services, titled, "Architectural Lighting – Civic Centre and Celebration Square – Canada 150 Grant", be received for information.

Report Highlights

- The report highlights the need for up-graded Civic Centre lighting to: support community recognition initiatives; replace end of lifecycle lighting infrastructure; improve energy efficiency; provide architectural lighting; and enhance Celebration Square events.
- Upgrades will improve lighting to the clock tower; building facade, upper Square and lower Square while adding dynamic and programmable capabilities that animate the downtown and improve the experience for residents and visitors.
- The total project cost is \$1,451,000 with a net potential cost of \$767,000, subject to approval of the City's Canada 150 grant request.

Background

Over the past year, we have received nearly two dozen requests from community groups and charities, to illuminate the tower and Celebration Square, as a demonstration of the City of Mississauga support for the programs or initiatives and to draw attention to worthwhile public causes.

As Council is aware, existing lighting is not capable of providing the range of colours, intensity of colour and areas to be illuminated, requested by groups.

General Committee	2016/10/25	2
-------------------	------------	---

In addition, exterior building lighting is due for lifecycle replacement, providing an opportunity to upgrade efficiency by conversion to LED and to improve functionality.

Through enhanced lighting we can demonstrate support for community initiatives and enhance the value of City Hall and Celebration Square as a landmark.

Council has previously requested options for enhanced lighting at the Civic Centre and Mississauga Celebration Square to support Community Recognition Initiatives. The Community Recognition Program report presented at the May 18th General Committee meeting included a commitment from staff to provide Council with a detailed Civic Centre lighting plan outlining funding options and grant opportunities that could help to offset the cost.

The City recently commissioned Smith + Anderson to provide concept design and cost estimates to enhance lighting at City Hall and on Celebration Square.

Lastly, the lighting program has been submitted as a Canada 150 program (approximately 50% to be funded by the Federal Government). Subject to approval the lighting upgrade would be a legacy to the 150th Anniversary of Canada and mark the 30th Anniversary of the Civic Centre.

Present Status

FPM commissioned lighting consultants Smith + Anderson to provide options for lighting the Civic Centre and Celebration Square. Consultants developed a program providing for LED multi-colour architectural lighting of the elements of the precinct including the Clock Tower, Façade, Upper Square (Rink, Colonnade and Amphitheatre) and Lower Square (Main Lawn and Trellis) lights.

Comments

The Importance of Architectural Landmark Enhancement

The landmarks of a city are the spirit of its unique heritage and identity. Architectural lighting showcases the features of these landmarks, creates welcoming ambience and turns spaces into alluring destinations. It also makes residents feel connected to their environment and enriches the public realm. Architectural lighting of Mississauga's landmark building will bring to life the City's downtown as a vibrant, colourful and dynamic place.

Energy Efficiency

This project will replace aging lighting infrastructure with modern, energy efficient LED technology. The use of LED lighting improves energy efficiency. Typically, cost savings from replacing HID fixtures with LED reduce consumption approximately 40-50%.

Community Recognition Program

General Committee	2016/10/25	3
-------------------	------------	---

With 23 community recognition lighting requests to date, the proposed lighting will provide long-term benefits to the community by enabling dynamic and multi-coloured lighting functionality to raise awareness of important community causes.

Festivals and Events

Celebration Square is Mississauga's premier public square and festival facility. Enhanced lighting will benefit every festival by adding cutting edge lighting functionality that will enhance productions and enable the Square to continue evolving as the Greater Toronto and Hamilton area's leading Square.

Description of Lighting Plan

Clock Tower – Restore the clock tower to its previous beacon-of-light status through internally lit illumination; visible from great distances at night.

Façade – The new lighting on the façade will have the most significant impact on the downtown nightscape, by bringing to life the architectural features of the building which are currently not visible during the night.

Upper Square – Dramatically improve the winter experience on the ice rink, creating ambiance, special effects and highlighting the architectural wood detail of the colonnade and amphitheatre.

Lower Square – Install feature lighting special effects on the lawn and trellis to enhance the event experience, visible from surrounding roadways and towers.

Strategic Plan

Strategic Plan – Connect & Prosper, as well as Celebration Square's Strategic Plan.

Financial Impact

The total project cost to implement the LED multi-colour architectural lighting to areas mentioned below is \$1,451,000 or net cost of \$767,000, subject to approval of the Canada 150 grant request. This amount includes electrical infrastructure to support the installation and new lighting control equipment that is capable of interfacing with existing audio visual equipment currently being used in the Square.

General Committee	2016/10/25	4
-------------------	------------	---

Below is a breakdown of the costs.

Element	Project Cost
Base cost (control equipment)	\$ 100,000
Clock Tower	305,000
Façade (Tower Building and Civic Centre)	325,000
Upper Square (Rink, Colonnade, Amphitheatre)	220,000
Lower Square (Main Lawn, Trellis)	501,000
Total Project Cost	\$1,451,000
Canada 150 Grant Request	(684,000)
Net Cost Subject to Grant Approval	\$ 767,000

An application for funding in the amount of \$684,000 through the Canada 150 Grant Program (Intake 2) was submitted to cover a portion of the construction costs associated with lighting upgrades.

In addition, we have included an allocation for architectural lighting in the 2017 Capital Budget Request in the amount of \$1,451,000. We will update the budget request once the outcome of the grant request has been announced.

Conclusion

The Mississauga Civic Centre's current lighting infrastructure is 30 years old and in need of replacement and modernization. The lighting upgrades will provide a contemporary and efficient way for the City to recognize special events and occasions while architecturally animating the City's most important Civic landmark. Lighting creates exciting spaces that people want to spend time in; taking in the sights. The lighting modernization will further enhance Mississauga's downtown core as a place where people choose to live, work and play.



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

Prepared by: Melissa Agius, Manager, Celebration Square

City of Mississauga

Corporate Report



Date: October 1, 2016

To: Chair and Members of General Committee

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

Originator's files:

Meeting date:
November 16, 2016

Subject

Mississauga Fire and Emergency Services Amendment Establishing and Regulating By-Law 0288-2005

Recommendation

That a by-law be enacted to repeal and replace the existing Establishing and Regulating By-Law 0288-2005, as amended, in accordance with Appendix 1 attached to the Corporate Report dated October 1, 2016 from the Commissioner of Community Services and that the said by-law be effective as of December 1, 2016.

Report Highlights

- The Establishing and Regulating (E&R) By-Law outlines the type and level of protection services that the municipality provides.
- The review conducted by the Ontario Fire Marshal and Emergency Management (OFMEM) in January 2015 identified the importance of having an up to date E&R By-Law.
- The review also indicated that the existing 2005 by-law was outdated and that the new, proposed by-law provided to the OFMEM at the time of the review was missing some core services such as fire prevention, enforcement and public fire safety education.

Background

The current E&R by-law was approved by Council in August 2005. A key recommendation in the fire master planning process was the need for a more robust by-law that clearly identified all of the services provided. In response to the recommendation, staff conducted a thorough review of E&R by-laws from comparator municipalities. This information was used to develop a revised E&R by-law that considered industry sound practice. This draft was provided to the OFMEM as part of the Fire Prevention and Life Safety review that was conducted in January 2015. After a

General Committee	2016/10/01	2
-------------------	------------	---

review of the draft by-law, the OFMEM identified a number of areas where core service information was missing specifically pertaining to public safety education and code enforcement. To that end, recommendation number one in the audit report referenced the requirement for an updated E&R by-law. “The municipal Council of the City of Mississauga should ensure their Establishing and Regulating By-law, including the organizational structure is reviewed, updated and implemented.”

Comments

The Establishing and Regulating By-law determines the type and extent of fire protection services necessary to meet the specific needs and circumstances of a community. The primary topics addressed in an E&R By-law typically include the core services provided by the department, Fire Marshal directives, industry best practices, responsibilities of members, organizational structure and any authority to respond beyond established response areas.

Financial Impact

There is no financial impact.

Conclusion

The intent of the document is to provide Council, the public and fire administration with a clear statement of service expectations and assist with setting future goal setting and identify reasonable and achievable performance measures. The E&R By-Law will be reviewed on a continuous basis and will reflect current community conditions including good governance, sustainability, legislated obligations, due diligence and economic trends.

Attachments

Appendix 1: Establishing and Regulating By-Law



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

Prepared by: Tracey Martino, Executive Officer

**A By-law to Repeal By-law 288-2005
and to Set out the Roles and Responsibilities of the City of Mississauga's
Fire & Emergency Services Division**

WHEREAS section 5 of the *Fire Protection and Prevention Act*, 1997, S.O. 1997, c.4 as amended, (the *Fire Protection and Prevention Act*) permits the council of a municipality to establish, maintain and operate a fire department for all or any part of the municipality;

AND WHEREAS section 8 (1) of the *Municipal Act*, 2001, R.S.O. 2001, c. 25, as amended (the *Municipal Act*, 2001) provides that the powers of a municipality shall be interpreted broadly so as to confer broad authority on municipalities to enable municipalities to govern their affairs as they consider appropriate and enhance their ability to respond to municipal issues;

AND WHEREAS section 9 of the *Municipal Act*, 2001 provides that a municipality has the capacity, rights, powers and privileges of a natural person for the purpose of exercising its authority under the Act;

AND WHEREAS the Corporation of the City of Mississauga wishes to repeal by-law 288-2005 and replace it with a new by-law setting out the roles and responsibilities of the City's Fire & Emergency Services;

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

PART 1 – DEFINITIONS

1. For the purposes of this By-law:

“Assistant Chief” means a person or persons appointed by the Fire Chief or the Commissioner of Community Services to act in the place of the Fire Chief in his or her absence or in the case of a vacancy in the office of the Fire Chief;

“Awareness Level” means the minimum capability of a Firefighter who, in the course of his or her regular job duties, could be called upon to respond to, or could be the first on the scene of, a technical incident. The Awareness Level can involve search, Rescue, and recovery operations. Members of a team at the Awareness Level are generally not considered rescuers;

“Base Hospital” means the institution designated by the Ministry of Health & Long-Term Care to assist and work with the Ministry to monitor and ensure the quality of ambulance based pre-hospital patient care;

“Chief Administrative Officer” means the person appointed by Council to act as Chief Administrative Officer for the Corporation;

“City” means the municipal boundaries for the Corporation;

“Collective Agreement” means an agreement pursuant to the *Fire Protection and Prevention Act*, entered into between the Corporation and the trade union representing Members;

“Commissioner of Community Services” means the Commissioner of Community Services for the Corporation;

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

“Council” means the council for the Corporation;

“Fire Chief” means the person appointed by Council to act as the head of Fire & Emergency Services and to perform the duties of a fire chief;

“Fire Protection Services” means fire suppression, fire prevention, fire safety education, communication and training of persons involved in the provision of fire protection services, Rescue and emergency services and the delivery of all those services;

“Firefighter” means a person employed in, or appointed to, Fire & Emergency Services and assigned to undertake Fire Protection Services and includes an officer, but does not include a volunteer firefighter and administrative support staff;

“Fire & Emergency Services” means a Division of the Department of Community Services of the Corporation and being a Fire Department within the meaning of the *Fire Protection and Prevention Act*;

“Member” means a full-time employee of Fire & Emergency Services, but excludes the Fire Chief, Assistant Chief, Division Chief, executive officer, platoon chiefs, administrative assistant to the Fire Chief and an administrative assistant responsible for payroll;

“Officer” means the Fire Chief, Assistant Chief, Division Chief, Executive Officer, Platoon Chief, District Chief, Captain, Communications Coordinator and such other person as may be designated as an officer from time to time by the Fire Chief;

“Owner” means the registered owner of any property or building or any person, firm or corporation having care and control over or possession of any property or building or any portion thereof, including a property manager, mortgagee in possession, receiver and manager, trustee and trustee in bankruptcy;

“Regional Fire Coordinator” means the fire chief of either the Corporation, the corporation of the City of Brampton or the Town of Caledon and rotates between the three local municipalities within the Region of Peel on an annual basis;

“Rescue” means any life and/or property saving activity that is unrelated to fire suppression and/or fire prevention;

“Section” means a group with a specific function within Fire & Emergency Services such as administration, operations and communication, fire prevention and life safety, professional development and accreditation and capital assets.

“Technician Level” means a team of Firefighters with the capability of hazard recognition, equipment use, and techniques necessary to safely and effectively coordinate, perform, and supervise a technical Rescue incident. This level can involve search, Rescue, and recovery operations.

PART II – GENERAL PROVISIONS

2. Council shall appoint a Fire Chief for the Fire & Emergency Services.
3. Fire & Emergency Services shall be structured in conformance with the organizational chart in Schedule B, forming part of this by-law and, shall be composed of the following Sections:
 - (1) administration;
 - (2) operations and emergency communications;
 - (3) fire prevention and life safety;
 - (4) professional development and accreditation; and
 - (5) capital assets.

PART III – ROLES AND RESPONSIBILITIES OF THE FIRE CHIEF

4. The Fire Chief shall:

- (1) be accountable to Council for the efficient and effective administration, operation and the delivery of Fire Protection Services;
- (2) enforce by-laws pertaining to fire prevention in accordance with the Appointment By-law 25-2015 or its successor;
- (3) act in accordance with the terms of the Collective Agreement;
- (4) be authorized to make or put in place such general orders, policies, procedures, rules and/or regulations and to take such other measures as the Fire Chief may consider necessary for the efficient and effective administration and operation of Fire & Emergency Services and the effective management of the Fire Protection Services for the Corporation;
- (5) review periodically all policies, orders, rules and operating procedures of Fire & Emergency Services;
- (6) submit to the Commissioner of Community Services and Council for approval:
 - (a) the annual budget estimates for Fire & Emergency Services;
 - (b) an annual report; and
 - (c) any other specific reports requested by the Commissioner of Community Services or Council;
- (7) be responsible for each Section of Fire & Emergency Services;
- (8) develop, and implement Council approved service levels for Fire Protection Services. Specific expectations of services delivery shall be expressed according to Fire & Emergency Services' orders, policies, procedures, rules and regulations, guidelines and related documentation and/or otherwise deemed necessary medium of information under the circumstances.
- (9) provide for and ensure that Fire & Emergency Services assists the Corporation in meeting its responsibilities as prescribed in clause 2(1)(a) of the *Fire Protection and Prevention Act*.
- (10) take all necessary measures for the prevention, control and extinguishment of fires and the protection of life and property and shall exercise all powers mandated by the *Fire Protection and Prevention Act* and shall be empowered to authorize:
 - (a) the suppression of any fire or other hazardous condition by extinguishing it or by other reasonable action and for this purpose, may enter private property, if necessary to do so;
 - (b) to pull down or demolish any building or structure to prevent the spread of fire;
 - (c) implement all necessary actions which may include boarding up or barricading of buildings or property to guard against fire or other danger, risk or accident, when unable to contact the Owner;
 - (d) recover expenses incurred by such necessary actions for the Corporation in the manner provided through the *Municipal Act, 2001*, and the *Fire Protection and Prevention Act*; and
 - (e) authorize Members to require other persons present at a fire to assist in extinguishing fires, pulling down or demolishing buildings or structures to prevent the spread of fire or crowd and traffic control.

5. The Fire Chief may:

- (1) reorganize, eliminate, create or establish a Section as may be required to ensure the efficient and effective administration, operation and the delivery of Fire Protection Services;
- (2) assign or reassign Officers to a Section to assist in the administration and operation of that Section subject to the terms of the Collective Agreement;
- (3) delegate any of his/her responsibilities according to this By-law to a Member or an Officer in accordance with the *Fire Protection and Prevention Act*;
- (4) act as Regional Fire Coordinator on a rotational basis; and
- (5) establish an advisory committee consisting of such Members of Fire & Emergency Services as the Fire Chief may determine from time to time to assist in these duties.

PART IV - APPOINTMENT AND DELEGATIONS

6. Where the Fire Chief designates a Member to act in the place of an Officer such Member, has all of the powers and shall perform all duties of the Officer replaced.
7. The Fire Chief or the Commissioner of Community Services may appoint one or more of the Assistant Chiefs as Acting Fire Chief. Any Assistant Chief appointed as an Acting Fire Chief will have all the powers and shall perform all of the duties of the Fire Chief for the duration of the appointment.

PART V - SCOPE OF FIRE PROTECTION SERVICES

8. The Fire Chief shall provide for and ensure that Fire & Emergency Services delivers Fire Protection Services to the City according to Schedule A to this By-law.
9. Notwithstanding Section 8, Fire & Emergency Services shall provide such other Fire Protection Services as directed by Council that assists the Corporation in meeting its responsibilities prescribed in clause 2(1)(b) of the *Fire Protection and Prevention Act*.
10. The Fire Protection Services shall be delivered according to industry's best practices, the current and forecasted annual budget estimates and Council direction.
11. Fire & Emergency Services shall not respond to a call with respect to a fire or emergency outside the City except with respect to a fire or emergency:
 - (1) that, in the opinion of the Fire Chief threatens property in the City or property situated outside the City that is owned or occupied by the Corporation;
 - (2) in a municipality with which an agreement has been entered into for Fire & Emergency Services to provide Fire Protection Services which may include mutual or automatic aid;
 - (3) on private property with which an agreement has been entered into with any person or corporation to provide Fire Protection Services; and
 - (4) on property beyond the municipal boundary where the Fire Chief determines immediate action is necessary to preserve life or property and the appropriate department is notified to respond and assume command or establish alternative measures, acceptable to the Fire Chief.

PART VI – ASSISTANT CHIEF

12. The Assistant Chiefs shall be the second ranking Officers of Fire & Emergency Services and shall be subject to and shall obey all orders of the Fire Chief and shall perform such duties as are assigned to him or her by the Fire Chief and shall, when the Fire Chief is not on duty, have the powers and perform the duties of the Fire Chief.

PART VII– SUPERVISION

13. The Officers, Members and administrative support staff of Fire & Emergency Services while on duty shall be under the direction and control of the Fire Chief or designate.

PART VIII– FIRE PROTECTION AND EMERGENCY SERVICES

14. In accordance with industry best practices, applicable legislative requirements, regulations or standards and directed by Council, Fire & Emergency Services shall:
- (1) in accordance with *Ontario Regulation 365/13*, validate and assess all fire safety complaints and requests;
 - (2) ensure compliance with *Ontario Regulation 364/13* related to mandatory inspections of vulnerable occupancies and ensures all fire safety inspections are conducted in accordance with the *Fire Protection and Prevention Act*;
 - (3) perform fire cause and origin determination and work cooperatively with police services and, where necessary, with The Office of the Fire Marshal and emergency management staff with the Corporation to investigate fires which fall under its mandate as defined in the *Fire Protection and Prevention Act* and any, directive, associated public fire safety guideline or notification;
 - (4) develop, implement and deliver fire and life safety education programming and distribute related materials based on the needs and circumstances of the municipality;
 - (5) maintain an appropriate number of Firefighters who are capable of responding to and suppressing fires at a level suitable to the City's needs and circumstances and, in accordance with the *Fire Protection and Prevention Act*;
 - (6) operate a communications resource centre which receives processes and disseminates emergency and critical information to the incident commander, Officers and Firefighters in support of safe, efficient and effective emergency responses;
 - (7) maintain a team of Firefighters who are capable of responding to vehicle collisions, Rescues and extrication incidents, as specified in its operating procedures and guidelines;
 - (8) maintain a team of Firefighters who are capable of responding to confined space incidents at a Technician Level or as specified in its operating procedures and guidelines;
 - (9) participate in the Regional tiered response program, and provide automatic external defibrillation capability as core parts of its services in accordance with directives and protocols from Base Hospital;
 - (10) maintain a team of Firefighters who are capable of responding to:
 - (a) high/low angle rope Rescue incidents at a Technician Level or according to applicable operating procedures and guidelines;
 - (b) trench Rescue incidents at a Technician Level, or according to applicable operating procedures and guidelines;
 - (c) elevator Rescue incidents to the current technical standards and safety authority (TSSA) guidelines and according to applicable operating procedures and guidelines;
 - (d) machinery entrapment incidents according to applicable operating procedures and guidelines;
 - (e) hazardous materials leaks and spill incidents at the Technician Level or according to applicable operating procedures and guidelines;
 - (f) chemical, biological, radiological and nuclear incidents at the Awareness Level or according to applicable operating procedures and guidelines; and
 - (g) water/ice Rescue incidents at a Technician Level or according to applicable operating procedures and guidelines.
 - (11) maintain and operate vehicles, facilities and equipment according to applicable operating procedures and guidelines;

- (12) ensure all staff is properly and appropriately trained to safely and effectively perform the duties involved in the delivery of Fire Protection Services for which they are assigned; and
- (13) provide a high level of skilled capabilities in response to all perils outside of the aforementioned according to applicable operating procedures and guidelines.

PART IX - MISCELLANEOUS

- 15. Any section of this By-law, or any part thereof, that is found by a court of competent jurisdiction to be invalid shall be severable, and the remainder of the By-law shall continue to be valid.
- 16. All schedules attached to this By-law shall form part of this By-law.
- 17. In this By-law, unless the context otherwise requires, words imparting the singular number shall include the plural, and words imparting the masculine gender shall include the feminine and further, the converse of the foregoing also applies where the context so requires.

PART X – REPEAL BYLAW

- 18. That the Fire Department Establishing By-law, 288-2005 is hereby repealed.

PART XI – SHORT TITLE

19. This is By-law shall be know and may be cited as the “Fire and Emergency Services Establishing and Regulating By-Law”.

ENACTED and PASSED this day of , 2016.

APPROVED AS TO FORM City Solicitor MISSISSAUGA			
Date	2016		

MAYOR

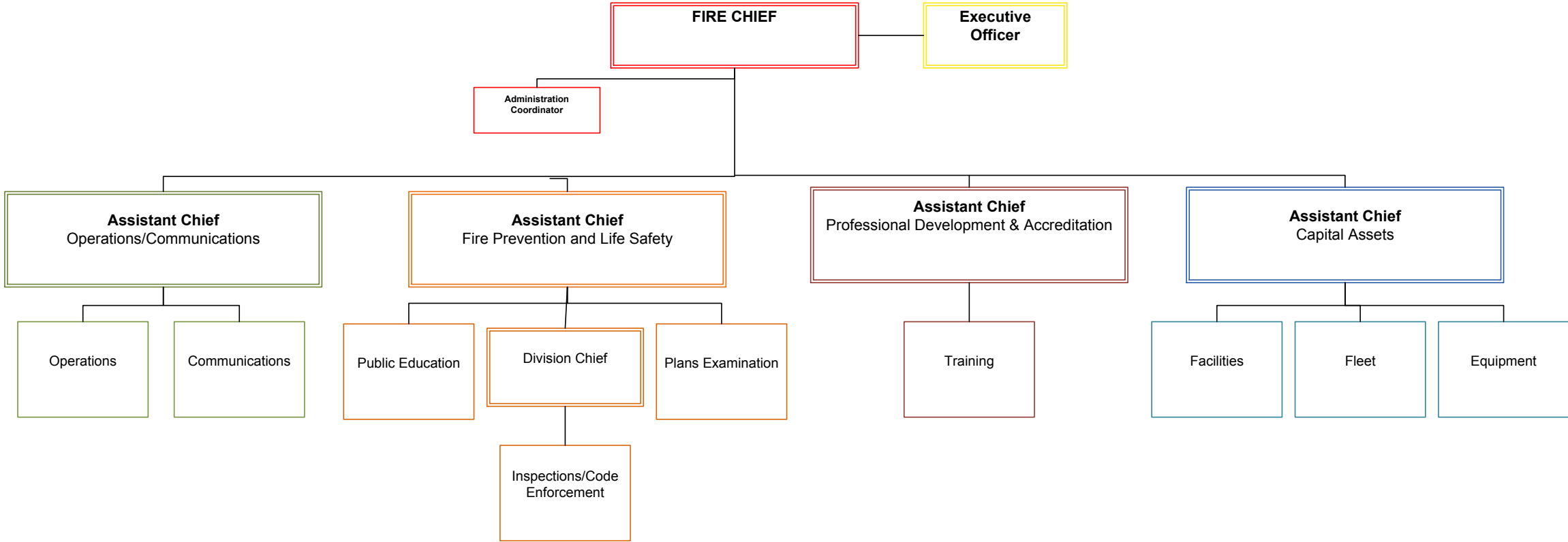
CLERK

SCHEDULE A
FIRE PROTECTION SERVICES

- fire prevention and fire safety education
- Fire Code enforcement
- Fire suppression
- Emergency fire communications
- Vehicle extrication
- Confined space Rescue
- Pre-hospital medical response
- High/low angle rope Rescue
- Land-based water Rescue
- Ice Rescue
- Trench and structural collapse Rescue
- Elevator Rescue and machine entrapment
- Hazardous materials spills/leaks; and chemical, biological, radiological, nuclear response
- Other service as it may be required from time to time.



**SCHEDULE B
ORGANIZATIONAL CHART**



City of Mississauga

Corporate Report



Date: 2016/10/26

To: Chair and Members of General Committee

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

Originator's files:
MG23.REP

Meeting date:
2016/11/16

Subject

Port Credit and Clarkson On-Street Parking Fees – Request for Free Holiday (Ward 1 & 2)

Recommendation

1. That General Committee provide direction regarding the Port Credit Business Improvement Area's request to waive on-street parking charges within the Port Credit Business Improvement Area for the month of December 2016.
2. That General Committee provide direction regarding waiving on-street parking charges in Port Credit outside the Port Credit Business Improvement Area (approximately 50 meters north of Lakeshore Road East, between Stavebank Road and Hurontario Street) for the month of December 2016.
3. That General Committee provide direction regarding the Clarkson Business Improvement Area's request to waive on-street parking charges within the Clarkson Business Improvement Area for the month of December 2016.

Background

The Christmas shopping season is important to the success of the Port Credit and Clarkson area Business Improvement Areas (BIA's). The retail members of these BIA's must compete with shopping malls and plazas that do not charge for parking.

The Transportation and Works Department is in receipt of requests from the Port Credit BIA and the Clarkson BIA to waive on-street parking charges within their respective areas during the month of December 2016. This would allow customers of the respective BIA's to park at no cost. Both BIA's Board of Directors feel that this initiative will be well received by the community and will assist their member businesses during the holiday season.

On September 1, 2016, the following paid parking changes were implemented in Port Credit:

Expansion of the paid parking hours of operation from Monday to Saturday, 10:00am to 5:00pm, to Monday to Saturday, 10:00am to 9:00pm, and Sunday 10:00am to 6:00pm

Increase the parking maximum time stay from 2 hours to 3 hours

Increase existing on-street parking rates from \$1.00 to \$1.50 per hour, and the third hour costing \$2.00

Conversion of the existing high density free on-street parking located north of Lakeshore Road East, between Stavebank Road and Hurontario Street to paid parking

Comments

Parking charges function as a tool to manage parking demand and create additional streams of revenue for parking maintenance and the development of new parking facilities. Developing and maintaining parking is costly, particularly with respect to the purchase of land and the construction of parking structures. While some funding is collected through the Payment-in-lieu of Parking (PIL) program in various parts of the City, additional funding is generated through the implementation of parking charges.

Parking charges are implemented throughout the commercial district of Port Credit through a program of individual parking meters and parking pay and display machines (multi-bay pay-and-display ticket spitters) located within the lay-bys along Lakeshore Road East, Port Street East, and on each side street adjacent to the commercial developments. Parking charges in Clarkson are implemented in two lay-by's along Lakeshore Road West through pay and display machines.

Pay for parking is used to regulate prime storefront parking through enforcement of a maximum three-hour parking duration. This encourages more frequent vehicle turnover, which is necessary to ensure that prime storefront parking spaces are available for customers. Long-term customer and employee parking are encouraged in the municipal parking lots located throughout the BIA's. Removal of the charge for parking would also remove the incentive for employee and long-term parking customers to use the off-street parking lots.

As identified in City of Mississauga By-law 518-92, the Port Credit BIA boundary ends at approximately 50 meters (164 feet) north of Lakeshore Road East between Stavebank Road and Hurontario Street. The BIA's request to waive paid parking in Port Credit only applies to the BIA area as identified in City of Mississauga By-law 518-92. The new paid parking area 50 meters north of Lakeshore Road East, between Stavebank Road and Hurontario Street is located outside the BIA boundary and direction on whether to waive paid parking in this area is also required.

The anticipated revenue for the Port Credit BIA for the month of December has been estimated at \$45,000 should all on-street paid parking be waived, and \$37,000 should paid parking located outside the BIA boundary remain in operation, and \$500 for the Clarkson BIA. Waiving parking charges in the Port Credit BIA and Clarkson BIA would eliminate this revenue and the ultimate contribution to the Port Credit Parking Reserve fund. To facilitate the waiving of parking charges, Transportation and Works Department staff would bag the parking meters and pay and display machines on Wednesday, November 30, 2016 and un-bag the parking meters and pay and display machines on Monday, January 2, 2016.

Financial Impact

Parking charges waived within the BIA's during the month of December would result in an estimated gross revenue loss of \$45,500 if all parking meters are bagged for the month or \$37,500 if only parking meters within the BIA boundaries are bagged. These funds would not be realized in the Parking Reserve funds. Operational fees associated with the pay and display machines for the month of December are \$5,850 to \$8,320.

Conclusion

The Port Credit Business Improvement Area and the Clarkson Business Improvement Area have requested that parking charges be waived within their respective districts for the month of December to coincide with the Christmas shopping season. As a result, approximately \$45,500 or \$37,500 in gross parking revenues would not be contributed to the Parking Reserve fund and the incentive for long-term parking customers to utilize off-street parking lots within the Port Credit and Clarkson BIA's would be decreased. An additional \$5,850 to \$8,320 will be paid to cover operational fees associated with the pay and display machines for the month of December.

Attachments

Appendix 1: Location Map: Port Credit BIA Boundary Limits (Ward 1)

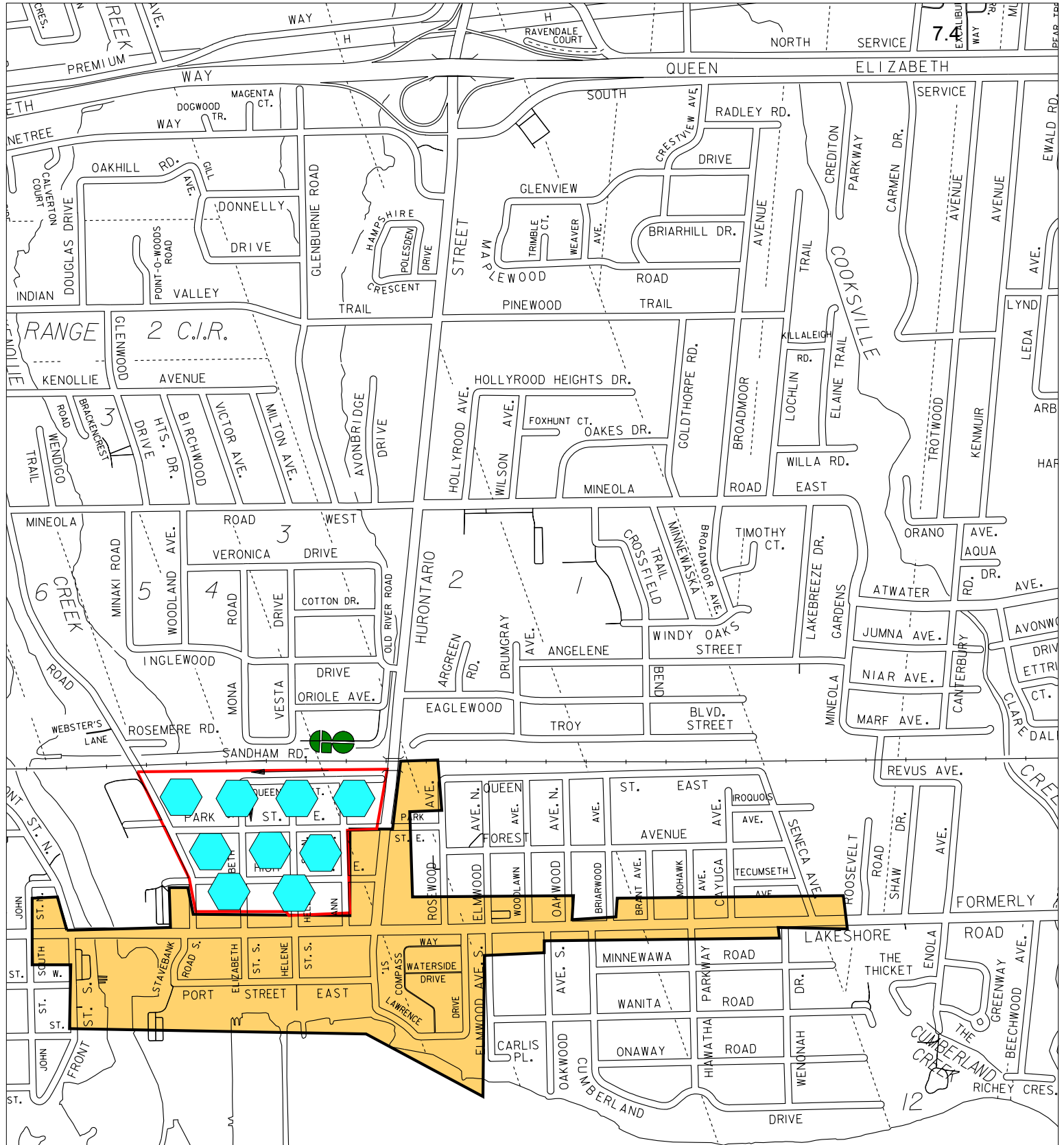




Geoff Wright, P. Eng, MBA, Commissioner of Transportation and Works

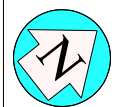
Prepared by: Tomasz Brzeziak, Parking Coordinator

General Committee	2016/10/26	4
-------------------	------------	---

Originators files: MG.23.REP

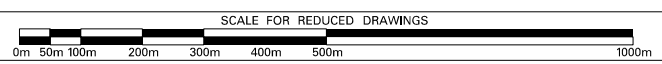


-  Paid Parking outside BIA boundary
-  Existing BIA boundary



**Transportation and Works
Works Operations & Maintenance**

**Port Credit BIA Boundary Limits
(Ward 1)**



City of Mississauga
Corporate Report



Date: 2016/11/02

To: Chair and Members of General Committee

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

Originator's files:

Meeting date:
 2016/11/16

Subject

Review of Extending the Parking Limit from Three to Five Hours

Recommendation

That the report from the Commissioner of Transportation and Works, dated November 2, 2016 and entitled, "Review of Extending the Parking Limit from Three to Five Hours", be received for information.

Report Highlights

- Extending the current three-hour parking limit to a five-hour parking limit would impact Parking Enforcement service levels and significantly reduce related Penalty Notice revenue by approximately \$525,000.
- Two area municipalities that adopted five-hour parking with concurrent overnight restrictions, identified no negative revenue impacts.
- An increase to a five-hour limit would not impact areas where specific parking regulations have been enacted, in response to community consensus.

Background

At the General Committee meeting of September 7, 2016, a request was made for staff to provide a report to General Committee to review the feasibility of increasing the City-wide, on-street parking regulation from three to five hours.

Present Status

Currently, parking on City roadways is not permitted for a period longer than three hours, unless otherwise posted, or if a temporary parking permit is granted. Parking is also prohibited between 2:00 a.m. and 6:00 a.m. from November 1 to March 31 inclusive. Signs advising the public of these parking regulations are posted at all entrances to the City and at all exit ramps from the provincial highway system.

Comments

On-street parking regulations help to ensure the safe and efficient movement of vehicles, cyclists and pedestrians. The purpose of prohibited parking is to maintain the smooth flow of traffic, and to provide clear and safe sightlines and passage for both vehicular and pedestrian traffic.

Parking is also prohibited on some residential roadways in the city where a majority of residents have requested a parking prohibition through the petition process. No vehicle may be parked or stopped where parking and/or stopping is prohibited and authorized signs are displayed.

Parking on city roadways, at some locations, is restricted for periods shorter than three hours, which is indicated by authorized signs. These parking regulations have been implemented at pick-up/drop-off areas and locations where quick turnover is required, such as commercial or food establishments. A change to five-hour parking would have no effect on these areas.

In summary, parking prohibitions and restrictions in the City of Mississauga have been implemented to address safety and operational concerns, or have been requested by the residents/businesses.

Area Municipalities

Enforcement staff have contacted the following municipalities: City of Brampton, City of Burlington, City of Toronto, Town of Halton Hills, Town of Milton and Town of Oakville, in order to obtain information regarding their parking regulations.

Staff from each municipality were contacted and provided input for this report. The Cities of Brampton and Toronto, and the Town of Oakville have a three-hour parking limitation. The City of Burlington, Town of Halton Hills and Town of Milton have adopted five-hour parking limitations.

The Town of Halton Hills identified that the change to a five-hour limitation occurred in 2010 and that there had been negative impacts on the ability of the contractors, who provide parking enforcement services, to satisfactorily address service requests related to on-street parking. The Town of Halton Hills also prohibits on-street parking between 2:00 a.m. and 6:00 a.m. between November 15 and April 15. Staff have identified issues related to the use of evidence supplied by one officer chalking and a subsequent inspection by a second officer.

The City of Burlington and the Town of Milton both adopted a five-hour parking limit in 2014. It has been identified that this decision was based on increasing complaints from the public regarding the three-hour limit. It is noteworthy, that both the City of Burlington and Town of Milton adopted simultaneous amendments that restrict parking between the hours of 1:00 a.m.

General Committee	2016/11/02	3
-------------------	------------	---

to 6:00 a.m. and 2:00 a.m. and 6:00 a.m. respectively, on a year-round basis in each municipality.

Staff from both the City of Burlington and Town of Milton also advised that the change to five-hour parking, implemented in conjunction with the overnight parking ban, had not produced a negative effect on revenue. An additional positive effect identified by staff at the Town of Milton, was a reduction in the number of complaints received.

Parking Enforcement – Five-Hour On-Street Parking Regulations

Parking Enforcement's current operations consists of three ten-hour shifts; day, afternoon and night. The enforcement of the three-hour parking limit is accomplished by Parking Enforcement officers chalking the tires of parked vehicles, which involves chalking the treaded portion of the tire. If the vehicle is moved after being chalked, the mark is disturbed or erased and indicates that an offence has not occurred. If during the follow-up inspection the Parking Enforcement officer observes the chalk mark to be intact, then a Penalty Notice is issued.

Extending the three-hour parking limit to five hours would make it difficult, logistically, to enforce the limitation in terms of chalking efforts, by a reduction in the time available to an officer for follow-up inspections and continuity of evidence.

Currently, Parking Enforcement officers on the night shift enforcing the three-hour limitation, begin chalking vehicle tires at midnight. This means that Penalty Notices for offending vehicles may be issued starting at 3:00 a.m. The night shift ends at 7:00 a.m. and Parking Enforcement officers return to their office at approximately 6:00 a.m., to allow for the completion of required documentation and for shift change-over. This results in a window of three hours for the issuance of Penalty Notices.

If the parking limit was extended to five hours using the same parameters, the window available within which to issue Penalty Notices would be reduced to one hour; between the hours of 5:00 a.m. and 6:00 a.m.; a 66% reduction.

This could be mitigated through starting the chalking process earlier in each shift, but historically, it has been found that vehicles chalked before midnight will typically be moved prior to the current three-hour limit expiring, and are not the vehicles for which complaints are being received.

Another mitigation strategy would be to adjust the shifts of Parking Enforcement officers to increase the issuance window in the early morning hours. This however, would be problematic in that after 6:00 a.m. many of the chalked vehicles will have been moved and traffic congestion begins to increase, as does the presence of the public, which may lead to confrontations between the Parking Enforcement officer and residents.

General Committee	2016/11/02	4
-------------------	------------	---

The current technology being employed by the Parking Enforcement officers and the evidence required to issue Penalty Notices, also prevents the following shift from issuing a Penalty Notice based on the chalking evidence provided by the previous shift's officers.

It was identified that an expansion of the current parking prohibition between the hours of 2:00 a.m. and 6:00 a.m. (currently in force in Mississauga between November and March) to the entire year would help offset any revenue losses triggered by a five-hour prohibition. This would also permit a more effective response to service requests from the public and would address concerns with overnight on-street parking.

The net effect of a shift from a three-hour to a five-hour limit for on-street parking would be a significant and sustained reduction in the ability of Parking Enforcement officers to respond to service requests, and a concomitant reduction in revenues derived from Penalty Notices.

In 2015, 146,972 Penalty Notices were issued by Parking Enforcement for by-law violations. Of these, 21,795, or 14.81% were issued for three-hour parking infractions. This translates to approximately \$787,000 in revenue. The proposed change to five-hour parking may then result in a reduction in revenue equalling approximately two thirds of this amount, or \$525,000.

Sign Modification

The implementation of a five-hour parking limit on all roadways within the city of Mississauga, would require amending the general provisions of the Traffic By-law 555-00 and the modification of 94 City entrance signs, in order for the parking limit to be legally enforceable. The City entrance signs advising the public of parking regulations are posted at all entrances to the City and at all exit ramps from the provincial highway system.

Public Awareness

Typically, public awareness of parking regulation changes on a particular roadway is provided through the installation of signage on that roadway, which clearly defines the permissive use of on-street parking or applicable restrictions/prohibitions.

If the City-wide three-hour parking limit is extended to a five-hour limit, it would only be reflected on the city entrance signs and no additional signs would be installed on city roadways to inform the public of this change.

Minor changes to signage, which has been present for a number of years, is likely to go unnoticed by residents. For that reason, information related to changes in the parking restrictions would also be disseminated through various sources, including the City of Mississauga official website, media outlets, Ward Councillor newsletters and social media such as Twitter.

Financial Impact

The cost to modify all 94 city entrance signs is estimated to be \$16,798 and could be accommodated in the current budget.

Based on 2015 levels of Penalty Notice issuance, there would be a projected reduction in administrative penalty revenue of \$525,000.

Conclusion

The replacement of the current three-hour limit with a five-hour limit for on-street parking could, if directed by Council, be readily implemented by staff and would require minor changes to existing signage at entrances to the city and the development of a media campaign to create awareness in the public. This media campaign could also be utilized to remind the public of the availability of temporary parking permits that are available to address short-term parking needs.

A proposed five-hour parking limit would have a negative impact on the ability of Parking Enforcement to address service requests dealing with overnight parking issues, by reducing the window available to issue Penalty Notices.

A proposed five-hour parking limit would have a negative impact on revenue derived from administrative penalties and this reduction in revenue is projected to be approximately \$525,000.



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

Prepared by: Barry Foley, Manager, Parking Enforcement

City of Mississauga
Corporate Report



Date: 2016/11/02

To: Chair and Members of General Committee

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

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

Meeting date:
 2016/11/16

Subject

Review of the Parking Limit Exemption on Holidays

Recommendation

1. That the current Temporary Parking Permit Program be utilized and promoted to address the public demand for extended parking during holidays and other celebrations as outlined in the report from the Commissioner of Transportation and Works dated November 2, 2016 entitled "Review of the Parking Limit Exemption on Holidays".
2. That consideration be given to one of the four options outlined in the report from the Commissioner of Transportation and Works dated November 2, 2016 entitled "Review of the Parking Limit Exemption on Holidays" concerning the parking limit exemption for holidays.

Report Highlights

- City Council has recently approved three-hour parking exemptions for the following holidays between 8:00 a.m. to 12 midnight: New Year's Day, Family Day, Good Friday, Easter Sunday, Victoria Day, Canada Day, Civic Holiday, Labour Day, Thanksgiving Day, Christmas Day and Boxing Day.
- The approved three-hour parking limit exemption on holidays has not fully addressed the public demand for extended parking during gatherings and celebrations on other days of the year. More requests are likely to be received to address parking needs during other holy days and other celebratory events, such as the recent request to consider a parking limit exemption for the Muslim celebration of Eid.
- Although no concerns with unlimited parking on holidays have been found from a traffic operational perspective, the negative impact of long-term non-residential parking in the residential neighbourhoods should be taken into consideration.
- The existing exemption to the three-hour parking limit on holidays has reduced the number of parking enforcement penalty notices issued and has resulted in a corresponding

reduction in penalty notice revenues of approximately \$36,000 per year.

- In other area municipalities, there are no parking limit exemptions on holidays and extended parking demand for visitors is addressed through the respective area municipalities temporary parking permit program.
- The current Temporary Parking Permit Program (Parking Considerations) allows a sufficient number of temporary parking permits per year to cover public gatherings in neighbourhoods on holidays and other celebrations and should be utilized by residents when extended parking is needed.
- With an effective Temporary Parking Permit Program in place, the continued implementation of parking limit exemptions for holidays is not necessary and consideration should be given to one of the four options outlined in the report.

Background

At its meeting of February 24, 2016, Council approved the following recommendation:

GC-0090-2016

That there be a three-hour parking limit exemption on the following statutory holidays between 8:00 am to 12 midnight: New Year's Day, Family Day, Good Friday, Victoria Day, Canada Day, Civic Holiday, Labour Day, Thanksgiving Day, Christmas Day and Boxing Day.

On May 25, 2016, Council approved the following recommendation related to Easter Sunday:

GC-0369-2016

That a by-law be enacted to amend the Traffic By-law 555-00, as amended, to exempt Easter Sunday from the three-hour parking limit as outlined in the report from the Commissioner of Transportation and Works, dated May 4, 2016 and entitled, "Exemption to the Three-hour Parking Limit on Easter Sunday".

At the Council meeting of July 6, 2016, Mayor Bonnie Crombie asked staff to consider a three-hour parking exemption on Eid, particularly around mosques.

A report to exempt Eid from the three-hour parking limit was considered by General Committee at its meeting on September 7, 2016 and the following recommendation was issued:

GC-0525-2016

That the report dated August 24, 2016 from the Commissioner of Transportation and Works entitled, "Exemption to the Three-hour Parking Limit on Eid" be referred to staff for further review and report back and further that staff report back on extending the three-hour parking limit to five hours.

Subsequently, this recommendation was adopted by Council on September 14, 2016.

Present Status

On-street parking on City roadways is not permitted for a period longer than three hours and between 2:00 a.m. and 6:00 a.m. from November 1st to March 31st inclusive, unless otherwise posted or if a temporary parking permit is granted. Signs advising the public of these parking regulations are posted at all entrances to the City and at all exit ramps from the provincial highway system.

At the present time, Council has approved a three-hour parking exemption for the following holidays between 8:00 a.m. to 12 midnight: New Year's Day, Family Day, Good Friday, Easter Sunday, Victoria Day, Canada Day, Civic Holiday, Labour Day, Thanksgiving Day, Christmas Day and Boxing Day.

Comments

On-street parking regulations help to ensure the safe and efficient movement of vehicles, cyclists and pedestrians. The purpose of prohibited parking is to maintain the smooth flow of traffic, and to provide clear and safe sightlines and passage for both vehicular and pedestrian traffic. Parking is also prohibited on several residential roadways in the City where the majority of the residents requested a parking prohibition on their street through the petition process. No vehicle may be parked or stopped where parking and/or stopping is prohibited and authorized signs are displayed.

On-street parking on City roadways at some locations is restricted for periods shorter than three hours, which is indicated by authorized signs. These parking regulations for restricted periods have been implemented at pick-up/drop-off areas and locations where quick turnover is required, such as commercial or food establishments.

In summary, parking prohibitions and restrictions in the City of Mississauga have been implemented to address safety and operational concerns, or have been requested and supported by the residents/businesses.

The recently approved parking limit exemptions on holidays may result in an influx of requests for other holy days and other celebratory events. This presents a logistical issue to be able to provide and support these new requests. This trend may result in resident's dissatisfaction especially in residential neighbourhoods, which attract significant non-residential traffic and parking, and at locations near parks, places of worship, public places and locations hosting the holidays and/or event celebrations. The negative impact on these residential neighbourhoods should be taken into consideration.

The recent request to exempt the three-hour parking limit on the Muslim celebration of Eid (Eid al-Fitr and Eid al-Adha) has raised these concerns.

Statutory Holidays

In accordance with Mississauga's Traffic By-law 555-00, as amended, there are a total of ten (10) applicable holiday designations consisting of,

- Five (5) national statutory holidays in Canada - New Year's Day, Good Friday, Canada Day, Labour Day and Christmas Day;
- Four (4) provincially legislated holidays in Ontario - Family Day, Victoria Day, Thanksgiving Day and Boxing Day; and
- One (1) unofficial holiday - Civic Holiday.

Parking Enforcement historically does not enforce the three-hour parking limit from 7:00 p.m. on Christmas Eve until 7:00 a.m. on December 27th and from 7:00 p.m. on New Year's Eve until 7:00 a.m. on January 2nd.

It should be noted that these holidays may not be beneficial to many ethno-cultural communities in Mississauga that celebrate religious and cultural celebrations on various other days throughout the year. As an example, the Peel District School Board lists a multitude of "Holy Days and Holidays" that is significant for various religions. There are 153 Holy Days and Holidays represented in the calendar, excluding the 10 statutory holidays and Easter Sunday (refer to Appendix 1).

In addition, the existing parking limit exemption would not include other "unofficial" celebrations, such as Mother's Day, that promote the gathering of friends and families.

To address extended parking needs for residents during holidays and other events, strong consideration should be given to the existing Temporary Parking Permit Program (Parking Considerations).

Also, the notion of potentially extending the three-hour parking limit to five-hours is to be addressed in a separate report to be tabled at General Committee.

Temporary Parking Permit Program (Parking Considerations)

Temporary Parking Permits allow residents to park on a designated portion of a City roadway for a designated period of time in excess of the period of time prescribed by Traffic By-law 555-00, as amended.

Based on the current Temporary Parking Permit Program, any resident may apply and obtain up to 14 Temporary Parking Permits a year, for up to five (5) days each, on a residential street where there are no prohibitions in place. Essentially, a resident may request and receive a Temporary Parking Permit on any residential street in the City where parking is permitted.

Types of Temporary Parking Permits:

a) Residential - Short Term

- 14 permits allowed annually per municipal address
- 1 to 5 days in duration
- Maximum of 5 vehicles - License plate number for each vehicle required
- No fee
- Reason - Overnight guests, driveway repairs, funerals, parties, etc.

b) Residential - Long Term

- More than 5 days in duration
- Maximum of 5 vehicles - License plate number for each vehicle required
- Fee of \$68.93 (HST included)
- Reason - Extended visitor stays, driveway repairs, renovations, etc.

c) Residential - Blanket

- More than 5 days in duration and no limit on vehicles
- Fee of \$68.93 (HST included)
- Reasons - Large residential renovations, etc.

d) Commercial/Industrial/Multi-Residential - Blanket

- Maximum of 365 days in duration and no limit on vehicles (may include multiple streets)
- Fee of \$137.86 (HST included)
- Reasons - Major sporting events/tournaments, major commercial renovations, underground sweeps, apartment/condominium driveways and parking lot repairs

Temporary Parking Permits will not be given for the following reasons:

- School buses and commercial coaches
- Vehicles not mechanically functional (broken down)
- Vehicles without license plate and or expired license stickers
- Vehicles displaying "For Sale" signs
- Heavy vehicles 3,000 kg or greater in a residential area (may include trailers or vehicles with trailers attached)

Residents, visitors and business owners can contact Mississauga 311 and speak with a Customer Service Advisor (CSA) to obtain a permit, or they can go online and use the City's mobile Pingstreet App and submit a service request at their convenience 24/7.

Staff are currently examining a one-day blanket Temporary Parking Permit using a residential address without the submission of a vehicle license plate number, thereby making it easier to obtain a Permit. This blanket Permit would be for the entire street and no parking complaints would be addressed during the time period that the Permit is active.

The Temporary Parking Permit Program provides residents the opportunity to obtain a Temporary Parking Permit quickly and easily, and only when the extended on-street parking is needed. It surpasses the existing parking limit exemption on holidays by the number of times a year and the length of permitted parking. As an example, the Temporary Parking Permit could be obtained to allow parking during a holiday weekend, including overnight parking (if there is no snow event), versus the existing parking limit exemption on holidays which would allow for unlimited parking on the holiday only and not between 2:00 a.m. and 6:00 a.m., from November 1st to March 31st.

Area Municipalities

Transportation and Works staff contacted the area municipalities of the City of Toronto, the City of Brampton, the Town of Milton, the Town of Oakville and the City of Burlington, in order to obtain information regarding their parking regulations.

The current practices of the surveyed municipalities with respect to parking regulations are similar to those set in Mississauga where there is no parking limit exemption on holidays. Extended parking, if needed, is obtained by the residents in the surveyed area municipalities through parking permit programs similar to the Mississauga's Temporary Parking Permit Program.

Public Awareness - Temporary Parking Permit Program

Informing the public to utilize the existing and effective Temporary Parking Permit Program, when extended parking is needed, continues to be widely promoted through all available sources of communication such as the Mississauga official website, media sources, social media (Facebook and Twitter) and the Ward Councillor's newsletters.

In addition, the introduction of the mobile Pingstreet App back in November 2015 provides another avenue to request Temporary Parking Permit requests.

For the period from February to September 2016, the 311 Citizen Contact Centre reported over 38,000 service requests involving Temporary Parking Permits (refer to Appendix 2). The following is a breakdown of those service requests:

Temporary Parking Permit Volume (Feb. to Sept. 2016)

Service Requests via Phone:	12,400
Service Requests submitted Online:	24,352
Service Requests Submitted through Pingstreet App:	1,699
TOTAL:	38,421

Effect on Parking Enforcement - Exemption on Holidays

A review of current enforcement practices as it relates to the existing parking limit exemption on holidays has resulted in a reduction in the number of penalty notices issued for three-hour parking violations, particularly during the night shift operations.

Parking Enforcement officers are reassigned to perform other functions including enforcement of parking regulations on fire routes, accessible parking, private properties and parks, which tend to be problematic immediately before, during and after holidays.

Options

The current Temporary Parking Permit Program provides residents with an effective means to provide extended parking for family and friends on holidays and other celebrations. As a result, it may not be necessary to continue with the parking limit exemptions for holidays and other celebrations.

On this basis, the following options concerning the parking limit exemptions for holidays are provided:

- Option 1: Continue with the current parking limit exemption for the applicable ten (10) holidays as outlined in Mississauga's Traffic By-law 555-00, as amended, and Easter Sunday, and have the ability to add other holidays or celebrations such as Eid.
- Option 2: Leave the current parking limit exemption unchanged for the applicable ten (10) holidays as outlined in Mississauga's Traffic By-law 555-00, as amended, and Easter Sunday.
- Option 3: Rescind the parking limit exemption for Easter Sunday and retain the parking limit exemption for the applicable ten (10) holidays as outlined in Mississauga's Traffic By-law 555-00, as amended.
- Option 4: Rescind the entire parking limit exemption for holidays.

Financial Impact

Before the current parking limit exemption on holidays, the enforcement of three-hour parking limit violations conducted on seven designated holidays (Family Day, Good Friday, Victoria Day, Civic Holiday, Labour Day and Thanksgiving Day) in 2015 resulted in the issuance of 1,130 penalty notices resulting in approximately \$36,000 in related penalty notice revenues. This revenue is now eliminated.

The financial impact of providing parking limit exemptions to other festivals or celebrations amounts to an average daily loss of approximately \$3,534 in penalty notice revenues.

Conclusion

The implementation of the three-hour parking limit exemption on the designated ten (10) holidays as outlined in the Traffic By-law 555-00, as amended, and Easter Sunday has not fully addressed the public demand for extended parking during gatherings and celebrations on other days of the year. More requests are likely to be received moving forward to address parking needs during other celebrations and events.

Although no concerns with unlimited parking on holidays have been found from a traffic operational perspective, the negative impact of long-term non-residential parking in the residential neighbourhoods should be taken into consideration.

The Temporary Parking Permit Program offers a more flexible and less restrictive opportunity for guests parking on residential roadways and only when additional and extended parking is required. The Temporary Parking Permit Program allows residents to obtain a sufficient number of Temporary Parking Permits per year to cover family gatherings on holidays and other celebrations. An alternative to providing the current exemption to the three-hour parking limitation on holidays would be to inform residents about the Temporary Parking Permit Program. Increased awareness by the public of the Temporary Parking Permit Program should remain a priority. Transportation and Works staff can work with staff from Communications to effectively promote the Temporary Parking Permit Program and to raise public awareness.

The City of Mississauga's current practice of addressing extended parking demand for visitors through the Temporary Parking Permit Program is consistent with other surveyed area municipalities.

Based on the current enforcement practices, the existing exemption to the three-hour parking limit on holidays has reduced the number of penalty notices issued and has resulted in a corresponding reduction in penalty notice revenues of approximately \$36,000 per year.

In summary, considering the negative impact of long-term non-residential parking in some residential neighbourhoods, the resultant loss in penalty notice revenue, and the inadequacy of addressing public demand for extended parking during celebrations on various other days of the year, the current Temporary Parking Permit Program should be utilized by residents when extended parking is needed. As a result, the notion of providing parking limit exemptions for holidays is not necessary and consideration should be given to one of the four options outlined in the report.

Attachments

Appendix 1: Peel District School Board - Holy Days and Holidays Calendar - January 1, 2017 to December 31, 2017

Appendix 2: 311 Citizen Contact Centre - Temporary Parking Permit Volume by Channel















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

Prepared by: Andy Bate, Manager, Traffic Services and Road Safety

Holy Days and Holidays Calendar

JULY 1, 2016 – DECEMBER 31, 2017

	 Aboriginal Spirituality 2016-2017	 Bahá'í 173-174	 Buddhism 2560-2561	 Christianity 2016-2017	 Hinduism 2073-2074	 Islam 1437-1438	 Jainism 2542-2543	 Judaism 5777-5778	 Sikhism 546-547	 Wicca 2016-2017	 Zoroastrianism 1386-1387	 Canadian Holidays 2016-2017
JULY 2016		9 - Martyrdom of the Báb	19 - Poon/Asalha Puja Day 22 - Avalokitesvara Bodhisattva's Enlightenment		19 - Guru Purnima	1 - Lailat-ul-Qadr 1 - Jum'at-ul-Widha 6 - Eid-ul-Fitr 11 - Imam'at Day	19 - Guru Purnima				18 - Navroze (New Year) (GC) 23 - Khordad Sal (GC)	1 - Canada Day
AUGUST 2016			17 - Dharma Day/Ullambana		17 - Raksha Bandhan 24 - Sri Krishna Janmashtami			30 - Paryushan Parva begins	14 - Tishah B'Av		1 or 2 - Lughnassadh/Lammas	1 - Civic Holiday (ON)
SEPTEMBER 2016	19 - Powley Day			11 - Nayrouz (J)	4 - Ganesh/Vinayak Chauth 15 - Anant Chaturdashi	9 or 10 - Waqfatu'Arafat 11 or 12 - Eid-ul-Adha	6 - Samvatsari/Paryushan Parva ends/Daslakshan Parva begins 15 - Anant Chaturdashi 16 - Kshamavani/Daslakshan Parva ends	1 - Installation of Holy Scriptures of Guru Granth Sahib		22 - Harvestide/Fall Equinox	4 - Farvardegan (SC)	5 - Labour Day
OCTOBER 2016			16 - Kathina Ceremony/Pavarana Day		1 - Sharad Navratri begins 9 - Durgaashtami 10 - Vijaya Dashmi/Dussehra 18 - Karva Chauth 29 - Diwali 30 or 31 - New Year	2 - New Year (Hijra) 7-9 - Jalsa Salana 11 - Ashura	30 - Diwali/Lord Mahavir Nirvan 31 - New Year/Enlightenment day of Gautamswami	3-4 - Rosh Hashanah 12 - Yom Kippur 17-23 - Sukkot 24-25 - Simchat Torah	20 - Installation of the Guru Granth as Guru 30 - Bandi Chhor Divas			10 - Thanksgiving Day
NOVEMBER 2016	16 - Louis Riel Day	1 - Birth of the Báb 2 - Birth of Bahá'u'lláh 25 - Day of the Covenant 27 - Ascension of 'Abdu'l-Bahá		1 - All Saints Day 27 - First day of Advent 28 - First day of Advent (J)			5 - Gnan Panchami 14 - Dev Diwali		14 - Birth of Guru Nanak 24 - Martyrdom of Guru Teg Bahadur	1 - Samhain		
DECEMBER 2016			8 - Bodhi Day 15 - Amitabha Buddha's Birthday	25 - Christmas		11 or 12 - Milad-un-Nabi 13 - Birthday of Imam Agakhan	10 - Maun Agiyyaras	25-Jan 1 - Chanukah		21 - Yule/Winter Solstice	26 - Zarathosht-no-diso (FC)	25 - Christmas Day 26 - Boxing Day
JANUARY 2017			1 - Temple Day 5 - Sakyamuni Buddha's Enlightenment 18 - Lunar New Year/Maitreya Bodhisattva's Birthday	1 - New Year's Day 6 - Epiphany 7 - Christmas (J) 14 - New Year's Day (J) 19 - Epiphany (J)	13 - Lohri 14 - Makar Sankranti 15 - Vaisakhi/Baisakhi 13 - New Year			1 - Chanukah	5 - Birth of Guru Gobind Singh 13 - Maghi			1 - New Year's Day
FEBRUARY 2017		25-28 - Intercalary Days	11 - Lantern Festival/Magha Puja	27 - Clean Monday (J)	1 - Vasant Panchami 24 - Mahashivratri					1 or 2 - Imbolc		20 - Family Day (ON)
MARCH 2017		1-19 - Bahá'í Fast 20 - Naw Ruz (New Year)	12 - Sakyamuni Buddha's Nirvana Day/Magha Puja 16 - Avalokitesvara Bodhisattva's Birthday	1 - Ash Wednesday	12 - Holī 28 - New Year/Vasant Navratri begins			12 - Purim	13 - Holi Mohalla 14 - Sikh New Year	20 - Ladyday/Spring Equinox	21 - Navroze (New Year) (FC) 26 - Khordad Sal (FC)	
APRIL 2017		20 - First day of Ridvan 28 - Ninth day of Ridvan	13 or 14 - Theravada New Year	14 - Good Friday 16 - Easter 17 - Easter Monday	4 - Shri Ramnavami 13 - Vaisakhi/Baisakhi 13 - New Year	23 or 24 - Isra'a and Mi'raj	9 - Mahavir Jayanti (Birthday)	11-18 - Pesach (Passover)	13 or 14 - Vaisakhi		8 - Farvardegan (FC) 24 - Zarathosht-no-diso (GC)	14 - Good Friday 17 - Easter Monday
MAY 2017		1 - Twelfth day of Ridvan 23 - Declaration of the Báb 28 - Ascension of Bahá'u'lláh	10 - Sakyamuni Buddha's Birthday 10 - Wesak/Buddha Day			10 or 11 - Nisfu Sha'ban 27 - Ramadan (fasting month)		31 - Jun 1 - Shavuot		1 - Beltaine	24 - Zarathosht-no-diso (SC)	22 - Victoria Day
JUNE 2017	12-16 - National Aboriginal Week 21 - National Aboriginal Day		9 - Poon	4 - Pentecost 11 - All Saints Day (J)		21 - Lailat-ul-Qadr 23 - Jum'at-ul-Widha 25 - Eid-ul-Fitr		1 - Shavuot	16 - Martyrdom of Guru Arjan Dev	21 - Litha/Summer Solstice		
JULY 2017		9 - Martyrdom of the Báb	9 - Asalha Puja Day		8 - Guru Purnima	7-9 - Jalsa Salana 11 - Imam'at Day	9 - Guru Purnima				18 - Navroze (New Year) (GC) 23 - Khordad Sal (GC)	1 - Canada Day
AUGUST 2017			10 - Avalokitesvara Bodhisattva's Enlightenment		7 - Raksha Bandhan 14 - Sri Krishna Janmashtami 24 - Ganesh/Vinayak Chauth	31 - Waqfatu'Arafat	19 - Paryushan Parva begins 26 - Samvatsari/Paryushan Parva ends/Daslakshan Parva begins	1 - Tishah B'Av		1 or 2 - Lughnassadh/Lammas	5 - Farvardegan (GC) 17 - Navroze (New Year) (SC) 22 - Khordad Sal (SC)	7 - Civic Holiday (ON)
SEPTEMBER 2017	19 - Powley Day		5 - Dharma Day/Ullambana 9 - Avalokitesvara Bodhisattva's Pravrajya/Buddhist Joy Day	11 - Nayrouz (J)	4 - Anant Chaturdashi 21 - Sharad Navratri begins 29 - Vijaya Dashmi/Dussehra	1 - Eid-ul-Adha 21 - New Year (Hijra) 30 - Ashura	5 - Anant Chaturdashi 6 - Kshamavani/Daslakshan Parva ends	21-22 - Rosh Hashanah 30 - Yom Kippur	1 - Installation of Holy Scriptures of Guru Granth Sahib	22 - Harvestide/Fall Equinox	4 - Farvardegan (SC)	4 - Labour Day
OCTOBER 2017		21 - Birth of the Báb 22 - Birth of Bahá'u'lláh	5 - Kathina Ceremony/Pavarana Day		8 - Karva Chauth 18 - Diwali 20 - New Year		19 - Lord Mahavir Nirvan/Diwali 20 - New Year/Enlightenment day of Gautamswami 25 - Gnan Panchami	5-11 - Sukkot 12-13 - Simchat Torah	19 - Bandi Chhor Divas 20 - Installation of the Guru Granth as Guru			9 - Thanksgiving Day
NOVEMBER 2017	16 - Louis Riel Day	25 - Day of the Covenant 27 - Ascension of 'Abdu'l-Bahá		1 - All Saints Day 28 - First day of Advent (J)		30 - Milad-un-Nabi	4 - Dev Diwali 30 - Maun Agiyyaras		4 - Birth of Guru Nanak 24 - Martyrdom of Guru Teg Bahadur	1 - Samhain		
DECEMBER 2017			8 - Bodhi Day	3 - First day of Advent 25 - Christmas		13 - Birthday of Imam Agakhan		13-20 - Chanukah		21 - Yule/Winter Solstice	26 - Zarathosht-no-diso (FC)	25 - Christmas Day 26 - Boxing Day

Bahá'í, Judaism and Wicca - holy days in these faiths begin at sunset on the evening prior to the date shown and end at sunset on the last day shown; **Christianity** - dates for Christianity are based on the Gregorian calendar unless specified as Julian (J); **Islam** - dates are tentative as some may vary based on the sighting of the moon; **Sikhism** - dates for Sikhism are based on the original calendar unless specified as Revised Nanak Shahi calendar (N); **Zoroastrianism** - dates are based on Fasil Calendar (FC); Qadimi Calendar (QC) and Shenshahi Calendar (SC)

Dates in **bold** lettering are approved holy days according to the Peel District School Board Leaves of Absence policy # 23 and O.P. HRS # 42. See Exceptions to Staff Approved Holy Days on Human Resources' webpage. Highlighted Canadian and Ontario holidays are recognized statutory holidays.

The students and staff of the Peel District School Board represent a rich diversity of faith traditions. This calendar helps identify some of the important days of commemoration, however it isn't designed to be a complete listing of religious days. Students and staff from a particular faith background may or may not be absent from school on these special days. If they do attend, certain accommodations may be required.

Time is measured either according to:

- the sun - solar calendar - (Aboriginal, Bahá'í, Christian, Sikh, Wicca and Zoroastrian calendars)
- the moon - lunar calendar (Islamic calendar)
- or in combination of both the sun and the moon - lunisolar calendar (Buddhist, Hindu, Jain and Jewish calendars)

The expectation is that Peel schools and worksites not schedule events on significant holidays (marked in bold in the calendar) that would exclude observing staff and students from participating.

Faith Forward

Understanding and embracing the wide diversity of faiths and cultures represented by Peel board students and staff is the vision of a new series of programs and resources entitled *Faith Forward*. The program includes the following:

- Holy Days and Holidays* calendar with important dates in 11 world religions throughout the school year
- monthly *Celebrating Faith and Culture Backgrounder* with brief information about each religious and cultural celebration observed in the Peel community and throughout the world
- Reflections on World Religions* guide to provide teachers and students with background information about the origins, scriptures and main beliefs of major world religions
- resources for building inclusive schools
- consultation with the faith communities in Peel to create stronger partnerships
- training programs to help create sensitivity and awareness of the varying needs of students and staff from all faith and culture backgrounds

Aboriginal spirituality
Native cultures have practiced and maintained their spirituality over centuries through ceremonies, customs and traditions that are an integral part of their being. The Supreme Being, the creator, is a fundamental figure in their religious pursuits. Spirituality for Aboriginal people is closely linked to Nature and Mother Earth. In their quest for spirituality, they strive for balance and harmony in their lives. Their spiritual and cultural life is interconnected. Followers of Aboriginal spirituality celebrate seasonal festivals.

Bahá'í
Bahá'u'lláh (1817-1892) founded the Bahá'í faith on the belief of the oneness of God, religion and humanity. Adherents value universal principals such as love, equality, social justice, honesty, kindness etc. while accepting social and scientific changes in their day-to-day lives. Followers of the faith take personal responsibility for their spiritual growth. The Bahá'í faith is governed by spiritual assemblies made up of nine or more members and does not have clergy to guide worship.

In the Bahá'í calendar, there are 19 months of 19 days each with four intercalary days (five in leap year). Each month represents an attribute of God. The first month starts with the New Year (March 21) and the last ends with 19 days fast. The Bahá'í day starts at sunset.

Buddhism
Siddhartha Gautam, the first Buddha, founded Buddhism in the 6th century BCE in Northern India. Two major forms of Buddhism evolved as Buddhism spread across Asia. The Theravada (southern) tradition is found in Burma, Cambodia, India, Laos, Malaysia Singapore, Sri Lanka, Thailand and parts of Vietnam. The Mahayana and Vajrayana (northern) traditions are found in China, India, Japan, Korea, Mongolia, Tibet and Vietnam. Buddhist teachings guide followers to attain liberation from rebirth through Dharma (Four Noble Truths and the Eightfold Noble Path) and Karma (action with cause and effect).

Buddhist calendars vary based on the diverse traditions of the adherents' school of thought. This calendar reflects major dates in all three of the Buddhist calendars.

Christianity
Christians follow the life and teachings of Jesus, also called Christ. Christianity shares its roots and some religious texts with Judaism. Jesus was born a Jew. His followers spread Christianity after his death. It is the world's largest religion. There are many denominations, traditions

and churches within Christianity. Three main branches of the faith are Roman Catholics, Eastern Orthodox and Protestant. Both the Old and New Testaments guide followers in their spiritual quest. Christians believe in one God, the Holy Trinity and divinity of Christ. Adherents follow either the Julian or Gregorian calendars.

Hinduism
Hinduism also called Sanatana Dharma, is the world's oldest organized religion. It evolved over many centuries in the Indian subcontinent and has no single founder or scripture. Adherents believe in one omnipresent, omnipotent, omniscient God. Followers refer to a number of holy texts - Vedas, Purana, Gita, Ramayana, Mahabharata - and may worship many male and female manifestations of God either in a temple or at home. Hinduism's core beliefs include:
• Dharma (righteous practices)
• Karma (action with cause and effect)
• Moksha (liberation from cycle of rebirth)
• Atman (eternal soul)
• Ahimsa (non-violence)
• Bhakti (devotion)
• Jnana (knowledge for spiritual enlightenment)

The Hindu calendar - Vikram Samvat and Panchang - uses both lunar and solar calculations.
Islam
Islam, meaning "peace" in Arabic, was revealed through the Prophet Muhammad. The message is recorded in the *Quran*, which is the holiest book for followers of Islam. Muslims believe in submission to one God (Allah), Muhammad as his messenger, angels of God, holy books revealed to mankind, other prophets (Adam to Jesus), the day of judgement and resurrection after death. Followers of the faith have five duties (Pillars of Islam) to perform.
• Declaration of faith
• Five prayers daily
• Fasting in the month of Ramadan
• Payment of Zakat (annual charity)
• Hajj (pilgrimage to Mecca) at least once during their lifetime

Sunni and Shia are the two main schools of Islam. All Muslims follow a code of behaviour that clearly lays out what is Halal (acceptable/permitted) and what is Haram (prohibited/unacceptable) in their daily lives. Islam follows a lunar - Hijri - calendar.

Jainism
Jainism was founded on the teachings of 24 Tirthankaras (liberated and enlightened persons) of whom Vardhamana Mahavira was the last. The religion has its roots in the Indian sub-continent. Jain philosophy provides a way of life for adherents. Shwetamber and Digamber are the two divisions of Jainism. These two sects differ in some of their religious beliefs, interpretations of scripture and daily and ascetic practices. Jains believe in:
• Jiva (eternal soul)
• Ahimsa (non-violence)
• Vegetarianism
• Aparigraha (non-acquisition)
• Karma (cause and effect action)
• Samas (cycle of transmigration, birth and death)
• Anekantvada (multiplicity of views)
• Moksha (liberation from cycle of birth)

Jains fast regularly during the course of a year and also during many festivals and holy days. Jains follow the Vir Nirvan Smavet calendar with its roots in the Hindu calendar.

Judaism
Judaism is a monotheistic faith. Followers believe that God entered into a covenant with Abraham, and it was later renewed with Moses and the Jewish people to reveal his laws and teachings through the Torah. The Jewish people practice these teachings in their worship and customs. The synagogue is their place of worship. Jews observe the Sabbath weekly, beginning at sunset on Friday and ending at sunset on Saturday. It is the time for spiritual reflection for adherents and they suspend work for the day. Followers of the faith may pray three times - morning, afternoon and night each day. Many Jews observe kosher (or kosher) dietary rules. The Jewish faith is divided into groups depending on adherents' religious beliefs and practices. Some of these include Orthodox, Conservative, Reform and Reconstructionist. The Jewish calendar is a combined lunar and solar calendar. The holy days may be celebrated either for a day or over two days based on adherent's religious beliefs.

Sikhism
Sikhism was founded by Guru Nanak (1469-1539). The religion was further developed and defined by nine gurus that came after him and has its roots in the Indian sub-continent. Holy scriptures called *Guru Granth Sahib* have guided adherents spiritually after the ten gurus. Sikhs believe in one Supreme Being. The key beliefs of Sikhism include:
• Oneness of humanity

- the release from birth-cycles through enlightenment
- worship, meditation and service
- rejection of caste system, rituals and idol-worship

Khalsa (baptized) Sikhs are required to follow Reht Maryada (the Sikh code of conduct) at all times. Reht Maryada includes both the religious and social practices for Sikhs. Sikh calendar was modified in 1999 and has moved from lunar to tropical solar calculations. Some groups within the faith continue to use the previous calendar and therefore some holy-day celebrations may vary based on adherent's affiliation.

Wicca
Wicca is a newly revived religion with roots in pre-Christian religious beliefs, traditions and practices of Europe. Wiccans worship the one Supreme Being and its two aspects - male and female equally. The faith also recognizes many other deities venerated from ancient times. Earth-centered practices and harmony with nature are important beliefs of the faith. Followers believe in Karma (actions with cause and effect) and reincarnation. Many Wiccans are members of covens (local Wicca groups). Ahura Mazda - the one God. Zoroastrians believe that an individual has a choice between good and evil in life. The path for perfecting oneself is through good thought, good speech and good actions. Fire is sacred to the faith and it is always kept burning in the temple and in followers' homes. Followers also believe in angels, heaven and hell, God and Satan, an immortal soul and the last judgement. Priesthood is hereditary in Zoroastrianism, and all religious ceremonies are led by priests. Both male and female followers are initiated into the faith through the Navjote ceremony. Initiated adherents have to follow dress codes of the faith. Shenshahi, Qadimi and Fasil are three major denominations and the three calendars that followers of the Zoroastrian faith use.

Zoroastrianism
Zarathushtra also called Zoroaster founded the faith in ancient Persia (Iran). Believers worship Ahura Mazda - the one God. Zoroastrians believe that an individual has a choice between good and evil in life. The path for perfecting oneself is through good thought, good speech and good actions. Fire is sacred to the faith and it is always kept burning in the temple and in followers' homes. Followers also believe in angels, heaven and hell, God and Satan, an immortal soul and the last judgement. Priesthood is hereditary in Zoroastrianism, and all religious ceremonies are led by priests. Both male and female followers are initiated into the faith through the Navjote ceremony. Initiated adherents have to follow dress codes of the faith. Shenshahi, Qadimi and Fasil are three major denominations and the three calendars that followers of the Zoroastrian faith use.

Canadian Holidays
Canada, like many other countries of the world, has identified holidays that are of religious and historical significance to the nation. The nine holidays - Canada Day, Labour Day, Thanksgiving Day, Remembrance Day, Christmas Day, Boxing Day, New Year's Day, Good Friday and Victoria Day - are mandated by federal legislation. These holidays celebrate and/or commemorate special events or individuals.

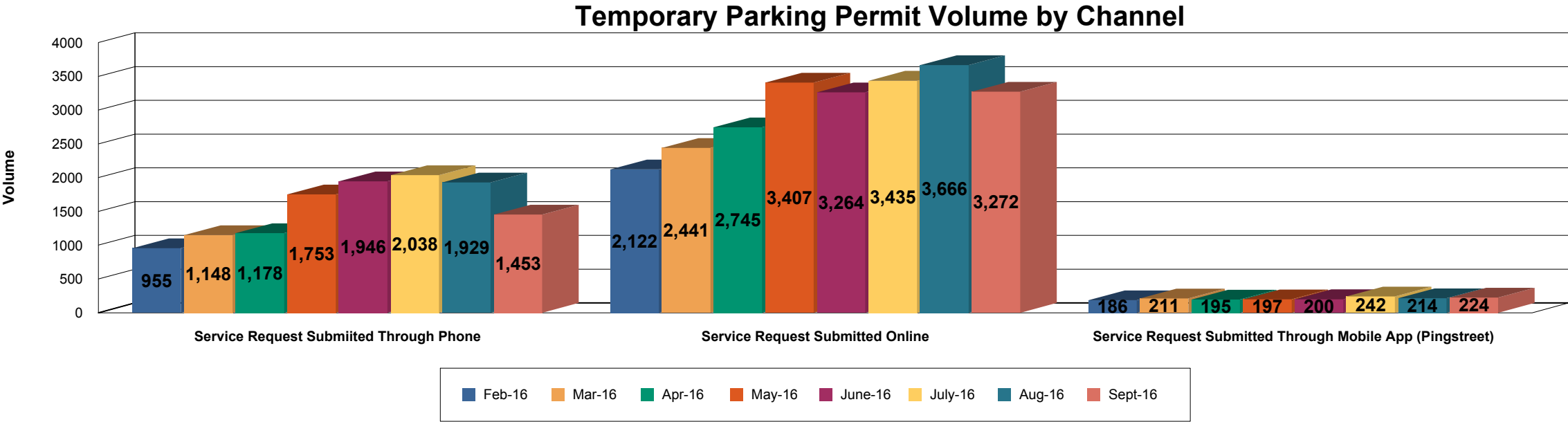
Provincially the number of statutory holidays vary. Ontario has eight recognized holidays. Remembrance Day is not a statutory holiday in Ontario. The Civic Holiday, also known as Simcoe Day, and Family Day are regionally designated holidays in Ontario.

The dates in this calendar have been verified by the following members of each faith community:
Aboriginal Spirituality - Joseph Paquette
Bahá'í - Ba Linn Le
Buddhism - Ven. Abbot Thich Tam Hoa, Ven. Jue Gian, Ven. Ahangama Rathanasiri, Bhante Saranapala
Christianity - Father Theo Drakos, Rev. Neil Young, Father Roman Pankiw, Father Camillo Lando, Father Walter Makarenko
Hinduism - Acharya Surendra Sharma Shastri, Pt. Roonnauth Sharma
Islam - Imam Omar Subedar, Mr. E. Gad, Dr. Aslam Daud, Gulshan Shihvi, Karim Keshavjee
Jainism - Dr. Raj Patil, Prakash Mody
Judaism - Arlene Botnick, Rabbi Yitzchok Slavin
Sikhism - Pardsep Singh Nagra, Ranjit Singh Dubey
Wicca - High Priest, Richard James, High Priestess Nicole Cooper
Zoroastrian - Nozer Ktawal, Fred Mirza, Hoshang Udvardi

For further information, contact:
Varsha Naik, Community Liaison Coordinator at (905) 890 1010 (or 1 800 668 1146) ext. 2573, or by email at varsha.naik@peelbsb.com

	Feb-16	Mar-16	Apr-16	May-16	Jun-16	Jul-16	Aug-16	Sep-16	Volume
Service Request Submiited Through Phone	955	1,148	1,178	1,753	1,946	2,038	1,929	1,453	12,400
Service Request Submitted Online	2,122	2,441	2,745	3,407	3,264	3,435	3,666	3,272	24,352
Service Request Submitted Through Mobile App (Pingstreet)	186	211	195	197	200	242	214	224	1,669
Total Volume	3,263	3,800	4,118	5,357	5,410	5,715	5,809	4,949	38,421

Note: volume for phone includes both 311 and Dispatch calls



City of Mississauga

Corporate Report



Date: 2016/11/01

To: Chair and Members of General Committee

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

Originator's files:
MG.23.REP
RT.10.Z-44E

Meeting date:
2016/11/16

Subject

All-Way Stop - Arrowsmith Drive and Golden Hills Way/Oaktree Circle (Ward 11)

Recommendation

That an all-way stop control not be implemented at the intersection of Arrowsmith Drive and Golden Hills Way/Oaktree Circle as the warrants have not been met.

Background

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 Arrowsmith Drive and Golden Hills Way/Oaktree Circle.

Present Status

Currently, the intersection of Arrowsmith Drive and Golden Hills Way/Oaktree Circle operates as a four-leg intersection with a two-way stop control for northbound traffic on Golden Hills Way and southbound traffic on Oaktree Circle, and free flow for eastbound and westbound traffic on Arrowsmith Drive.

Comments

An A.M. /P.M. manual turning movement count was completed on June 8, 2016 to determine if an all-way stop is warranted. The results are as follows:

Arrowsmith Drive and Oaktree Circle/Golden Hills Way (Wednesday June 8, 2016):

Part A: Volume for All Approaches: 62%

Part B: Volume Splits: 100%

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 Arrowsmith Drive and Golden Hills Way/Oaktree Circle.

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.

The Ward Councillor has consulted with the community to determine if there was sufficient support for the installation of an all-way stop at Arrowsmith Drive and Golden Hills Way/Oaktree Circle. The Ward Councillor received 18 responses in total where 15 (83%) supported the implementation of an all-way stop at this location and 3 (17%) opposed the installation. Therefore, 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 Arrowsmith Drive and Golden Hills Way/Oaktree Circle.

Financial Impact

Not applicable.

Conclusion

Based on the results of the manual turning movement count and the collision history review, the Transportation and Works Department does not recommend the installation of an all-way stop at the intersection of Arrowsmith Drive and Golden Hills Way/Oaktree Circle.

Attachments

Appendix 1: Location Map: All-Way Stop - Arrowsmith Drive and Golden Hills Way/Oaktree Circle (Ward 11)



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

Prepared by: Ouliana Drobychevskaia, Traffic Operations Technologist



All-Way Stop – Arrowsmith Drive and Golden Hills Way/Oaktree Circle (Ward 11)



City of Mississauga

Corporate Report



Date: 2016/10/21

To: Chair and Members of General Committee

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

Originator's files:
MG.23.REP
RT.10.Z-27

Meeting date:
2016/11/16

Subject

Lower Driveway Boulevard Parking - Greycedar Crescent (Ward 3)

Recommendation

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

Background

The Transportation and Works Department received a completed petition from an area resident to implement lower driveway boulevard parking on both sides of Greycedar Crescent. A sidewalk is present on both sides of the roadway and lower driveway boulevard parking between the curb and sidewalk is currently prohibited. Currently, three-hour parking is permitted on Greycedar Crescent except 25 metres (82 feet) west of Willowbank Trail to the northwest end of Greycedar Crescent which is No Parking 8 a.m. - 4 p.m., Monday to Friday, September 1 - June 30.

Comments

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

One-hundred and thirty-three (133) questionnaires were delivered and 57 (43%) were returned; 55 (96%) supported the implementation of lower driveway boulevard parking and 2 (4%) were opposed. Since greater than 66% of the total respondents support lower driveway boulevard parking, the Transportation and Works Department recommends implementing lower driveway boulevard parking between the curb and sidewalk, at any time, on both sides of Greycedar Crescent.

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

General Committee

2016/10/21

2

Originators files: MG.23.REP

RT.10.Z-27

Financial Impact

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

Conclusion

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

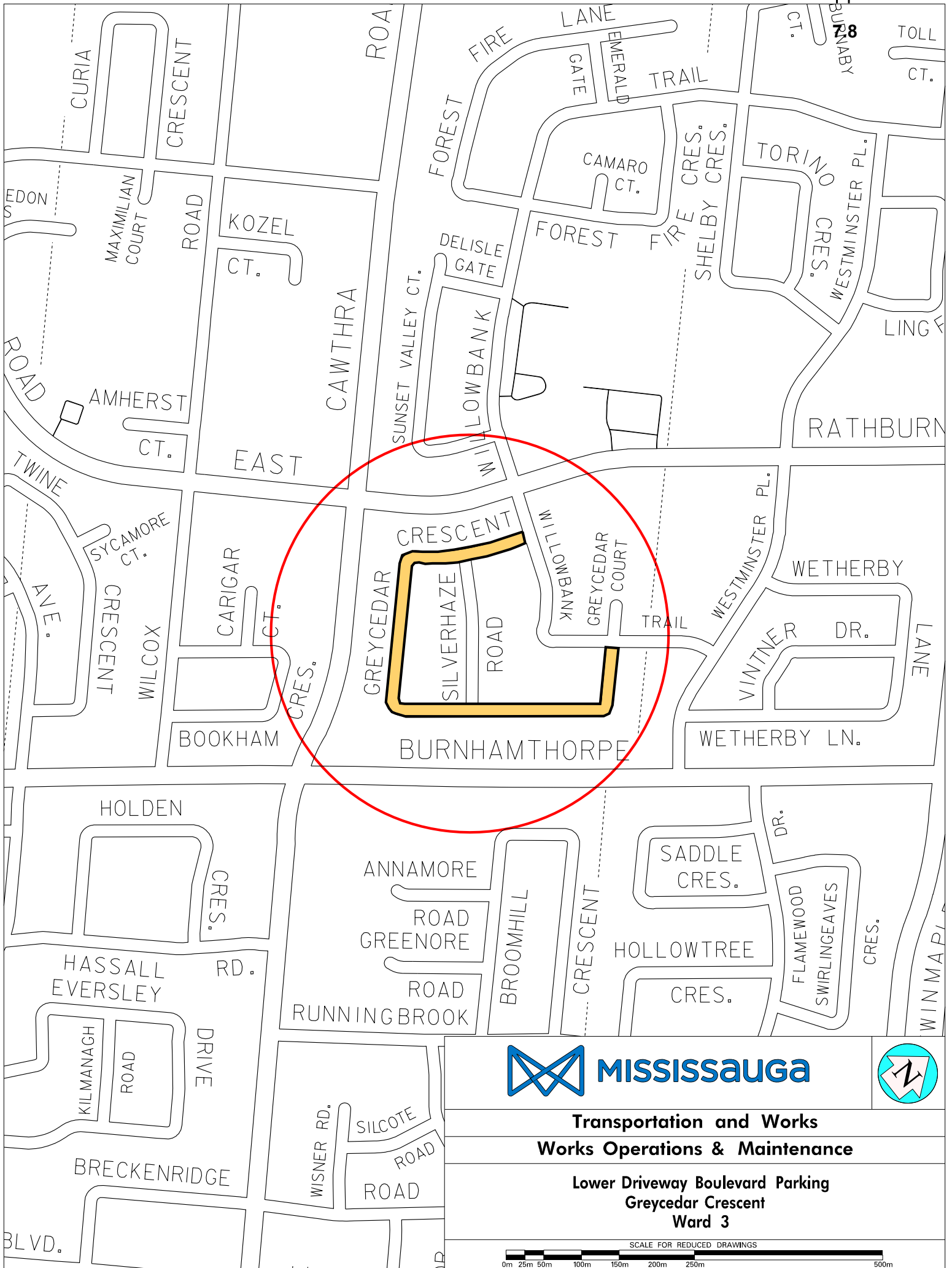
Attachments

Appendix: Location Map: Lower Driveway Boulevard Parking - Greycedar Crescent (Ward 3)



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

Prepared by: Haydn Kocznur, Traffic Operations Technician



**Transportation and Works
Works Operations & Maintenance**

**Lower Driveway Boulevard Parking
Greycedar Crescent
Ward 3**



City of Mississauga

Corporate Report



Date: 2016/10/21

To: Chair and Members of General Committee

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

Originator's files:
MG.23.REP
RT.10.Z-38E

Meeting date:
2016/11/16

Subject

Lower Driveway Boulevard Parking - Blizzard Road (Ward 6)

Recommendation

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

Background

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

Comments

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

Fifty-one (51) questionnaires were delivered and 16 (31%) were returned; 13 (81%) supported the implementation of lower driveway boulevard parking and 3 (19%) were opposed. Since greater than 66% of the total respondents support lower driveway boulevard parking, the Transportation and Works Department recommends implementing lower driveway boulevard parking between the curb and sidewalk, at any time, on Blizzard Road.

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

Financial Impact

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

General Committee

2016/10/21

2

Originators files: MG.23.REP

RT.10.Z-38E

Conclusion

Based on the results of the questionnaire, the Transportation and Works Department supports lower driveway boulevard parking between the curb and sidewalk, at any time, on Blizzard Road.

Attachments

Appendix: Location Map: Lower Driveway Boulevard Parking - Blizzard Road (Ward 6)



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

Prepared by: Haydn Kocznur, Traffic Operations Technician



City of Mississauga

Corporate Report



Date: 2016/10/21

To: Chair and Members of General Committee

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

Originator's files:
MG.23.REP
RT.10.Z-57

Meeting date:
2016/11/16

Subject

Lower Driveway Boulevard Parking - McDowell Drive (Ward 10)

Recommendation

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

Background

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

Comments

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

Sixty-five (65) questionnaires were delivered and 20 (31%) were returned; 18 (90%) supported the implementation of lower driveway boulevard parking and 2 (10%) were opposed. Since greater than 66% of the total respondents support lower driveway boulevard parking, the Transportation and Works Department recommends implementing lower driveway boulevard parking between the curb and sidewalk, at any time, on both sides of McDowell Drive between Churchill Meadows Boulevard and Ninth Line.

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

General Committee

2016/10/21

2

Originators files: MG.23.REP

RT.10.Z-57

Financial Impact

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

Conclusion

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

Attachments

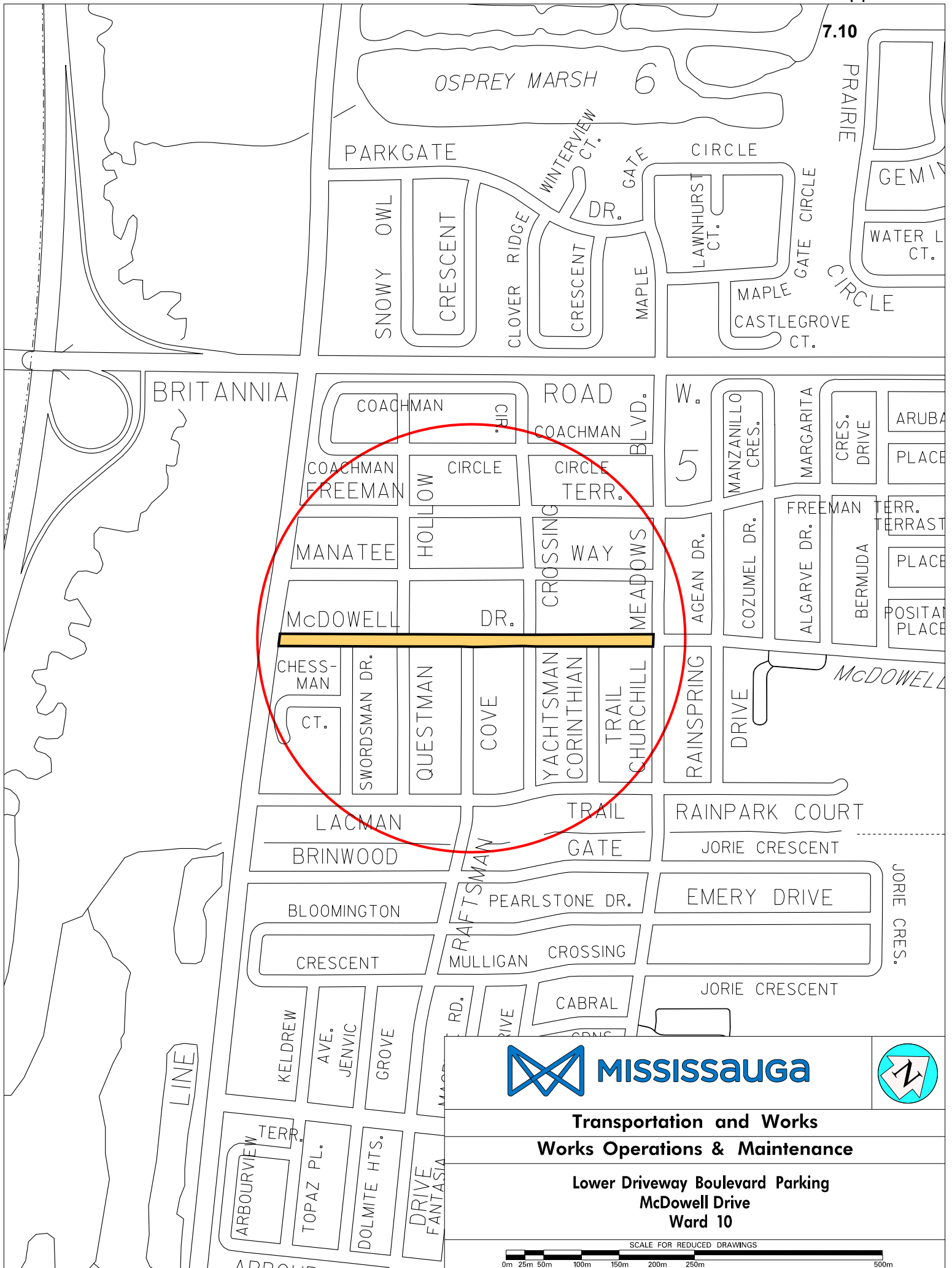
Appendix: Location Map: Lower Driveway Boulevard Parking - McDowell Drive (Ward 10)



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

Prepared by: Haydn Kocznur, Traffic Operations Technician

7.10



MISSISSAUGA



**Transportation and Works
Works Operations & Maintenance**

**Lower Driveway Boulevard Parking
McDowell Drive
Ward 10**

SCALE FOR REDUCED DRAWINGS

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

City of Mississauga

Corporate Report



Date: 2016/11/01

To: Chair and Members of General Committee

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

Originator's files:
MG.23.REP
RT.10.Z-44E

Meeting date:
2016/11/16

Subject

U-Turn Prohibition on Cantay Road (Ward 5)

Recommendation

That a by-law be enacted to amend the Traffic By-law 555-2000, as amended, to implement a U-Turn prohibition on Cantay Road for the northbound direction between a point 78 metres (256 feet) north of Britannia Road West and Standish Court.

Background

The Transportation and Works Department is in receipt of a request from an area resident seeking a U-Turn prohibition for northbound motorists on Cantay Road between Britannia Road West and Standish Court.

Comments

City staff completed a U-Turn study on Cantay Road between Britannia Road West and Standish Court to determine if there is a safety concern pertaining to this movement. The study revealed that a number of U-turns were executed at this location and these U-Turns were not all completed safely due to potential conflicts with oncoming traffic. During the AM peak seven (7) U-turns were completed and four (4) of them were not completed safely and during the PM peak 13 U-turns were executed and five (5) were not completed safely.

The apparent vehicular pattern is attributed to motorists exiting TJX Canada's building located on the northeast corner of the intersection of Britannia Road West and Cantay Road. Cantay Road is divided by a continuous median island between Britannia Road West and a point 78 metres northerly thereof. Consequently, motorists proceed northbound to the end of the median and complete a U-Turn to head back and access Britannia Road West instead of exiting from the north driveway located on Standish Court. Implementation of a U-Turn prohibition on Cantay Road should reduce instances of this traffic movement and would allow for proactive enforcement of these manoeuvres.

The area Ward Councillor has been made aware of the proposed U-Turn prohibition.

Financial Impact

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

Conclusion

The Transportation and Works Department supports a U-Turn prohibition for northbound motorists on Cantay Road between a point 78 metres (256 feet) north of Britannia Road West and Standish Court.

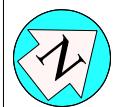
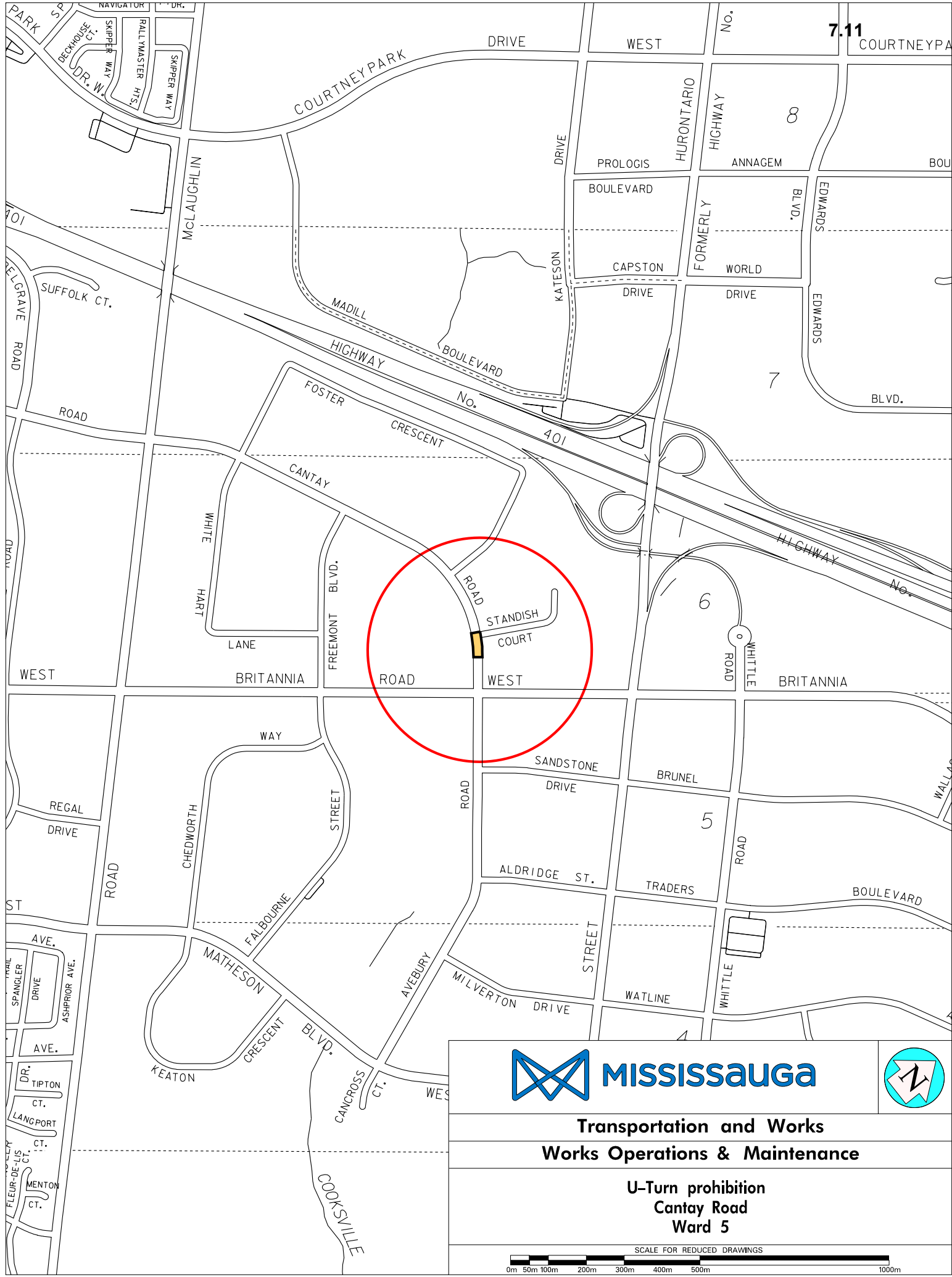
Attachments

Appendix 1: Location Map - U-Turn Prohibition - Cantay Road (Ward 5)



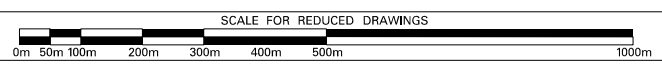
Geoff Wright, P. Eng., MBA, Commissioner of Transportation and Works

Prepared by: Alex Liya, C.E.T., Traffic Operations Technician



Transportation and Works
Works Operations & Maintenance

U-Turn prohibition
Cantay Road
Ward 5



City of Mississauga

Corporate Report



Date: 2016/11/02

To: Chair and Members of General Committee

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

Originator's files:
LA.09.HAL

Meeting date:
2016/11/16

Subject

Canadian National Railway (CN) - Milton Logistics Hub

Recommendation

1. That the report titled "Canadian National Railway (CN) – Milton Logistics Hub", dated November 2, 2016 from the Commissioner of Transportation and Works, be received for information.
2. That the report titled "Canadian National Railway (CN) – Milton Logistics Hub", dated November 2, 2016 from the Commissioner of Transportation and Works, be forwarded by the City Clerk, to the Region of Peel, the Region of Halton and Town of Milton.
3. That Transportation and Works staff be authorized to forward concerns and comments identified in this report to the Milton Logistics Hub Review Panel, once established, and the Canadian Environmental Assessment Agency.

Report Highlights

- CN is proposing to build an intermodal logistics facility, the Milton Logistics Hub, at the south-east quadrant of Britannia Road and Tremaine Road in the Region of Halton/Town of Milton.
- At full operation the hub will operate 24 hours a day, seven days a week with approximately 800 trucks per day entering and exiting the terminal (1,600 total truck movements).
- The Milton Logistics Hub is subject to a Federal Environmental Assessment process and review by the Canadian Transport Agency (CTA). A Review Panel of experts will be established to review the Environmental Impact Statement (EIS), conduct public consultation and consider stakeholder input.

- A terminal-generated truck traffic assessment was completed as part of the EIS that indicated there is potential for truck traffic to increase in the north-west part of the City of Mississauga.
- City of Mississauga concerns on increased truck traffic will be forwarded to the project Review Panel and the Canadian Environmental Assessment Agency (CEAA). Staff will continue to monitor the project process.

Background

In March 2015, Canadian National Railway (CN) announced plans to build an intermodal and logistics hub on approximately 160 hectares (395 acres) of CN property at the south-east quadrant of Britannia Road and Tremaine Road in the Region of Halton/Town of Milton. The proposed facility is approximately 15 km (9 miles) from the City of Mississauga's western municipal boundary of Highway 407.

CN has stated the Brampton Intermodal Terminal, located east of Airport Road, north of Highway 407 in the City of Brampton, is nearing capacity and cannot be expanded. The proposed Milton Logistics Hub is required for the purpose of accommodating increased demand for intermodal rail service in the Greater Toronto and Hamilton Area (GTHA). The proposed new facility will help enable the transport of shipping containers by rail and truck.

At full operation, projected for the year 2020, the proposed Milton Logistics Hub is forecasted to:

- handle approximately 450,000 containers annually;
- approximately 800 trucks per day will enter and exit the terminal (1,600 total truck movements) to support four planned intermodal trains per day;
- operate 24 hours a day, seven days a week with the predominant flow of truck traffic occurring during the weekdays and daytime; and
- trucks will access the facility from Britannia Road with employee access from Tremaine Road.

The proposed Milton Logistics Hub is proceeding through two approval processes:

- Formal application to the Canadian Transportation Agency (CTA) – required for approval of new railway lines; and
- Federal Environmental Assessment (EA) process – required by the Canadian Environmental Assessment Agency (CEAA). This process will determine if there are any significant adverse environmental effects from the construction and operation of the proposed facility. As part of the EA process an Environmental Impact Statement (EIS) was submitted to the CEAA for review in December 2015. The full EIS and other project information can be viewed on the CEAA website through the following link:

<http://www.ceaa-acee.gc.ca/050/details-eng.cfm?evaluation=80100>

The Federal Minister of the Environment and Climate Change (the Minister) has ordered a panel review of this project; the Minister will appoint the Review Panel consisting of three independent experts. Stakeholders were invited to comment on the draft agreement to establish the mandate and authority of the Review Panel. Once this agreement is final, and the Review Panel is established, a report on the project must be submitted to the Minister within 14 months. This does not include the time it may take for the project proponent, in this case CN, to provide information requested by the Review Panel. The CEAA has indicated the project Review Panel will be established in the next two months, with the 14 month review process beginning in early 2017. Throughout the Review Panel process, members of the public, special interest groups, government and technical agencies will have the opportunity to review materials and provide comments. A final decision by the Minister will not be made until the panel review is complete.

The Region of Peel and area municipalities are aware of this project and have submitted comments at various stages in the process. In addition, updates and communication on this project are received through Peel Goods Movement Task Force meetings, at which both CN and the City of Mississauga are members.

Transportation and Works were requested to prepare a report on potential impacts of additional truck traffic from the Milton Logistics Hub on the City of Mississauga.

Comments

Halton Region and Area Municipalities

Halton Region and the four area municipalities (Towns of Milton, Oakville, Halton Hills and City of Burlington) have continually expressed concerns about the proposed Milton Logistics Hub since the review process was initiated in 2015. These concerns include servicing impacts, public safety, traffic congestion, number and type of jobs, environmental impacts and growth management. The Region has stated that servicing to this site is not available until 2021.

Environmental Impact Statement - Review of Terminal-Generated Truck Traffic

During early consultations on the project, concerns were expressed on truck routing and congestion in the surrounding area. To address this concern, CN retained BA Consulting Group Ltd. to review the potential change in on-street traffic as a result of the Milton Logistics Hub. This assessment was completed in November 2015 and forms part of the formal EIS submission.

The general outcome and conclusions of the terminal-generated truck traffic assessment are:

- The majority of truck traffic generated by the proposed intermodal facility in Milton will use arterial roads in Halton Region to access the highways, namely Highways 401, 407, 403 and the Queen Elizabeth Way (QEW);

- Peak heavy-truck traffic from the intermodal facility will occur between 8:00 – 9:00 a.m. and 4:00 – 5:00 p.m., with 55% occurring during the day outside of peak periods;
- CN will be directing the trucks it controls (approximately 20% of total generated truck trips) to utilize Highway 407 whenever practical and feasible;
- Britannia Road and Tremaine Road will likely carry the largest volumes of facility generated truck traffic. The EIS states *“It is anticipated that the impact of truck volumes on Britannia Road and Tremaine Road can be mitigated through reasonable and conventional traffic engineering and operational control measures that would not result in a significant increase in road congestion. These measures...could include signaling, signage, adjustment to queuing lanes, turn lanes and provisions to ensure the safety of pedestrians and cyclists.”*;
- The arterial road system in Halton Region, with several connections to the Provincial highway network, is designed, built and maintained to carry truck traffic and accommodate goods movements;
- The Halton Roads Capital Project schedule identifies a number of improvements to arterial roads in the vicinity of the proposed logistics hub, namely Tremaine Road, Regional Road 25, James Snow Parkway and Trafalgar Road, will be widened to a 4-lane cross section (and some ultimately 6 lanes in future) prior to the facility opening in 2020. Additional improvements include grade separations where roads intersect 16 Mile Creek and the CN main line tracks. The east/west arterial roads, namely Steeles Avenue, Derry Road and Britannia Road, will also be improved to a 4-lane cross-section, with Dundas Street improved to 6 lanes;
- As part of the Capital Roads Projects, Halton Region has allocated funds for the design and construction of the Tremaine Road/Highway 401 interchange;
- Without the Tremaine Road/Highway 401 interchange heavy-truck traffic volumes will increase at Britannia Road/Highway 25 and Britannia Road/James Snow Parkway; and
- A small percentage of total truck traffic will access the intermodal facility and leave the facility by Britannia Road through the City of Mississauga. Most truck-terminal traffic using Britannia Road will use other points of connection to Highway 401 and Highway 407.

Impact of the Proposed Milton Logistics Hub on the City of Mississauga

In order to assess the potential impact of trucks from the proposed Milton Logistics Hub on roads in north-west Mississauga, it is important to understand goods movement and heavy truck restrictions in this area.

Arterial roads (under Regional and City jurisdiction), are the main truck routes between major industrial and logistics origins and destinations. They are generally designed, operated and constructed to accommodate significant truck volumes and function as key goods movement corridors. The arterial roads, together with the highways, form a complete goods movement road network. In the north-west quadrant of the City, Derry Road, Britannia Road, Eglinton Avenue, Erin Mills Parkway and Ninth Line are permitted to carry heavy trucks unrestricted. These roads lead to several highways including Highways 401, 407 and 403. Winston Churchill Boulevard is the only road in this area where heavy trucks are restricted from 7:00 pm to 7:00

am daily and all day on Sundays. In addition, it should be noted that Tenth Line, a major collector road in the north-west, does not permit heavy truck traffic.

As indicated previously and similar to the Region of Peel/City of Mississauga, the arterial road system in the Region of Halton/Town of Milton, with several connections to the Provincial highway network, is designed, built and maintained to carry truck traffic and accommodate goods movement.

The terminal-generated truck traffic assessment assumes capital road improvements will be completed before the Milton Logistics Hub is in full operation in 2020. These improvements include a 4-lane cross-section for most north-south and east-west roads in the vicinity of the hub (Tremaine Road, Regional Road 25, James Snow Parkway and Trafalgar Road, Steeles Avenue, Derry Road and Britannia Road). However, the assessment also acknowledges that the planned Halton Region Capital Projects (2015 – 2031) program is subject to revision, some projects still require approval through an EA process and may require permits or other considerations prior to the commencement of construction. One of these key improvements is the interchange at Tremaine Road and Highway 401. Halton Region staff have advised that according to the latest capital works in progress forecasts, the Tremaine Road/Highway 401 interchange is expected to be completed by Fall 2020.

Although the truck-traffic assessment undertaken by BA Consulting Group assumed a small increase in truck traffic continuing into the City of Mississauga as a result of the Milton Logistics Hub, it is prudent for the City to provide comments to the project Review Panel and the CEEA including:

- Concerns around increased terminal-generated truck traffic using roads in the City of Mississauga to avoid congestion on the 400 series highways; and
- Concerns the capital road improvements identified by Halton Region for arterial roads around the Milton Logistics Hub will be delayed. The Review Panel should consider imposing conditions on the approval of the facility linked to road improvements, to ensure there is a strong goods movement network supporting hub operations.

In addition, this is also an opportunity to evaluate if Ninth Line in the City of Mississauga should include truck restrictions, similar to Winston Churchill Boulevard. Future planning for the lands located on the west side of Ninth Line (Shaping Ninth Line project) includes mixed-use residential, commercial and employment uses. Similarly, existing development on the east side of Ninth Line is predominately residential. If Highway 401 is congested, it is possible that trucks may use Ninth Line as an alternative route to Highway 403 or Steeles Avenue. As the Region of Peel undertakes goods movement planning for the Region, City staff should initiate discussions with Regional staff to determine if heavy-truck restrictions are appropriate for Ninth Line and the impact to the overall goods movement network.

Financial Impact

Not Applicable

Conclusion

CN is proposing to build the Milton Logistics Hub in the Region of Halton/Town of Milton that at full operation will have approximately 1,600 truck movements daily. This project is subject to a Federal Environmental Assessment process and review by the Canadian Transportation Agency. The Federal Minister of the Environment and Climate Change has ordered a Review Panel, consisting of independent experts, to review the Environmental Impact Statement prepared by the proponent and any additional information provided by stakeholders. This project has the potential to generate additional truck traffic on roads in the City of Mississauga and as such, concerns outlined in this report should be forwarded to the CEAA and project Review Panel. City staff will continue to monitor this project and provide updates to City Council.



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

Prepared by: Susan Tanabe, Manager, Transportation Planning

City of Mississauga

Corporate Report



Date: 2016/09/29

To: Chair and Members of General Committee

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

Originator's files:
MG.23.REP

Meeting date:
2016/11/16

Subject

Goreway Drive Road Grade Separation Agreement (Ward 5)

Recommendation

1. That the Commissioner of Transportation and Works and the City Clerk be authorized to enter into a Grade Separation Agreement with the City of Brampton and the Canadian National Railway Company (CNR) for the construction and future maintenance of the Goreway Drive road grade separation at CNR Halton Subdivision Mileage 8.80, in a form satisfactory to Legal Services.
2. That the Commissioner of Transportation and Works and the City Clerk be authorized to enter into a Joint Municipal Capital Road Project Agreement with the City of Brampton for the reconstruction of Goreway Drive from Brandon Gate Drive to Steeles Avenue, including the construction of the Goreway Drive road grade separation structure over the CNR rail tracks, in a form satisfactory to Legal Services.
3. That all necessary by-laws be enacted.

Report Highlights

- In 2007, a Municipal Class Environmental Assessment Study for the improvement to Goreway Drive from Brandon Gate Drive to Steeles Avenue was completed by Mississauga and Brampton as a joint venture.
- The study recommended that a road grade separation of Goreway Drive over the CNR rail tracks be constructed, as shown in the attached Appendix 1.
- The City of Brampton is the proponent of this project.
- It is necessary to enter into a Grade Separation Agreement with the City of Brampton and the CNR and a joint Municipal Capital Road Project Agreement with the City of Brampton to proceed with this project.

Background

Goreway Drive is a four-lane major collector roadway which has an existing at-grade crossing with the CNR rail tracks at the northern boundary of Mississauga with the City of Brampton, approximately 300 metres north of Brandon Gate Drive. Currently there are three sets of rail tracks in service to accommodate freight trains.

An Environmental Assessment Study for improvements to Goreway Drive from Brandon Gate Drive to Steeles Avenue was completed by in 2007. The study was conducted as a joint venture between the cities of Mississauga and Brampton and recommended the reconstruction of Goreway Drive, including a road grade separation over the CNR rail tracks. This improvement will provide a safer and more effective means of pedestrian and vehicle movement at the CNR rail crossing at Goreway Drive.

Funds for the detailed design and construction of the overpass grade separation were identified in the capital budget. A budget amount allocation of \$19.3 Million was cash flowed from 2014 through to 2022, based on an equal cost sharing basis of the municipal portion with the City of Brampton for the construction of this project.

Comments

The City of Brampton is the proponent for this project and will lead the construction process. The City of Mississauga will contribute 50% of the costs of actual construction.

Aecom Canada Ltd. was retained by the City of Brampton to complete the consulting engineering services for the Goreway Road improvements, including the detailed design, utility coordination; contract drawings tender documents preparation, and contract administration. The project design and contract documents are currently 90% complete. In addition to completing the design, the City of Brampton is dealing with the acquisition of property from the Province which is required for the grade separation. Negotiations for this acquisition are ongoing and it is not certain when the process will be complete. Commencement of the project is dependent on the finalization of the acquisition as construction of the road grade separation cannot begin until the property acquisition is complete.

The cities of Mississauga and Brampton have agreed to work together to complete construction of the Goreway Drive improvements and road grade separation at the CNR Halton subdivision mileage 8.80. In order for the project to proceed, it is recommended that the City of Mississauga be authorized to enter into two agreements:

- a Grade Separation Agreement with the City of Brampton and the CNR for the construction and future maintenance of the Goreway Drive road grade separation at CNR Halton Subdivision Mileage 8.80; and
- a Joint Municipal Capital Road Project Agreement with the Corporation of the City of Brampton for the reconstruction of Goreway Drive from Brandon Gate Drive to Steeles

Avenue, including the construction of the Goreway Drive road grade separation structure over the CNR rail tracks.

Financial Impact

The budget amounts, including contingency, have been identified in the capital budget and cash flowed as follows:

Approved budget in 2014 and prior	\$ 2.423 Million
Budget in 2018	\$ 1.3 Million
Budget in 2019	\$ 4.0 Million
Budget in 2020	\$ 4.0 Million
Budget in 2021	\$ 4.0 Million
Budget in 2022	\$ 4.0 Million
Total	\$ 19.723 Million

Conclusion

The City of Mississauga and the City of Brampton have agreed to work together to construct a road grade separation at Goreway Drive crossing over the CNR rail tracks at Halton Subdivision Mileage 8.80. The funding for the grade separation is proposed on an equal cost sharing basis among the two municipalities. In order to set out the terms and conditions upon which the road grade separation project will proceed, it is recommended that the City be authorized to enter into a Grade Separation Agreement with the City of Brampton and CNR for the construction and future maintenance of the Goreway Drive road grade separation at CNR Halton Subdivision Mileage 8.80 and a Joint Municipal Capital Road Project Agreement with the City of Brampton.

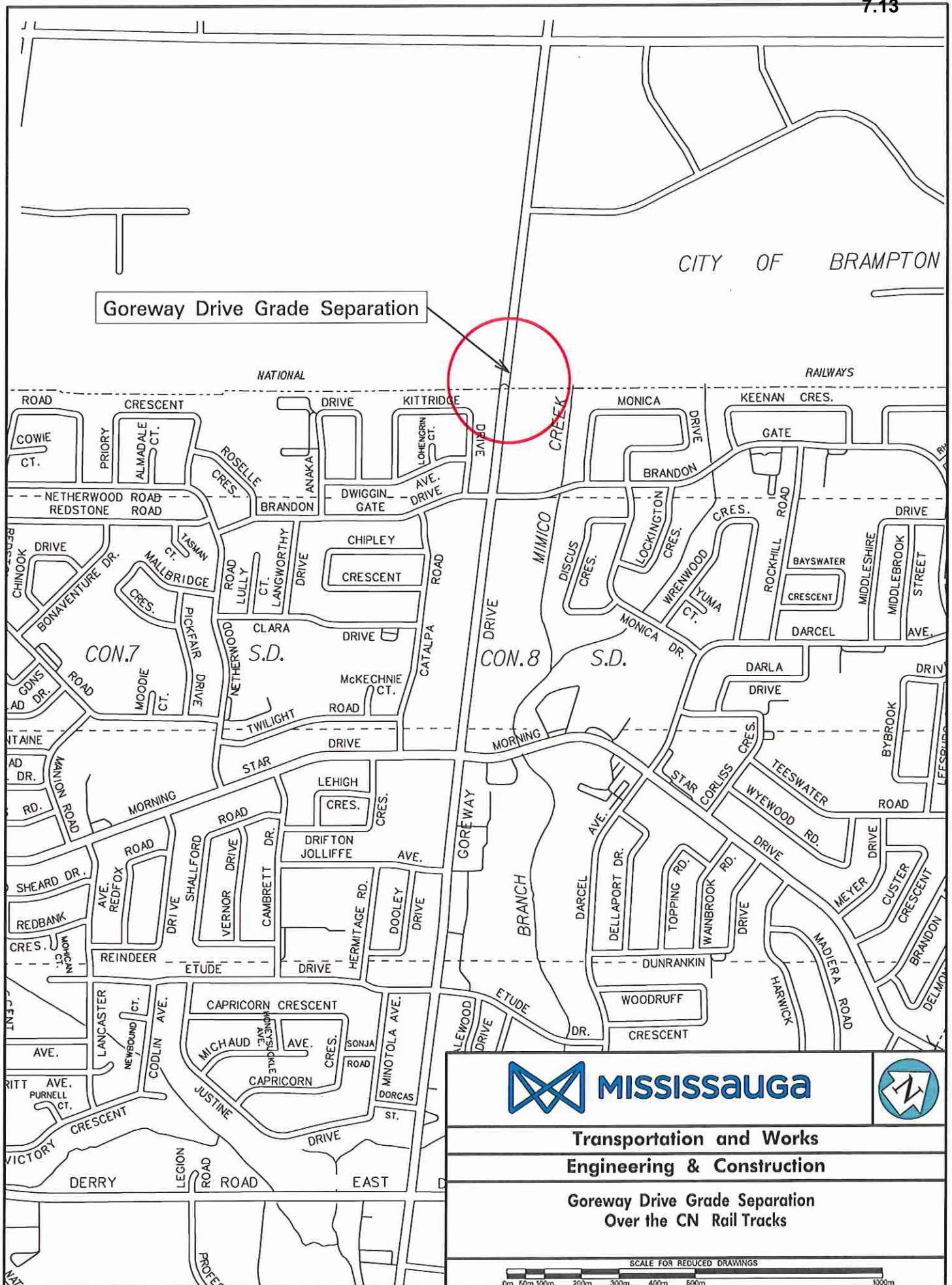
Attachments

Appendix1: Goreway Drive Grade Separation Map attached.



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

Prepared by: Zeljko Subic, Capital Project Manager



City of Mississauga

Corporate Report



Date: 2016/11/02

To: Chair and Members of General Committee

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

Originator's files:
CD.03 .DOW

Meeting date:
2017/11/16

Subject

Authorization to Enter into an Agreement with Metrolinx for the Design and Construction of the Cooksville Inter-Regional Bus Terminal and Related Facilities

Recommendation

That a by-law be enacted to authorize the Commissioner of Transportation and Works and the City Clerk to enter into an agreement with Metrolinx for the design and construction of the Cooksville inter-regional bus terminal and related facilities in a form satisfactory to Legal Services.

Background

Currently, the Cooksville GO Station consists of a station building, a bus loop and surface parking lots. In 2011, a Mobility Hub Study was completed for the Cooksville GO Station and surrounding lands that assessed and developed concepts for redevelopment, quality connections, a new parking structure, an enhanced station building and improved station access. In 2013, Metrolinx completed a Parking and Station Access Plan (the Plan) which reported that parking utilization at the Cooksville GO Station was operating above 100%. The Plan therefore recommended 600-800 new parking spaces be constructed in an aboveground structure.

Comments

Metrolinx is moving forward with the construction of the Cooksville GO Station Development that includes the design and construction of the Cooksville inter-regional bus terminal, an aboveground parking structure and a private access driveway (future John Street Extension). The Cooksville GO Station Development is the first step towards realizing the vision set out in the Cooksville Mobility Hub Study as the parking structure will provide enough capacity to free up a majority of the surface parking lots for future redevelopment. City staff has worked extensively with Metrolinx to ensure that the location and design of the parking structure, inter-regional bus terminal, station building, public realm and new private driveway west of Hurontario Street (future John Street extension) meet City standards and enhance the station development and surrounding area.

Increasing the number of parking spaces available at the Cooksville GO Station is expected to generate additional car trips to the station, specifically during peak periods such as the morning and evening rush hours. The private driveway, which is to include a full moves intersection at Hurontario Street, was incorporated into the design to improve traffic flow during busy periods.

The purpose of the Agreement is to establish an arrangement between Metrolinx and the City of Mississauga outlining the roles, rights and obligations on the design, construction, maintenance, operation and funding for the Cooksville GO Station Development. The Agreement will ensure that the necessary infrastructure is in place to accommodate the additional trips that will be generated by the increased parking supply as well as items such as parameters for the conveyance of lands for the public road network, facilities and access for MiWay and mitigation measures for visual and environmental impacts.

Strategic Plan

The establishment of the proposed Agreement facilitates the construction of the Cooksville GO Station Development that advances the Strategic Plan's *Move* and *Connect* pillars with the provision of improved transportation infrastructure.

Financial Impact

The Agreement will identify that Metrolinx is responsible for all of the capital costs of the Cooksville GO Station Development.

Conclusion

Metrolinx is proceeding with the design and construction of the Cooksville GO Station Development. Metrolinx and the City of Mississauga have agreed on several different elements of the design and plans for operations. By establishing an agreement between the City and Metrolinx, both parties can be confident that this project will meet their goals and objectives.



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

Prepared by: Evie Przybyla, Transportation Planner

City of Mississauga

Corporate Report



Date: 2016/10/28

To: Chair and Members of General Committee

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

Originator's files:
MG.23.REP

Meeting date:
2016/11/16

Subject

Mississauga Transitway Project - Maintenance Services Agreement between the City of Mississauga and Bell Realty for the Maintenance of the Pedestrian Bridge at Etobicoke Creek Station (Wards 3 & 5)

Recommendation

That a by-law be enacted to authorize the Commissioner of Transportation and Works and the City Clerk to execute a Maintenance Services Agreement between the City of Mississauga and BMCC Phase II Realty Corporation, BMCC Phase III Realty Corporation and Mississauga Complex Portfolio Inc. (collectively known as "Bell Realty") to authorize the City to provide maintenance services for the pedestrian bridge at Etobicoke Creek Station and recover costs for such maintenance services from Bell Realty, in a form satisfactory to Legal Services.

Background

A pedestrian bridge was constructed for the sole purpose of facilitating the access of Bell employees to the Bell Commercial Complex from the Etobicoke Creek Station of the Mississauga Transitway. As the pedestrian bridge connects to the Bell Commercial Complex, a portion of the bridge has been constructed on Bell-owned lands. A previous agreement allowed the City's construction of the Transitway, including temporary and permanent utility and maintenance access easements and agreed that a pedestrian bridge would be built to facilitate the access for Bell employees to the Transitway station. A gratuitous transfer and dedication of permanent easement over the Bell lands has been granted by Bell to the City and Bell provided a cash contribution of \$250,000 towards the construction of the bridge.

Comments

A pedestrian bridge has been constructed connecting the Etobicoke Creek Transitway Station to the Bell Commercial Complex. A Site Development Plan Agreement was executed between the City and Bell Realty dated September 23, 2008, wherein the City, due to its knowledge and expertise, agreed to conduct general maintenance services for the pedestrian bridge similar to

other structures within the City. The City has agreed to be responsible for the maintenance of the pedestrian bridge and Bell has agreed to reimburse the City for any costs incurred by the City for the maintenance and repair of the pedestrian bridge.

In consideration of the City providing the maintenance services, Bell will be responsible for one hundred percent (100%) of the cost the City incurs in carrying out the maintenance services. Any capital construction work shall be shared by the parties on a fifty/fifty (50/50) basis and the performance of such work shall be the City's responsibility.

Financial Impact

Bell shall be responsible for one hundred percent (100%) of the maintenance services for the pedestrian bridge and any future capital works costs for which the City of Mississauga may be responsible would be identified in the future Capital budget.

Conclusion

The City and Bell have come to an agreement on the cost responsibility for the maintenance of the pedestrian bridge from the Etobicoke Creek Station of the Mississauga Transitway to the Bell Commercial Complex. Therefore, it is recommended that Council authorize the Commissioner of Transportation and Works and City Clerk to execute a Maintenance Services Agreement outlining the terms and conditions of this agreement.

Attachments

Appendix 1: Location Plan of Pedestrian Bridge at Etobicoke Creek Transitway Station.



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

Prepared by: W. Scott Anderson, P.Eng., Manager, Transitway Construction



APPENDIX 1



T & W – Transitway Construction

**Location Plan
Pedestrian Bridge at Etobicoke Creek Station (Wards 3, 5)**

City of Mississauga

Corporate Report



Date: 2016/10/26

To: Chair and Members of General Committee

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

Originator's files:
MG.23.REP

Meeting date:
2016/11/16

Subject (REVISED)

By-laws To Establish Lands As Public Highways (Wards 1, 2, 5 and 11)

Recommendation

That by-laws be enacted authorizing the establishment of public highway on those lands described in Appendices 1 to 7 attached to the report entitled, "By-laws To Establish Lands As Public Highway", dated October 26, 2016, from the Commissioner of Transportation and Works and that City staff be authorized to register the by-laws on title against the subject lands in the appropriate Land Registry Office.

Report Highlights

- This report identifies parcels that need to be established as public highway on a number of roads, namely the North Service Road, Loreland Avenue, Sheridan Park Drive, Lakeshore Road West, North Sheridan Way, Matheson Boulevard East and Creditview Road.
- Transportation and Works Department staff recommends enacting seven by-laws to establish the parcels mentioned in this report as public highway.
- Transportation and Works Department staff recommends registering the by-laws in the appropriate Land Registry Office.

Background

As part of Transportation and Works housekeeping efforts, the Geomatics Section identifies public highways that should be closed and conversely, parcels of land that should be established as public highway. For the purpose of this report, staff members have identified the following parcels of land that should be established as public highway:

1. Part of Reserve Block U, Registered Plan 698, designated as Part 3, Plan 43R-36912, to be established as part of the North Service Road (Ward 1).

2. Part of Lots 3 and 4, Concession 1, South of Dundas Street, designated as Part 2, Plan 43R-29272, to be established as part of Loreland Avenue (Ward 1).
3. Part of Block C, Registered Plan 718 and Part of Lot 32, Concession 1, South of Dundas Street, designated as Part 2, Plan 43R-32837, to be established as part of Sheridan Park Drive (Ward 2).
4. Part of Lots 33 and 34, Concession 4, South of Dundas Street, designated as Part 1, Plan 43R-20330, to be established as part of Lakeshore Road West (Ward 2).
5. Part of Lot 31, Concession 1, South of Dundas Street, designated as Parts 2, 3 and 4, Plan 43R-25544; Part of Leanne Boulevard, Registered Plan M-234 (closed by City of Mississauga Bylaw 903-86, Instrument No. LT687921), designated as Parts 6 and 8, Plan 43R-32675 and all of PIN 13427-0308(LT) designated as part of Part 26, Plan 43R-10405 lying south of Part 3, Plan 43R-14015, be established as part of North Sheridan Way (Ward 2).
6. All of PIN 13297-0331(LT) being part of Lot 1, Concession 7, East of Hurontario Street as in Instrument No. RO1096965; Part of the Road Allowance between Concessions 6 and 7, East of Hurontario Street, (formerly known as Sixth Line East, closed by City of Mississauga By-Law 234-80, registered as Instrument No. RO552641), designated as Part 3, Plan 43R-7447; All of Block 14, Registered Plan 43M-584, to be established as part of Matheson Boulevard East (Ward 5).
7. All of Reserve Block T, Registered Plan 803 and Part of Block B, Registered Plan 803, designated as Part 3, Plan 43R-2150, to be established as part of Creditview Road (Ward 11).

Comments

North Service Road (Ward 1)

The Ministry of Transportation of Ontario (MTO) plans to expand and make improvements to the QEW in accordance to the QEW Evans Avenue to Cawthra Road Preliminary Design and Class Environmental Assessment (EA). MTO's land requirements for this project include Part of Reserve Block U, Registered Plan 698, designated as Part 3, Plan 43R-36912. In order for MTO to assume this land as public highway, the City has to first establish it as such.

Transportation and Works staff recommends enacting a by-law to establish the said lands as shown in Appendix 1 as public highway.

Loreland Avenue (Ward 1)

The typical width of Loreland Avenue is 24 metres (79 feet). By establishing Part Lots 3 and 4, Concession 1, South of Dundas Street, designated as Part 2, Plan 43R-29272, the City will achieve the typical right-of-way width in this section.

In addition, the property municipally addressed as 1680 Mattawa Avenue had a license agreement (that has now expired) to cross the above-noted parcel to access Loreland Avenue.

By establishing this parcel as public highway, the City will not be required to issue and administer a new license agreement with the property owner.

Transportation and Works staff recommends enacting a by-law to establish the said lands as shown in Appendix 2 as public highway.

Sheridan Park Drive (Ward 2)

The Official Plan allows for the ultimate width of Sheridan Park Drive to be 35 metres (115 feet). By establishing Part of Block C, Registered Plan 718 and Part of Lot 32, Concession 1, South of Dundas Street, designated as Part 2, Plan 43R-32837, the City will achieve the ultimate right-of-way width.

Transportation and Works staff recommends enacting a by-law to establish the said lands as shown in Appendix 3 as public highway.

Lakeshore Road West (Ward 2)

The City acquired Part of Lots 33 and 34, Concession 4, South of Dundas Street, designated as Part 1, Plan 43R-20330 in 1994. The parcel was intended to be established as public highway, however, a by-law was never enacted.

By establishing the said lands as public highway, the City will achieve the ultimate right-of-way width of 35 metres (115 feet) as per the Official Plan.

Transportation and Works staff recommends enacting a by-law to establish the said lands as shown in Appendix 4 as public highway.

North Sheridan Way (Ward 2)

The City acquired Part of Lot 31, Concession 1, South of Dundas Street, designated as Parts 2, 3 and 4, Plan 43R-25544 in 2001. The parcels were intended to be established as public highway, however, a by-law was never enacted. As a result, the property municipally addressed as 2161 North Sheridan Way does not have legal access to the road.

By establishing the parcels as public highway, the City will provide legal access to the property municipally addressed as 2161 North Sheridan Way.

The City acquired part of Leanne Boulevard, Registered Plan M-234 (closed by City of Mississauga Bylaw 903-86, registered as Instrument No. LT687921), designated as Parts 6 and 8, Plan 43R-32675 in 2009. The parcels were intended to be established as public highway; however, a by-law was never enacted. In addition, a 0.30m (1ft) strip of land described as part of Leanne Boulevard, Registered Plan M-234 (closed by City of Mississauga Bylaw 903-86, registered as Instrument No. LT687921) being all of PIN 13427-0308(LT) and designated as part of Part 26, Plan 43R-10405 lying south of Part 3, Plan 43R-14015, should have been established as public highway but never was. As a result, the property municipally addressed as 2125 North Sheridan Way does not have legal access to the road.

By establishing the said lands as public highway, the City will provide legal access to the property municipally addressed as 2125 North Sheridan Way.

Transportation and Works staff recommends enacting a by-law to establish all the said lands as shown in Appendix 5 as public highway.

Matheson Boulevard East (Ward 5)

Block 14, Registered Plan 43M-584 was transferred to the City in 1985 from Baif Developments Limited. At that time, Block 14 was not dedicated as public highway as Matheson Boulevard East stopped at the westerly limit of Block 14. Within the limits of Block 14, exists Part 3, Plan 43R-7447 which represents the original road allowance between Concessions 6 and 7, East of Hurontario Street. This portion of the original road allowance was closed by By-law 234-80 (registered as Instrument No. RO552641). Matheson Boulevard East was extended easterly to Toronto in the late 1990's and the travelled portion of the road crosses through Block 14 and Part 3, Plan 43R-7447.

In August of 1995, MTO transferred a portion of a Controlled-Access Highway to the City, described as all of PIN 13297-0331 being part of Lot 1, Concession 7, East of Hurontario Street as in Instrument No. RO1096965. This parcel is adjacent to Block 14 and a portion of the west-bound Matheson Boulevard East ramp leading from the southbound lane of Renforth Drive crosses through it.

Given the structure location and the sidewalk alignment on Matheson Boulevard East, Transportation and Works staff recommends enacting a by-law to establish the said lands as shown in Appendix 6 as public highway.

Creditview Road (Ward 11)

The parcel of land described as Part of Block B, Registered Plan 803, designated as Part 3, Plan 43R-2150 should have been transferred to the City for establishment as public highway as part of the development for Peel Condominium Plan 55. Our records indicate that the lands were never transferred to the City as part of the condominium development but instead remained in the ownership of the original owner (The Coventry Group).

Reserve Block T, Registered Plan 803 serves as a 0.30m (1ft) reserve between Part 3, Plan 43R-2150 and Creditview Road.

Reserve Block T, Registered Plan 803 and Part of Block B, Registered Plan 803 designated as Part 3, Plan 43R-2150 have been identified as lands required to facilitate the future improvements to Creditview Road as identified in the approved Creditview Road Class Environmental Assessment Study (Bancroft Drive to Old Creditview Road). The City proceeded to obtain Part 3, Plan 43R-2150 from The Coventry Group but discovered that corporation no longer exists and the land rests under the ownership of the Crown. The City has acquired the land under the Acquisition of Lands Escheated to the Crown process through the Office of the Public Guardian and Trustee.

Transportation and Works staff recommends enacting a by-law to establish the said lands as shown in Appendix 7 as public highway.

Financial Impact

There is no financial impact.

Conclusion

As part of the Departmental housekeeping efforts, Transportation and Works staff recommends enacting seven by-laws to establish the parcels mentioned in this report as public highway.

Attachments

Appendix 1: North Service Road - Sketch

Appendix 2: Loreland Ave -Sketch

Appendix 3: Sheridan Park Drive - Sketch

Appendix 4: Lakeshore Rd W - Sketch

Appendix 5: North Sheridan Way - Sketch

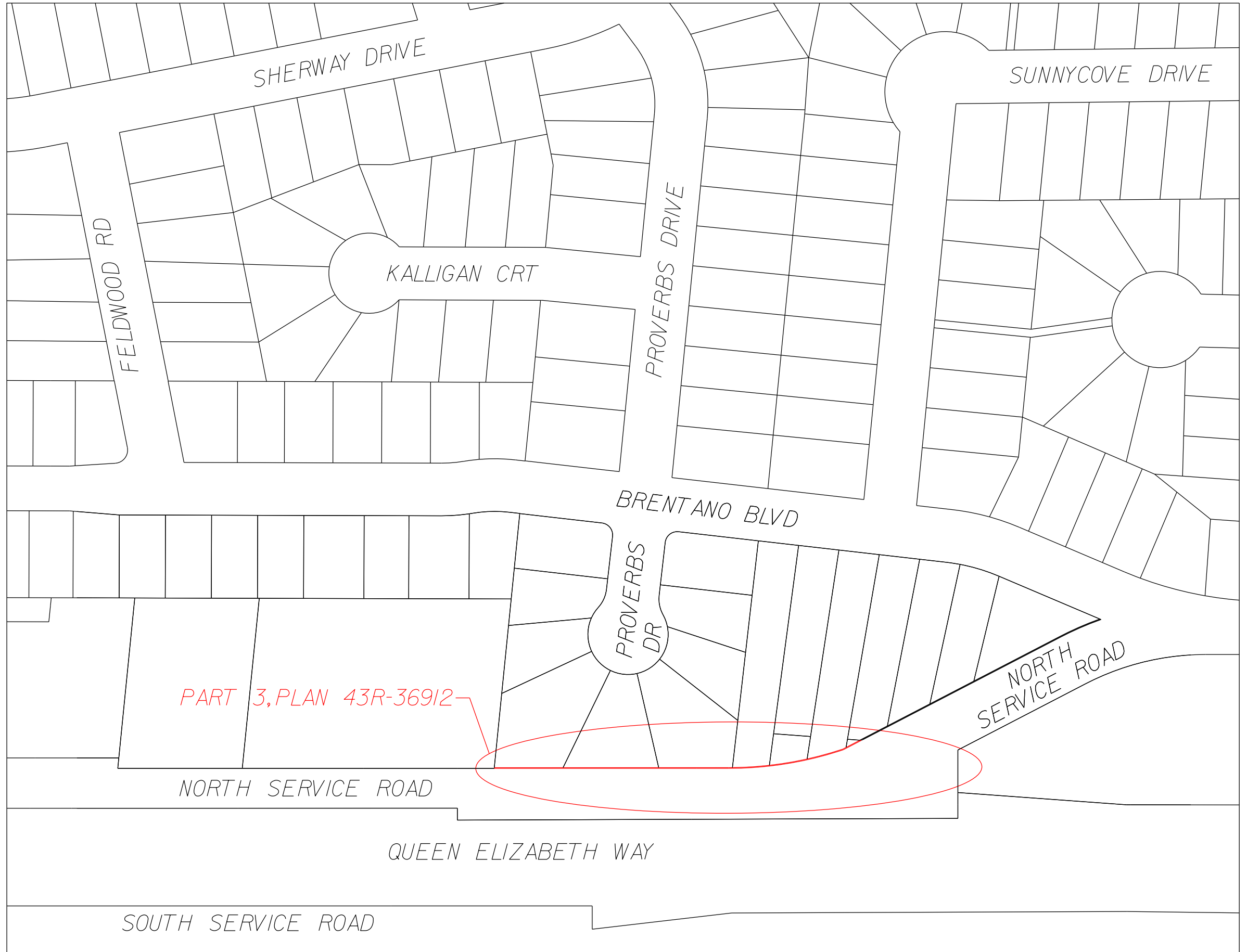
Appendix 6: Matheson Boulevard East - Sketch

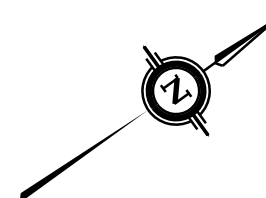
Appendix 7: Creditview Road -Sketch



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

Prepared by: Al Jeraj, O.L.S., City Surveyor



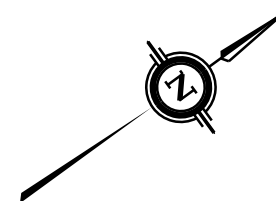


MATTAWA AVENUE

LORELAND AVENUE

PART 2, PLAN 43R-29272

CANADIAN PACIFIC RAILWAYS



SHERIDAN PARK DRIVE

PART 2, PLAN 43R-32837

FIFTH LINE WEST

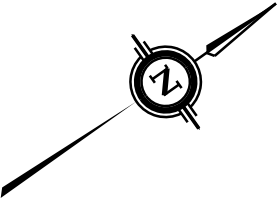
SPEAKMAN DRIVE

MALDEN COURT

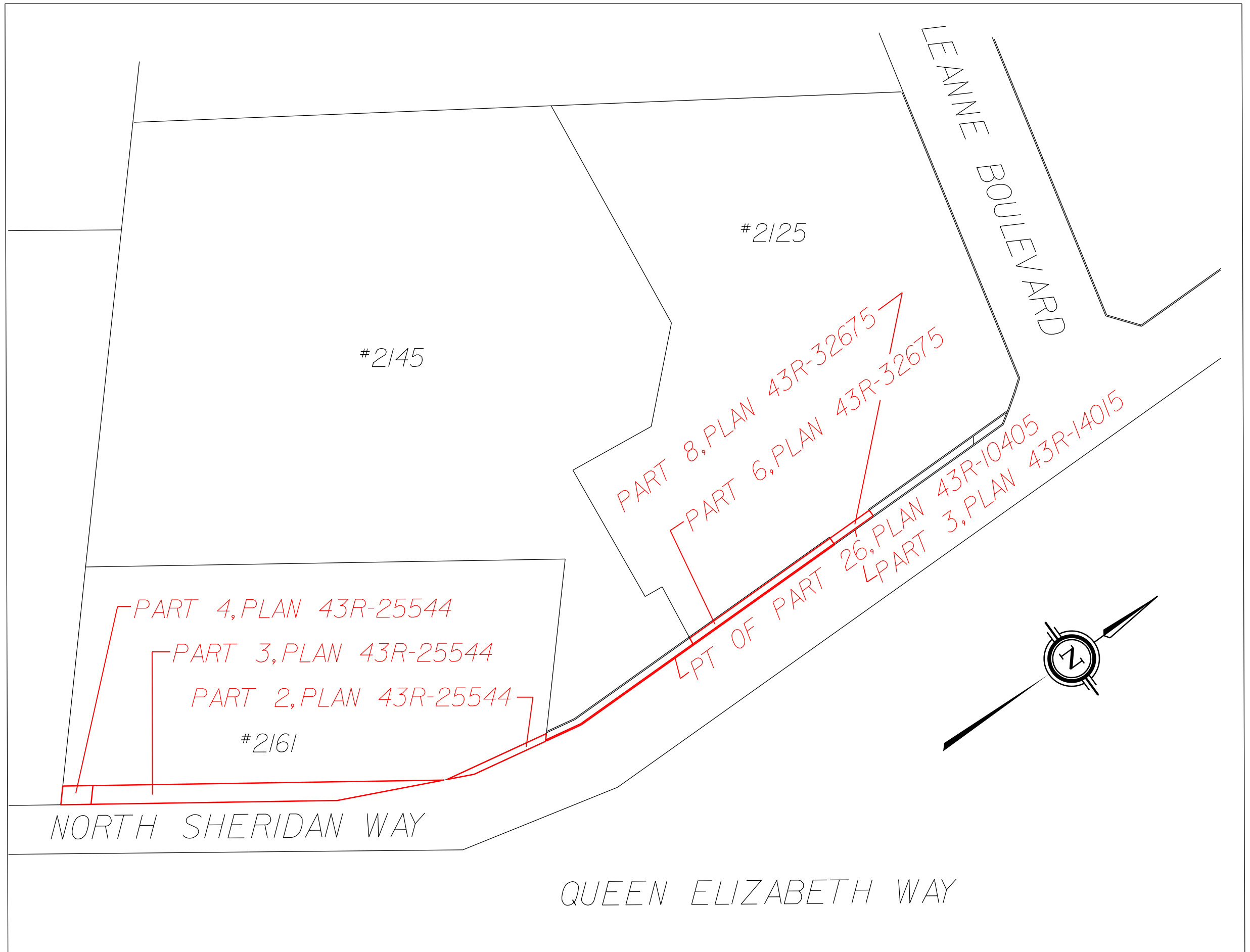
VARENCY DR

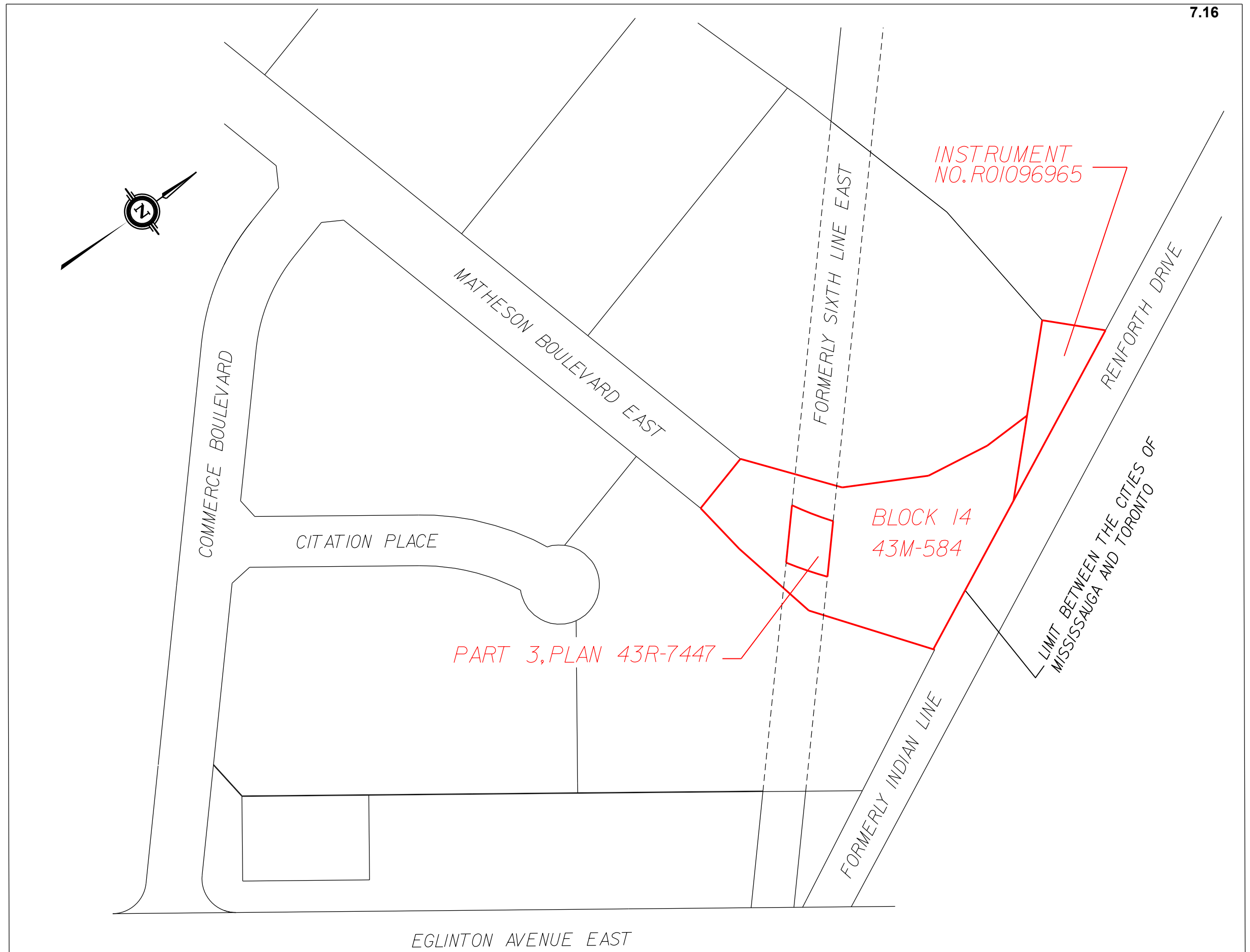
HAZELHURST ROAD

LAKESHORE ROAD WEST



PART 1, PLAN 43R-20330







City of Mississauga

Corporate Report



Date: 2016/09/08

To: Chair and Members of General Committee

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

Originator's files:
FA.49.262-05 and
FA.49.400-16

Meeting date:
2016/11/16

Subject

**Single Source Recommendation for Infor Global Solutions (Canada) Ltd., File Ref:
FA.49.262-05 and FA.49.400-16, Contract Renewal**

Recommendation

1. That the report of the Commissioner of Corporate Services and Chief Financial Officer dated November 16, 2016 entitled Single Source Recommendations for Infor Global Solutions (Canada) Ltd. FA.49.262-05 and FA.49.400-16 be received.
2. That the Purchasing Agent be authorized to execute the contract and all related ancillary documents with Infor Global Solutions (Canada) Ltd. for the supply of maintenance & support at an estimated cost of \$1,864,187 exclusive of taxes for the period of January 1, 2017 to December 31, 2021, a five (5) year term.
3. That the Purchasing Agent be authorized to issue contract amendments and increase the value of the contract where necessary to accommodate the City's growth by adding licenses with new features, functionalities and modules including maintenance and support and professional services for better alignment, modernization and mobility where funding is approved in the budget.
4. That Infor Global Solutions (Canada) Ltd. continues to be designated as a "City Standard" for a five (5) year period.

Report Highlights

- Infor Public Sector Suite (Hansen) enterprise system is the City IT Standard for Asset Management and maintenance for roads, intersections, sidewalks, facilities, parks (including capital planning), trees, vehicles, equipment, service requests, and 311 Call Centre service requests.

General Committee	2016/09/08	2
-------------------	------------	---

- Infor Public Sector Suite is included in the list of City Standard IT Systems. Over the past 20 years the use of Infor has expanded to every City department with over 1,600 users (including 600 mobile users). Infor maintenance and support have been kept current to meet the objectives of the business. There is an opportunity to renew and put in place contracts to sustain business operations and negotiate fixed cost increases for future cost avoidance.
- This single source contract renewal for IT system maintenance and support requires Council approval per purchasing By-law 374-06 Schedule B for High Value Non-competitive purchase(s) over \$100,000.

Background

In 1997, Hansen Information Technologies was awarded the contract to supply an Infrastructure Management System (IMS) to the City of Mississauga, used primarily in the Transportation and Works Department. Hansen was purchased by Infor Global Solutions (Canada) Ltd. in 2011 and continues to be a vendor of record as approved by Council (GC-0547-97) as well as a City IT Standard (GC-0176-12).

Since the formation of the 311 Call Centre, the application has evolved from a departmental application, used only by Transportation & Works, to an enterprise application, used by all departments including Council. Use has expanded to more than 1,000 desktop and more than 600 mobile users including 311 Call Centre, Facilities & Property Management, Transportation & Works, Parks & Forestry, and Geomatics.

City staff use the Infor application to identify and manage approximately 350,000 city owned assets such as roads, parks, buildings, bridges, sidewalks, street lights, storm mains, trees, and equipment.

There is an opportunity to renew this contract to sustain business operations and negotiate fixed cost increases for future cost avoidance.

Comments

The Infor Public Sector Suite application has been enhanced by the vendor over the years to include additional functionality and flexibility making it easier to maintain and satisfy a wider variety of clients' needs. This can be shown with the addition of more than forty (40) eCity online citizen self-service requests, five (5) online permit applications, and the recent Pingstreet mobile application for citizen service requests and parking permits.

Over the past ten (10) years, a number of standalone systems have been consolidated into this single enterprise system, supported by a central IT support group. The City has site licensing for the current modules it owns (except for the recently acquired Call Centre and Code Enforcement modules), that will allow for continued deployments to new business areas, at no additional software cost.

General Committee	2016/09/08	3
-------------------	------------	---

During the last ten (10) years, more than 2 million work orders have been used to track over \$902,800,000 of work order charges (labour, contractors, etc.), more than 2.6 million service requests have been recorded, and more than 22,000 permit applications (Excess Load, Access Modification, Road Occupancy, Parking Enforcement, and Film) have been taken which provided over \$13.4 million in revenue.

Infor also contains more than 145,000 new Stormwater accounts used to manage and process the City's Stormwater charge via the Region of Peel's utility bill, whose funding is used to support the City's Stormwater Program.

Previously, maintenance and support was paid to Infor on a yearly basis with annual cost increases of 6%. Through the efforts of Materiel Management and Information Technology, the negotiated annual cost increase is capped at 3% for the next five years, resulting in a cost avoidance of \$172,737.91 for the five year term.

Purchasing By-Law Authorization

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

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

Financial Impact

The City's expenditure for 2013 to 2016 Infor maintenance and support requirements was \$1,141,306 before taxes. The 2016 budget for maintenance and support cost was \$399,650 which includes recent software purchases. The negotiated price for 2017 is \$350,535 which results in a savings of \$49,115 in 2017. The 2017 IT Maintenance operating budget for 2017 was established as \$365,000 in anticipation of a savings through this negotiations and has been included in the IT Service 1% reductions.

The City's expenditure for the 2017 to 2021 Infor subscription for maintenance and support requirements will be \$1,864,187 before taxes. The increase in cost reflects an annual 3% increase that has been negotiated with the vendor, and new modules acquired during the term of the last contract.

The commitment and payment for each year will be subject to funding being approved in the applicable Operating Budget for software maintenance

General Committee	2016/09/08	4
-------------------	------------	---

Conclusion

An offer representing good value has been received from Infor Global Solutions (Canada) Ltd for maintenance and support for a five (5) year term. This report recommends the award to Infor Global Solutions (Canada) Ltd on a single source basis.

Attachments

Appendix 1: Summary Statement of Work



Gary Kent, Commissioner of Corporate Services and Chief Financial Officer

Prepared by: Robert Stickel, Project Manager IT GIS & Public Sector Solutions

Summary Statement of Work

This summary statement of work reflects the annual software maintenance and support for the modules that the City is currently licensed for which include;

Call Centre, Service Request, Work Management, Asset Management, Dynamic Portal for online services, Open 311 for Pingstreet, Permits, Code Enforcement, Parcel Management (Stormwater), Mapping, Asset Analysis.

Below is a breakdown of the annual cost for software maintenance for the next 5 year term;

1. Maintenance & Support	January 1, 2017 to December 31, 2017	\$	350,535
2. Maintenance & Support	January 1, 2018 to December 31, 2018	\$	361,804
3. Maintenance & Support	January 1, 2019 to December 31, 2019	\$	372,658
4. Maintenance & Support	January 1, 2020 to December 31, 2020	\$	383,837
5. Maintenance & Support	January 1, 2021 to December 31, 2021	\$	<u>395,353</u>
Total for 5 Year Term		\$	1,864,187

City of Mississauga
Corporate Report



Date: 2016/11/04

To: Chair and Members of General Committee

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

Originator's files:

Meeting date:
 2016/11/16

Subject

2016 Third Quarter Financial Update

Recommendation

1. That the "2016 Third Quarter Financial Update" report dated November 4, 2016, from the Commissioner of Corporate Services and Chief Financial Officer, including appendices 1 to 3, be approved.
2. That up to \$517,135 of the year end surplus be approved for transfer to the Operating Budget Reserve (Account #305145) as listed in Appendix 2.
3. That any 2016 corporate operating surplus, in excess of \$2,500,000, be allocated as follows:
 - a. That up to \$4,000,000 of the identified surplus to be allocated to the Insurance Reserve Fund (account #34161), which is currently 85% funded;
 - b. That the balance of the surplus be allocated to the Capital Reserve Fund (account#33121).
4. That the budget adjustments listed in Appendix 3 attached to the Corporate Report dated November 4, 2016 from Gary Kent, Commissioner of Corporate Services and Chief Financial Officer be approved.
5. That a new reserve "Developer Contributions – Public Art" (account #37514) be created for funds to be collected from developers for the purpose of providing public art.
6. That a new reserve fund "Energy Rebate Reserve Fund" (account #35587) be created to provide a mechanism whereby funds received as a result of applying for energy rebates can subsequently be used for new energy efficiency projects.
7. That the necessary by-laws be enacted

Report Highlights

- Operating Summary
 - As of September 30, 2016, the City is forecasting a year-end surplus of \$16.9 million.
 - \$10 million of the variance are from non-controllable budget variances from lower diesel fuel prices, mild winter conditions, and the summer library disruption.
 - The balance of the surplus, \$6.9 million or 0.9% of the gross operating budget, is forecasted from higher than expected revenue volume and labour gapping savings.
 - Sustainable diesel reductions in budget have been included in the proposed budget for 2017.
- Operating Budget Reserve Requests totalling \$517,135 are included for 2016 that will be spent in 2017.

Background

In accordance with the Budget Control and Reserve and Reserve Fund By-laws, the Finance Division provides Council with a review of the City's financial position a minimum of two times a year. This report covers information related to the Operating Program.

On December 9, 2015, Council approved a net operating budget of \$435.3 million for 2016.

Comments

This report summarizes:

Part 1 – Operating Forecast

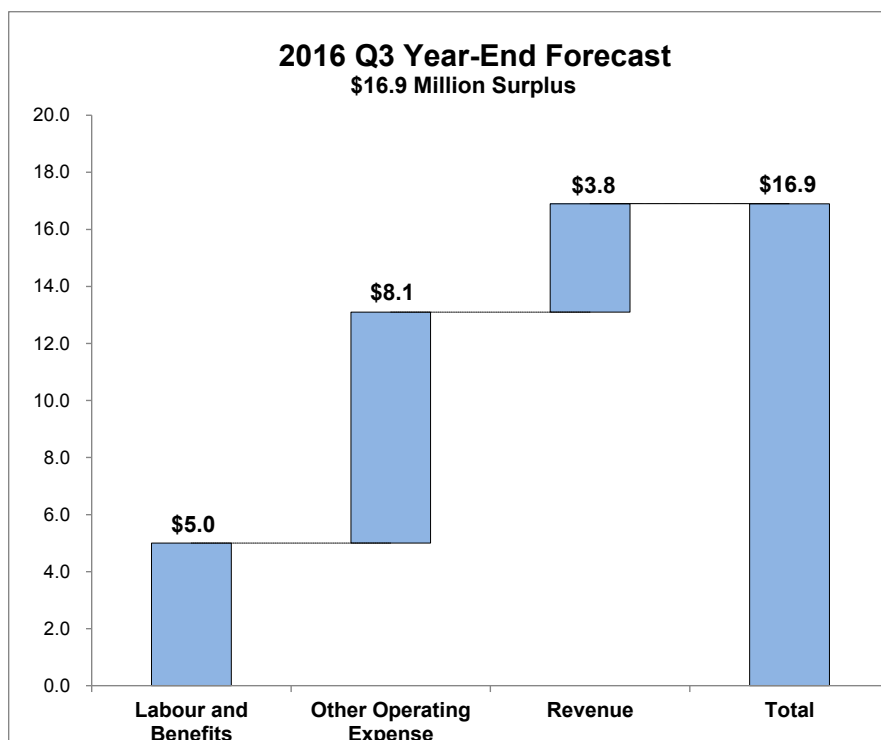
Part 2 – Operating Budget Reserve Requests

Part 3 – Operating Budget Adjustments

Part 4 – Reserves

PART 1: OPERATING FORECAST

Based on actual results at September 30, 2016, staff forecast that the City will end the year with a surplus of \$16.9 million. The following chart is the operating summary by service area. Details are provided in Appendix 1, Operating Forecast Details by Service Area.



Service Area (\$ Millions)	Net Budget	Year End Forecast	Forecasted Year End Variance
			\$ Surplus/ (Deficit)
Fire & Emergency Services	101.8	101.8	0.0
Roads	66.6	62.2	4.5
MiWay	67.9	61.1	6.8
Parks & Forestry	31.8	31.7	0.1
Mississauga Library	25.9	24.2	1.7
Business Services	28.6	28.5	0.2
Facilities & Property Management	20.2	20.1	0.1
Recreation	23.4	23.2	0.2
Information Technology	21.9	21.9	0.0
City Manager's Office	12.2	12.2	(0.1)
Land Development Services	8.9	9.3	(0.4)
Culture	7.4	7.4	0.0
Mayor & Council	4.7	4.7	0.0
Regulatory Services	1.1	0.3	0.8
Legislative Services	(3.1)	(3.8)	0.7
Environment	1.2	1.2	0.0
Financial Transactions	14.7	12.4	2.4
City	435.3	418.4	16.9

Note: Numbers may not add due to rounding.

Year-End Operating Result Highlights - The major areas of variance from the budget are highlighted in the chart below with further details provided in Appendix 1 Operating Forecast Details by Service Area:

Labour and Benefits	Surplus/(Deficit) \$ Millions
Labour gapping	5.0
Total Surplus / (Deficit)	5.0

Other Operating Expenses	Surplus/(Deficit) \$ Millions
MiWay diesel fuel savings	5.0
Lower winter maintenance costs	4.0
Debt Repayment surplus	1.6
Street lighting hydro	0.3
Other adjustments	(0.3)
Professional services - external counsel	(0.3)
Development charges grants to places of worship	(0.2)
Utilities and occupancy cost	(1.0)
Miway vehicle maintenance	(1.0)
Total Surplus / (Deficit)	8.1

Revenue	Surplus/(Deficit) \$ Millions
Supplementary Tax	0.9
Food services, rentals and program registrations	0.9
Administrative Penalties System (APS) fees & external recoveries	0.9
Provincial Offences Act revenue trends	0.7
Celebration Square, Meadowvale Theatre and programming	0.5
Cemeteries revenues and Sport field rentals	0.4
Various rebates and recoveries	0.3
Building permit revenue	(0.4)
MiWay revenue	(0.4)
Total Surplus / (Deficit)	3.8
Grand Total	16.9

Note: Numbers may not add due to rounding.

The labour disruption in Library resulted in a \$0.8 million positive variance.

General Committee	2016/11/04	5
-------------------	------------	---

As part of the on-going budget process, staff track variances and have made appropriate adjustments to the 2017 Budget, such as, reductions to the diesel fuel budget (\$2.8m), and increases to the annual estimate for Administrative Penalties System (APS) fees (\$250k).

PART 2: OPERATING BUDGET RESERVE REQUEST

The accounting principles used by the City require that expenditures for goods and services be recorded when received. At year-end, there are some legally binding obligations for goods and services ordered prior to year-end and that are not received. Appendix 2 of this report details Operating Budget Reserve Requests totalling \$517,135 for 2016 that will be spent in 2017.

PART 3: OPERATING BUDGET ADJUSTMENTS

According to the Budget Control Bylaw, all inter-program adjustments require Council authorization. There is no change to the City's net operating budget as a result of these adjustments as these adjustments reallocate budget funds from one program/account to another. Appendix 3, Operating Budget Adjustments by Service Area, details operating budget movements which require approval by Council.

PART 4: RESERVES

Periodically, new reserves or reserve funds are required to be established. At this time, a requirement for two new reserve funds has been identified.

Developer Contributions – Public Art (account #37514)

This reserve fund is being requested to separately account for funds collected from developers for the purpose of providing public art. These funds are generally provided as a result of specific servicing agreements between the City and its developers.

Energy Rebate Reserve Fund (account #35587)

This reserve fund is being requested to provide a mechanism whereby funds received as a result of applying for energy rebates can subsequently be used for new energy efficiency projects.

Long Term Financial Plan

The City recently undertook a comprehensive review of all of its reserve and reserve funds (report approved by Budget Committee on June 15, 2016). This review was conducted with the assistance of BMA Management Consulting (BMA). Some reserves and reserve funds were consolidated, and specific targets were identified for a select number of reserves, based on best practices.

As a result of that work, it is being recommended that up to \$4 million of the projected surplus be allocated to the Insurance Reserve Fund, which is estimated to be \$5.4 million below target (the target for this reserve fund is based on an actuarial evaluation of the net present value of current claims). The remaining surplus is recommended to be allocated to the Capital Reserve Fund.

Financial Impact

The City is forecasting a year-end surplus of \$16.9 million, the majority of which resulted from non-controllable items such as winter maintenance and diesel. Sustainable savings have been included in the proposed 2017 budget. Review of the City's Reserves and Reserve Funds in 2016 results in the recommendation to increase the Insurance Reserve Fund by (up to) \$4 million from the surplus and the remaining surplus to be allocated to the Capital Reserve Fund.

Conclusion

The third quarter financial report outlines the projected results of the corporation with recommended actions.

Attachments

- Appendix1: Operating Forecast Details by Service Area
- Appendix 2: Operating Budget Reserve Requests
- Appendix 3: Operating Budget Adjustments by Service



Gary Kent, Commissioner of Corporate Services and Chief Financial Officer

Prepared by: Ann Wong, Manager Business Planning and Reporting

Operating Forecast Details by Service Area

Fire & Emergency Services

Item (\$ Millions)	2016 Budget	2016 Year-End Forecast	Year-End Variance		Comments and Action Plan
			\$ Surplus/ (Deficit)	% of Budget	
Revenues	(1.7)	(1.5)	(0.2)	(10.7%)	Revenue related to false alarms is expected to be unfavourable as the fee program has had its intended effect and as a result there are less repeat offenders. Motor Vehicle collision (MVC) revenue is unfavourable due to a decrease in the number of billable calls.
Other Operating Expenses	4.0	4.0	0.0	0.4%	An unfavourable variance is expected as a result of maintenance costs associated with front line vehicle repairs. The is offset by savings in Occupancy Costs which is attributable to the completion of the fire station 119 lease and some additional building service cost savings.
Labour and Benefits	98.7	98.5	0.2	0.2%	Fire is forecasting a labour surplus as a result of a delay in the hiring of the 2016 approved FTEs including current vacancies in suppression.
Total Net Cost before Administrative and Support Costs	101.0	101.0	0.0	0.0%	
Administrative and Support Costs	0.8	0.8	0.0	0.0%	
Total Net Cost	101.8	101.8	0.0	0.0%	

Roads

Item (\$ Millions)	2016 Budget	2016 Year-End Forecast	Year-End Variance		Comments and Action Plan
			\$ Surplus/ (Deficit)	% of Budget	
Total Revenues	(10.6)	(10.6)	0.0	0.0%	
Other Operating Expenses	45.0	40.9	4.1	9.0%	Favourable variance is a result of better than expected Winter Maintenance costs of \$4M. The mild winter resulted in less operating and contractor costs. In addition, a \$60k savings in Hydro has also been forecasted for Streetlighting.
Labour Costs	32.1	31.7	0.4	1.2%	Favourable variance is a result of gapping due to various vacant positions.
Total Net Cost before Administrative & Support Costs	66.5	62.0	4.5	6.7%	
Administrative & Support Costs	0.2	0.2	0.0	0.0%	
Total Net Cost	66.6	62.2	4.5	6.7%	

Operating Forecast Details by Service Area

MiWay

Item (\$ Millions)	2016 Budget	2016 Year-End Forecast	Year-End Variance		Comments and Action Plan
			\$ Surplus/ (Deficit)	% of Budget	
Total Revenues	(85.1)	(83.7)	(1.4)	(1.6%)	Hanlan: Recovery from Region is forecasted to be unfavourable \$1M offset by less than anticipated staff costs incurred as a result of the Region's Hanlan Water Main project. 'Transit fares are forecasted to be unfavourable \$400k due to ongoing effects of the senior \$1 fare initiative. This impact is offset by the \$600k favourable variance from the Affordable Transportation Pilot mentioned below in Other Operating Expenses.
Transfer from Reserve	(16.1)	(16.1)	0.0	0.0%	
Other Operating Expenses	39.6	34.6	5.0	12.6%	Net favourable variance is a result of favourable variances in diesel pricing (\$0.75 vs. \$1.10) offset by unfavourable variances in vehicle maintenance relief. As well, a favourable variance of \$600k for the Affordable Transportation Pilot savings with the Region is forecasted. This amount is offset against the revenue shortfall from the senior \$1 fare initiative mentioned above.
Labour Costs	128.5	125.3	3.2	2.5%	Favourable variance is a result of gapping in transit operators, salaried staff and temporary staff. This surplus is a result of LTD, staff turnover. Hanlan: Favourable variance of \$1M due to less than anticipated staff costs incurred offset by lower recoveries from the Region, as a result of the Region's Hanlan Water Main project.
Total Net Cost before Administrative & Support Costs	66.9	60.1	6.8	10.2%	
Administrative & Support Costs	1.0	1.0	0.0	0.0%	
Total Net Cost	67.9	61.1	6.8	10.0%	

Parks & Forestry

Item (\$ Millions)	2016 Budget	2016 Year-End Forecast	Year-End Variance		Comments and Action Plan
			\$ Surplus/ (Deficit)	% of Budget	
Revenues	(4.0)	(4.4)	0.4	9.0%	Favourable variance is primarily due to an increase in Cemeteries revenues and Sports Field rentals.
Other Operating Expenses	11.9	12.1	(0.2)	(2.1%)	Unfavourable variance is primarily due to increases in hydro rates and the maintenance of aging equipment.
Labour and Benefits	24.2	24.2	0.0	0.0%	On Budget
Total Net Cost before Administrative and Support Costs	32.0	31.9	0.1	0.4%	
Administrative and Support Costs	(0.2)	(0.2)	0.0	0.0%	
Total Net Cost	31.8	31.7	0.1	0.4%	

Operating Forecast Details by Service Area

Mississauga Library

Item (\$ Millions)	2016 Budget	2016 Year-End Forecast	Year-End Variance		Comments and Action Plan
			\$ Surplus/ (Deficit)	% of Budget	
Revenues	(1.9)	(2.0)	0.1	3.9%	Favourable due to one time technical grant received.
Other Operating Expenses	6.0	6.1	(0.1)	(2.2%)	Unfavourable variance due to increasing demand for electronic services (eg. video streaming) purchased in US dollars in addition to a reduction in provincial funding for consortia purchasing for databases. This is offset by savings in administration fee accruals and utility savings. Unfavourable equipment purchases are offset by a Provincial technical grant received.
Labour and Benefits	21.4	19.7	1.8	8.2%	Favourable variance due to normal labour gapping and summer labour disruption.
Total Net Cost before Administrative and Support Costs	25.5	23.8	1.7	6.7%	
Administrative and Support Costs	0.4	0.4	0.0	0.0%	On Budget
Total Net Cost	25.9	24.2	1.7	6.6%	

Business Services

Item (\$ Millions)	2016 Budget	2016 Year-End Forecast	Year-End Variance		Comments and Action Plan
			\$ Surplus/ (Deficit)	% of Budget	
Revenues	(2.5)	(2.4)	(0.1)	(2.0%)	A \$200K year-end shortfall has been forecasted due to the write-down of Accounts Receivable uncollectible accounts offset by a \$150K surplus in forecasted collection agency fees and other volume increases.
Other Operating Expenses	3.4	3.5	(0.1)	(1.5%)	\$71K teletown hall meetings (Finance) and \$95K over expenditure in postage (Revenue) are forecasted, partially offset by \$65K saving from Lean training (CPI) and \$50K surplus from Market Research and Master Plan (Communications)
Labour and Benefits	27.7	27.4	0.3	0.9%	Forecasted gapping surpluses in Finance, Communications and Revenue/Materiel Management have been offset by expected over expenditures in CPI and HR.
Total Net Cost before Administrative and Support Costs	28.6	28.5	0.2	0.5%	
Administrative and Support Costs	0.0	0.0	0.0	0.0%	
Total Net Cost	28.6	28.5	0.2	0.5%	

Operating Forecast Details by Service Area

Facilities & Property Management

Item (\$ Millions)	2016 Budget	2016 Year-End Forecast	Year-End Variance		Comments and Action Plan
			\$ Surplus/ (Deficit)	% of Budget	
Revenues	(0.5)	(0.5)	0.0	0.0%	On Budget
Other Operating Expenses	8.0	7.9	0.1	1.1%	Favourable variance. Over expenditure in Service Contracts is offset by savings in Maintenance.
Labour and Benefits	13.9	13.9	0.0	0.2%	\$28K labour gapping savings.
Total Net Cost before Administrative and Support Costs	21.4	21.3	0.1	0.5%	
Administrative and Support Costs	(1.2)	(1.2)	0.0	0.0%	On Budget
Total Net Cost	20.2	20.1	0.1	0.6%	

Recreation

Item (\$ Millions)	2016 Budget	2016 Year-End Forecast	Year-End Variance		Comments and Action Plan
			\$ Surplus/ (Deficit)	% of Budget	
Revenues	(47.7)	(48.6)	0.9	1.9%	Favourable revenues for Food Services, Rentals and Program registrations.
Other Operating Expenses	25.3	26.4	(1.1)	(4.5%)	Increase in Utilities, occupancy costs and catering costs at Harding Waterfront Estate offset by increased revenue.
Labour and Benefits	45.8	45.4	0.4	0.9%	Favourable full time variances due to Vacancies, Maternity Leaves and salary differential for replacement hires. Part-time labour is unfavourable as a result of increased programming and backfilling for full time.
Total Net Cost before Administrative and Support Costs	23.4	23.3	0.2	0.7%	
Administrative and Support Costs	(0.0)	(0.0)	0.0	0.0%	
Total Net Cost	23.4	23.2	0.2	0.7%	

Operating Forecast Details by Service Area

Information Technology

Item (\$ Millions)	2016 Budget	2016 Year-End Forecast	Year-End Variance		Comments and Action Plan
			\$ Surplus/ (Deficit)	% of Budget	
Revenues	(0.6)	(0.7)	0.1	16.5%	A year-end surplus of \$100K is forecasted based on previous year's results for TXM support costs recovery
Other Operating Expenses	5.3	5.4	(0.1)	(1.9%)	Based on most current data, a year-end over expenditure of \$100K is forecasted for maintenance/subscriptions.
Labour and Benefits	18.3	18.3	0.0	0.0%	On Budget
Total Net Cost before Administrative and Support Costs	23.0	23.0	0.0	0.0%	
Administrative and Support Costs	(1.1)	(1.1)	0.0	0.0%	On Budget
Total Net Cost	21.9	21.9	0.0	0.0%	

City Manager's Office

Item (\$ Millions)	2016 Budget	2016 Year-End Forecast	Year-End Variance		Comments and Action Plan
			\$ Surplus/ (Deficit)	% of Budget	
Revenues	(0.5)	(0.5)	0.0	0.0%	
Other Operating Expenses	3.2	3.6	(0.3)	(9.4%)	The unfavourable variance is primarily attributed to the Legal Services Division's forecasted overexpenditure in professional services due to the need to retain external counsel on several trials, various other litigations and the high volume of legal matters.
Labour and Benefits	9.4	9.2	0.2	2.3%	Labour gapping savings.
Total Net Cost before Administrative and Support Costs	12.2	12.2	(0.1)	(0.7%)	
Administrative and Support Costs	0.0	0.0	0.0	0.0%	
Total Net Cost	12.2	12.2	(0.1)	(0.7%)	

Operating Forecast Details by Service Area

Land Development Services

Item (\$ Millions)	2016 Budget	2016 Year-End Forecast	Year-End Variance		Comments and Action Plan
			\$ Surplus/ (Deficit)	% of Budget	
Revenues	(12.4)	(12.0)	(0.4)	(3.2%)	The unfavourable variance is due to the Building Permit revenue forecast deficit of (\$400K)
Other Operating Expenses	2.0	2.0	0.0	0.0%	On Budget
Labour and Benefits	19.3	19.3	0.0	0.0%	On Budget
Total Net Cost before Administrative and Support Costs	8.9	9.3	(0.4)	(4.5%)	
Administrative and Support Costs	0.0	0.0	0.0	0.0%	
Total Net Cost	8.9	9.3	(0.4)	(4.5%)	

Culture

Item (\$ Millions)	2016 Budget	2016 Year-End Forecast	Year-End Variance		Comments and Action Plan
			\$ Surplus/ (Deficit)	% of Budget	
Revenues	(1.8)	(2.3)	0.5	29.3%	Favourable Q3 variance is primarily due to external recoveries and fees from events at Celebration Square and Meadowvale Theatre offset by additional temp labour costs.
Other Operating Expenses	4.2	4.5	(0.3)	(6.2%)	Unfavourable variance primarily due to costs related to filming which are offset by revenues (facility rentals and road occupancy permits).
Labour and Benefits	5.0	5.2	(0.3)	(5.4%)	Forecasting an unfavourable year-end labour variance that will be offset by higher than budgeted revenue recoveries from rental clients, pre-registered program participant user fees and permanent labour gapping.
Total Net Cost before Administrative and Support Costs	7.4	7.4	0.0	0.0%	
Administrative and Support Costs	0.0	0.0	0.0	0.0%	
Total Net Cost	7.4	7.4	0.0	0.0%	

Operating Forecast Details by Service Area

Mayor & Council

Item (\$ Millions)	2016 Budget	2016 Year-End Forecast	Year-End Variance		Comments and Action Plan
			\$ Surplus/ (Deficit)	% of Budget	
Revenues	(0.1)	(0.1)	0.0	0.0%	On Budget
Other Operating Expenses	0.8	0.8	0.0	0.0%	On Budget
Labour and Benefits	4.0	4.0	0.0	0.0%	On Budget
Total Net Cost before Administrative and Support Costs	4.7	4.7	0.0	0.0%	
Administrative and Support Costs	0.0	0.0	0.0	0.0%	
Total Net Cost	4.7	4.7	0.0	0.0%	

Regulatory Services

Item (\$ Millions)	2016 Budget	2016 Year-End Forecast	Year-End Variance		Comments and Action Plan
			\$ Surplus/ (Deficit)	% of Budget	
Total Revenues	(13.6)	(14.5)	0.9	6.4%	Net favourable variance is primarily a result of increased APS/Parking revenues.
Other Operating Expenses	2.1	2.0	0.1	2.9%	Favourable variance is a result of lower than budget chargebacks.
Labour Costs	12.5	12.7	(0.1)	(1.1%)	Unfavourable variance is primarily a result of non-complement project lead positions.
Total Net Cost before Administrative & Support Costs	1.0	0.2	0.8	81.3%	
Administrative & Support Costs	0.1	0.1	0.0	0.0%	
Total Net Cost	1.1	0.3	0.8	71.9%	

Legislative Services

Item (\$ Millions)	2016 Budget	2016 Year-End Forecast	Year-End Variance		Comments and Action Plan
			\$ Surplus/ (Deficit)	% of Budget	
Revenues	(11.0)	(11.7)	0.7	6.4%	Based on our forecasting model, a year-end surplus of \$700K is forecasted.
Other Operating Expenses	1.5	1.5	0.0	0.0%	Surpluses in professional services and materials offset by corresponding recovery reductions.
Labour and Benefits	6.4	6.4	0.0	0.1%	On Budget (\$5K surplus)
Total Net Cost before Administrative and Support Costs	(3.1)	(3.8)	0.7	23.1%	
Administrative and Support Costs	0.0	0.0	0.0	0.0%	
Total Net Cost	(3.1)	(3.8)	0.7	23.1%	

Operating Forecast Details by Service Area Environment

Item (\$ Millions)	2016 Budget	2016 Year-End Forecast	Year-End Variance		Comments and Action Plan
			\$ Surplus/ (Deficit)	% of Budget	
Revenues	(0.1)	(0.1)	0.0	8.3%	On Budget
Other Operating Expenses	0.4	0.4	0.0	1.8%	On Budget
Labour and Benefits	0.9	0.9	0.0	3.3%	On Budget
Total Net Cost before Administrative and Support Costs	1.2	1.2	0.0	3.7%	
Administrative and Support Costs	0.0	0.0	0.0	0.0%	
Total Net Cost	1.2	1.2	0.0	3.7%	

Financial Transactions

Item (\$ Millions)	2016 Budget	2016 Year-End Forecast	Year-End Variance		Comments and Action Plan
			\$ Surplus/ (Deficit)	% of Budget	
Revenues	(78.9)	(81.3)	2.4	3.1%	\$1.2M asset disposal revenue (see offset below in transfer to reserve funds), \$0.9M supplementary tax surplus attributed to economic climate and various rebates/recoveries \$0.3M.
Other Operating Expenses	87.9	88.0	(0.1)	(0.1%)	\$1.6M debt funding surplus related to timing of principal and interest payments offset by \$1.2M increased transfer to reserve funds from proceeds of asset disposal (see offset above in revenues), \$0.3M additional Stormwater charges/grants and \$0.2M increased cost from development charges grants for places of worship.
Labour and Benefits	5.7	5.7	0.0	0.0%	
Total Net Cost before Administrative and Support Costs	14.7	12.4	2.4	16.1%	
Administrative and Support Costs	0.0	0.0	0.0	0.0%	
Total Net Cost	14.7	12.4	2.4	16.1%	

City Grand Total Net Cost	435.3	418.4	16.9	3.9%	
----------------------------------	--------------	--------------	-------------	-------------	--

Note: Numbers may not add due to rounding.

Operating Forecast Details by Service Area

Stormwater

Item (\$ Millions)	2016 Budget	2016 Year-End Forecast	Year-End Variance		Comments and Action Plan
			\$ Surplus/ (Deficit)	% of Budget	
Revenues	3.1	2.1	1.0	31.9%	Favourable \$1M variance for technical exemptions and credits due to lower exemption/credit application volume.
Other Operating Expenses	26.3	27.3	(1.0)	(3.8%)	A \$1M decrease in technical exemptions and credits will be transferred to the pipe reserve fund.
Labour and Benefits	3.6	3.6	0.0	0.0%	On Budget
Total Net Cost before Stormwater Revenue Accrual	33.0	33.0	0.0	0.0%	
Stormwater Revenue Accrual	7.3	7.3	0.0	0.0%	On Budget
Total Net Cost	40.3	40.3	0.0	0.0%	

Operating Budget Reserve Requests

7.18 Appendix 2

Service Area	Standard or Special Contract Reference	Supplier	Description of Goods/Services Ordered	Account Number	Amount \$
Business Services	4600016071	Canadian Centre for Diversity and Inclusion	Consulting services for workforce Diversity and Inclusion Strategy	27755-715601	35,000
Business Services	P.O. will be issued in the Fall	Grapevine Solutions	360 Assessment Tool	27755-715601	12,000
Business Services	P.O. will be issued in the Fall	Lee Hecht Harrison Knightsbridge	Leadership Development Planning and Coaching	27755-715601	20,000
Business Services	P.O. will be issued in the Fall	To Follow	Training/facilitation for communication skills	27755-715601	30,000
Business Services	P.O. will be issued in the Fall	To Follow	Compensation consulting	27754-715617	60,000
Land Development Services	4500425884	North-South Environmental Inc	Consulting services - Natural Heritage (Natural Area Survey)	26846-715601-67725	43,860
Land Development Services	4500438134	Hemson Consulting	Growth Forecast study	26846-715601	18,700
Land Development Services	4500453317	SHS Inc	Consulting for cost of Affordable Housing Inaction study	26846-715601	31,800
Land Development Services	P.O. will be issued in the Fall	Cushman Wakefield	Municipal Comprehensive review of Employment Lands	26846-715601	20,000
Land Development Services	4600016074	Watson & Associates Economists Ltd.	Consulting services Planning Application and Building Permit Fees Review	26794-715601-67780	30,000
Land Development Services	P.O. will be issued in the Fall	To Follow	Consulting services for Community Engagement Strategy	26800-715601	65,000
Environment	P.O. will be issued in the Fall	To Follow	Professional services to develop online climate change engagement tool - part of the development of the Climate Change Plan	24707-715601	85,000
Culture	P.O. will be issued in the Fall	To Follow	City's Canada 150th Anniversary program in 2017, 330 banners will be produced and distributed across each Ward (30 per ward). Banner design is underway in Creative Services. Production and installation will occur in Spring 2017 in time for Canada Day, July 1st.	21116-715725	50,000
City Manager's Office	4600016191	NGL Nordicity Group Limited	Mississauga Information and Communications Technology (ICT) study	21211-715601	15,775
Total					517,135

Operating Budget Adjustments by Service

Change Request Number	Service Description	Reason	Total
2675	Roads	One Call Staffs transfer from Storm to Roads-Aug 3, 2016	281,378
	Storm Water	One Call Staffs transfer from Storm to Roads-Aug 3, 2016	(281,378)
			0

REPORT 6-2016

To: CHAIR AND MEMBERS OF GENERAL COMMITTEE

The Environmental Action Committee presents its sixth report for 2016 and recommends:

EAC-0037-2016

That the deputation and associated PowerPoint presentation by Diana Gaspar, Resident with respect to Green Drinks Mississauga, be received.

(EAC-0037-2016)

EAC-0038-2016

That the deputation and associated presentation by Brenda Osborne, Director, Environment with respect to the Living Green Master Plan 2015 Progress Report, be received.

(EAC-0038-2016)

EAC-0039-2016

That the memorandum dated October 19, 2016 from Mary Bracken, Environmental Specialist with respect to Council Resolutions in Support of Rooftop Solar Applications Under the Provincial Small Feed-in Tariff (FIT) 5.0 and Notice to Proceed for FIT 3.1, be received.

(EAC-0039-2016)

EAC-0040-2016

1. That the Environmental Action Committee (EAC) Work Plan be received for information;
2. That staff be directed to update the EAC Work Plan to indicate completed items.

(EAC-0040-2016)

EAC-0041-2016

That the verbal update from Brad Bass, Citizen Member with respect to the Lakeshore Connecting Communities Technical Advisory Committee, be received.

(EAC-0041-2016)

EAC-0042-2016

That the letter of resignation dated October 3, 2016 from Charles Cooper, former Environmental Action Committee Citizen Member, be received.

(EAC-0042-2016)

EAC-0043-2016

That the memorandum dated August 30, 2016 from the Legislative Coordinator with respect to the Environmental Action Committee 2017 meeting dates, be received.

(EAC-0043-2016)

EAC-0044-2016

That the verbal update from Brenda Osborne, Director, Environment with respect to an Earth Markets Update, be received.

(EAC-0044-2016)

REPORT 2 - 2016

To: CHAIR AND MEMBERS OF GENERAL COMMITTEE

The Council Subcommittee of Towing Committee presents its second report for 2016 and recommends:

CSOT-0003-2016

That the report from the Commissioner of Transportation and Works dated, October 24, 2016 entitled "Report on Virtual Pound Technology", be received for information.

(CSOT-0003-2016)