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## General Committee

### Date

2016/12/07

### Time

9:00 AM

### 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         |
| Councillor Ron Starr       | Ward 6 (Chair) |
| 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

Angie Melo, Legislative Coordinator, Legislative Services  
905-615-3200 ext. 5423  
Email [angie.melo@mississauga.ca](mailto:angie.melo@mississauga.ca)

### Find it Online

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

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1. **CALL TO ORDER**
  2. **APPROVAL OF AGENDA**
  3. **DECLARATION OF CONFLICT OF INTEREST**
  4. **PRESENTATIONS**
  5. **DEPUTATIONS**
  - 5.1. Dana Robbins, Vice President & Group Publisher of Metroland Media with respect to the evolution of the Media Landscape.
  - 5.2. Item 7.1 Scott Holmes, Manager, Works Operations
  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. 2016/2017 Winter Maintenance Operations
  - 7.2. MiWay - University of Toronto at Mississauga (UTM) - Universal Transit Pass Program 2017/2018-2020 Agreement
  - 7.3. Mississauga Transitway – Grant of Easement between Her Majesty the Queen in right of Ontario and the Corporation of the City of Mississauga (Ward 3)
  - 7.4. All-Way Stop - Forest Avenue and Woodlawn Avenue (Ward 1)
  - 7.5. All-Way Stop - Truscott Drive and Buckby Road (Ward 2)
  - 7.6. Parking Prohibition - Whitehorn Avenue (Ward 6)
  - 7.7. Lower Driveway Boulevard Parking - Sherwood Mills Boulevard (Ward 6)

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- 7.8. Lower Driveway Boulevard Parking – Patron Cove (Ward 10)
- 7.9. Lower Driveway Boulevard Parking - Terragar Boulevard (Ward 10)
- 7.10. Traffic By-Law No. 555-2000, as amended, Schedule 15 (Lane Designation)
- 7.11. Amendments to Transit (Rules and Regulations) By-law 425-03
- 7.12. Request for Increasing fees for Consulting Engineering Services (Ward 4)
- 7.13. Contract Value Increase: Aecom Canada Ltd. Consultant for the replacement of the Lakeshore Road East Culvert over Serson Creek culvert structures
- 7.14. Servicing Amending Agreement - Municipal Works only servicing Agreement, SP 12/143 - Rutledge Road Extension - Kings Mill Developments Inc. (Ward 11)
- 7.15. Agreement with City of Brampton for the re-construction and widening of Financial Drive between Casablanca Circle and North City Limit (Ward 11)
- 7.16. Mississauga 2016 Ontario Summer Games Final Report
- 7.17. Grant of Licences for the Installation of Signal Enhancers at Burnhamthorpe Community Centre, Carmen Corbasson Community Centre, Erin Mills Twin Rinks and Iceland Arena by Bell Mobility Inc. and at Hershey Centre and the Mississauga SportZone by Rogers Communications
- 7.18. City Standards for IT Systems and Acquisition of Support Maintenance Services for Standard Systems (File Ref: FA.49.718-16)
- 7.19. Waterfront Projects - Provincial and Federal Grants for Toronto and Mississauga
- 7.20. Revised Corporate Policy and Procedure – Matters Considered in Closed Session
8. **ADVISORY COMMITTEE REPORTS**
- 8.1. Governance Committee Report 5-2016 November 14, 2016
- 8.2. Heritage Advisory Committee Report 9-2016 - November 15, 2016
- 8.3. Mississauga Cycling Advisory Committee Report 10 - 2016 November 15, 2016
- 8.4. Accessibility Advisory Committee Report 5-2016 November 21, 2016

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- 8.5. Towing Industry Advisory Committee Report 5 - 2016 November 22, 2016
- 8.6. Traffic Safety Council Report 7-2016 - November 30, 2016
9. **MATTERS PERTAINING TO REGION OF PEEL COUNCIL**
10. **COUNCILLORS' ENQUIRIES**
11. **OTHER BUSINESS/ANNOUNCEMENTS**
12. **CLOSED SESSION**  
(Pursuant to Subsection 239(2) of the Municipal Act, 2001)
- 12.1. The security of the property of the municipality or local board - Write-off of Uncollectible Account Receivable (Mississauga Soccer Club)
13. **ADJOURNMENT**



City of Mississauga  
**Corporate Report**



Date: 2016/11/09

To: Chair and Members of General Committee

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

Originator's files:

Meeting date:  
 2016/12/07

## Subject

**2016/2017 Winter Maintenance Operations**

## Recommendation

That the report dated November 9, 2016, entitled "2016/2017 Winter Maintenance Operations" from the Commissioner of Transportation and Works be received for information.

### Report Highlights

- This report provides a general overview of the 2016/2017 Winter Maintenance Operations program.
- This is the third year of a seven-year Winter Maintenance contract which was previously approved by Council in June 2014.
- Communications tactics for providing residents with operational updates and information are highlighted.

## Background

The City's winter maintenance program is delivered through a mix of private contractors and city forces with approximately 80% of winter maintenance operations provided by private contractors.

In June of 2014 Council authorized the execution of a new seven-year winter maintenance contract starting with the 2014/15 winter season. Prior to issuing this tender, staff reviewed winter maintenance operations to ensure efficiency and establish equipment levels required to achieve Council-approved service levels.

This report is prepared to provide General Committee with an overview of the annual winter maintenance program, service levels and how residents can stay informed of winter operations during snow events.

## Comments

### Overview of the Annual Winter Maintenance Program

Approximately 80% of winter maintenance operations is performed by private contractors. It is the City's responsibility to monitor weather conditions and patrol roads to determine when to activate winter operations. Once the decision has been made, staff call-in contractors who are on stand-by 24 hours a day, seven days a week. During winter operations, the City monitors and inspects contractor performance, as well as salt use.

The City provides winter maintenance on a range of City assets including roads (priority and secondary), sidewalks (priority only), parking lots, pedestrian crossings and transit infrastructure (Transitway, transit terminals, bus stops and parking lots).

The City also maintains the following regional roads in Mississauga on behalf of the Region of Peel: Cawthra Road, the Queensway from Mavis Road to Etobicoke and Winston Churchill Boulevard from Lakeshore Road to Dundas Street.

### On-Street Parking

On-street parking during a major snow event slows winter maintenance operations and often requires equipment to return for follow up clearing after vehicles have been moved. The most common issues are cars parked on secondary routes, cars parked in front of driveways to avoid windrows, vehicles blocking priority sidewalks and vehicles that are abandoned on the roadway after becoming stuck.

Traffic By-law 555-00 does include provisions to address some of these on-street parking issues:

- Parking restrictions are in effect from November 1st to March 31st between 2:00 a.m. and 6:00 a.m. to prohibit on-street parking with some exceptions.
- In a snow event, temporary parking requests (permit to park for more than three hours) may be suspended and new ones will not be issued for the duration of winter maintenance operations.
- The City has the authority to erect "Emergency No Parking" signs at any location where snow removal is required.
- Cars found to be in contravention of the Traffic By-law, including those that may have been abandoned after becoming stuck in the snow, may be towed so that the road can be cleared.

These provisions have been helpful to ensure the City meets its level of service with respect to winter operations.

### Anti-Icing Program

This winter will mark the third year that winter maintenance will include an anti-icing program. Anti-icing program activities include targeted brining and pre-wetting salt treatments on nearly

1,000 lane kilometers of priority routes, such as Dundas Street, Hurontario Street, Mavis Road, the Queensway, Winston Churchill Boulevard, and Mississauga Road. The Transitway, bridges and steep hills are also included.

Through this program, a brine solution is applied to the road in advance of expected snow to help prevent it from bonding to the asphalt. The treatment can be applied up to three days prior to forecasted snow, if conditions are favourable. This approach allows for the use of less road salt and can return roads to normal driving conditions in a shorter period of time.

Trucks that are equipped to spray brine will also be used for “pre-wetting” salt applications. Pre-wetting involves spraying brine onto salt as it is being applied to the road. The brine activates the salt so that it can begin working more quickly to break the bond of snow and ice on the roadway. This method was tested successfully in the winter of 2015/2016 and will be used again this year, when necessary.

In order to be effective, brine and pre-wet treatments can only be used when temperatures are -6 degrees Celsius (21 degrees Fahrenheit) or warmer.

### **Global Positioning System (GPS) / Automated Vehicle Location (AVL)**

Our GPS/AVL program is a fleet management tool used to track winter equipment and route completion. The data is used for contract management, road patrols and limits liability through claims investigations. This year, the system will also track each unit's salt use.

### **Service Levels**

When snow accumulation is less than 8 cm (3”), only salting operations are utilized. The following table provides an overview of service levels for snow events greater than 8 cm (3”):

|  | Amount of Snow         |                               |                     |
|--|------------------------|-------------------------------|---------------------|
|  | < 15 cm (6")           | > 15 cm (6")<br>< 30 cm (12") | > 30 cm (12")       |
| Priority Roads                                     | Cleared within 12 hrs* | Cleared within 24 hrs*        | More than 24 hours* |
| Secondary Roads<br>Priority Sidewalks<br>Bus Stops | Cleared within 24 hrs* | Cleared within 36 hrs*        | More than 36 hours* |

(\*): time to clear after snowfall has ended

### **Public Information**

Staff manage a number of different communication channels to keep Council, staff and the public informed about the status of winter maintenance operations:

- **Web ([mississauga.ca/snow](http://mississauga.ca/snow))**

The winter maintenance section of the website provides an overview of the City's annual program. The section includes a Twitter feed, as well as information on levels of service, route maps, winter parking restrictions, priority sidewalk clearing and the Windrow Program. Residents can also track snow plows and see when their street was last serviced through an online portal.

During snow events, a banner on the City's main page is also activated that directs users to the winter maintenance web page for information.

- **Twitter (@MississaugaSnow)**

The @MississaugaSnow Twitter page currently has over 3,600 followers and is an easy way for residents to stay informed of upcoming weather patterns and get live updates about snow events. The City's main Twitter account (@citymississauga) will also retweet messages from @MississaugaSnow to over 40,000 followers, when appropriate.

- **Mississauga Roads App**

The Mississauga Roads app was launched in winter 2014/2015 and is available for free download from the iTunes and Google Play stores. The Roads app has a number of features that can be used year round on most mobile devices. During the winter, users can use the app to track snow plows as they travel their routes.

- **Mississauga Plow Tracker ([mississauga.ca/plowtracker](http://mississauga.ca/plowtracker))**

The Mississauga Plow Tracker is a web based portal that allows residents to track snow plows throughout the city and see when their street was last cleared. The portal is accessible on desktop computers or laptops, as well as mobile devices such as tablets or smart phones.

- **Telephone**

In addition to the channels above, residents are able to call the 3-1-1 Citizen Contact Centre for information Monday to Friday between 7:00 am to 7:00 pm. If the call is urgent after hours, residents can press 2 to speak to Transportation and Works Dispatch.

During plowing operations, recorded greetings are activated on the Snow Information Line at 905-615-SNOW (7669) and the 3-1-1 Citizen Contact Centre to announce temporary parking permit suspensions and snow clearing updates.

## **Be a Good Neighbour**

The City of Mississauga is responsible for clearing "priority sidewalks." These are sidewalks in close proximity to hospitals, schools and public transportation. Neighbourhood sidewalks that are not designated as priority sidewalks are the responsibility of homeowners and businesses to clear.

Since 2013, the Be a Good Neighbour campaign has encouraged residents to clear their walkways as soon as possible after a snowfall so that pedestrians, especially seniors and

people with disabilities, can travel around the city safely. The campaign has been effective in helping to reduce call volume to 311 about sidewalk clearing concerns. Plans are in place to continue to promote the Be a Good Neighbour campaign again this winter.

### **Driveway Windrow Snow Clearing Program**

The Driveway Windrow Snow Clearing Program provides assistance to residents 65 years or older and residents with physical disabilities to clear space in the snow windrow at the end of their driveway. Residents must apply to join the program and are subject to a \$200 fee. If the applicant meets the criteria for financial assistance, the service is provided at no cost.

Applications were accepted at community centres, the Recreation Customer Service Centre and Seniors' Centre from August 8th until November 11th. This year the program received 148 applications.

This program is in effect from November 28, 2016 to March 10, 2017.

### **Financial Impact**

There are no financial impacts associated with this report.

### **Conclusion**

The City's winter maintenance program is delivered through a mix of private contractors and city forces with approximately 80% of winter maintenance operations being outsourced.

The City has a combined fleet of 377 vehicles to manage the winter maintenance program and ensure that roads are cleared within service levels.

Residents are able to stay informed of winter maintenance activities through a variety of communication channels, such as the City website, @MississaugaSnow Twitter account, and Mississauga Roads app.




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

Prepared by: Scott Holmes, Manager, Works Operations

City of Mississauga

# Corporate Report



Date: 2016/11/23

To: Chair and Members of General Committee

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

Originator's files:

Meeting date:  
2016/12/07

## Subject

**MiWay - University of Toronto at Mississauga (UTM) - Universal Transit Pass Program  
2017/2018-2020 Agreement**

## Recommendation

1. That the Commissioner of Transportation and Works and the City Clerk be authorized to execute the Universal Transit Pass Agreement between the City, the Governing Council of the University of Toronto (the "University") and Erindale College Student Union (the "UTMSU"), in a form satisfactory to Legal Services.
2. That the MiWay Fares By-Law 210-16 be amended to reflect a Universal Pass (U-Pass) annual fee of two hundred and fourteen dollars and two cents (\$214.02) in September 2017 for the fall/winter term and to reflect the one-time replacement fee of 50 percent of the value of the U-Pass.
3. That the MiWay Fares By-law 210-16 be amended to reflect a Universal Pass (U-Pass) annual fee of one hundred and thirty dollars and sixty-five cents (\$130.65) in May 2018 for the summer U-Pass term and a one-time replacement fee of 50 percent of the value of the U-Pass.
4. That the Commissioner of Transportation and Works be authorized to execute an agreement between the City, the University and UTMSU for the implementation of a 2017 Summer ISIC (International Student Identity Card) Pilot Program and the replacement of the U-Pass card with the ISIC, provided the ISIC Pilot Program is successful, in a form satisfactory to Legal Services.
5. That all necessary by-laws be enacted.

## Report Highlights

- MiWay staff in partnership with the University of Toronto's Mississauga Campus UTMSU,

has in place a U-Pass agreement until April 30, 2017 for the fall/winter term and until August 31, 2017 for the summer term.

- Building on the success of the U-Pass program over the past eight years, MiWay seeks Council approval for a new three year U-Pass agreement with UTM from September 2017 to August 2020.
- A U-Pass price increase of 7% for the fall/winter terms and 6% for the summer terms from fall 2017 to summer 2020 was agreed to by UTM.
- MiWay will partner with UTM to pilot the ISIC for the summer 2017. The current U-Pass card will be replaced with the ISIC for the 2017 summer pilot term while ensuring all controls remain the same as stated within the agreement.
- Following a successful pilot program with the ISIC, MiWay seeks approval to replace the current U-Pass card process with the ISIC for the remaining term of the U-Pass contract to 2020.

## Background

MiWay staff in partnership with the University of Toronto's Mississauga Campus UTMSU, has in place a 3 year U-Pass contract until August 31, 2017. This contract includes full-time and part-time undergraduates and full-time graduates who attend UTM for the 8-month term (September to April), and full-time and part-time undergraduates who attend the summer 4-month term (May to August).

U-Pass programs, being universal by nature, require mandatory participation by all members and therefore 14,000 students are part of the eight month U-Pass program from the 2016/2017 academic year and 6,200 students were part of the summer program for 2016. The U-Pass price for the current year is set at \$200.02 per student for the fall/winter term and \$123.25 for the summer term. The existing contract provided an incremental increase during each year of the contract.

## Comments

MiWay's experience with the U-Pass program at UTM has shown it is beneficial for the community. For the students it reduces transportation costs, creates new and convenient travel options for errands and social outings, and making it attractive to use transit more often for school. Our goal is to encourage students to continue to use transit after they graduate. Benefits for the transit system and City include ridership growth, and reduced fare administration costs. The community benefits from reduced automobile traffic which leads to a healthier community.

Building on the success of the U-Pass program with UTM over the past eight years, staff worked closely with UTM student representatives to explore the possibility of continuing the relationship to provide students with both a fall/winter and summer U-Pass for three additional years.

Based on discussion with UTM representatives, MiWay is recommending a new three year U-Pass agreement beginning September 1, 2017 until August 31, 2020 that includes both fall/winter and summer academic terms. The U-Pass pricing will increase seven percent each fall/winter term and six percent each summer term. The pricing strategy is similar to other U-Pass programs in Ontario in that it strives to maintain a balance between affordable transit for students and a reasonable cost recovery for Mississauga taxpayers. MiWay's UTM U-Pass is currently below the average price of a U-Pass price in Ontario; however, the annual increases throughout this next agreement will bring the price closer to that of the average in Ontario. Comparative U-Pass pricing in Ontario is provided in Appendix 1.

Students will also be permitted a one-time replacement U-Pass at 50 percent of the cost of the U-Pass fee.

#### International Student Identity Card (ISIC)

Through membership within the Canadian Federation of Students, post-secondary students are eligible for various discounted services with a single card known as the ISIC. The card includes a unique serial number, photo of the cardholder and pertinent information such as student number, name and validity date. UTM students currently have the ISIC which provides them with discounts when presented at participating stores, restaurants, etc.

During discussions with UTM regarding the U-Pass agreement, UTM representatives requested consideration to partner the ISIC with the UTM U-Pass card to allow for one card with several functions which include student identification, a discount card at participating locations and a U-Pass card to access MiWay. Currently the U-Pass card is issued by MiWay and students are required to present both their U-Pass card and a valid University of Toronto student photo ID card for verification purposes upon boarding the bus. UTM students are finding this process of multiple cards to be cumbersome due to the high volume of traffic on the university routes.

OCTranspo currently utilizes the ISIC as the U-Pass for University of Ottawa students. MiWay staff consulted with OCTranspo to gain a better understanding of the overall process, and how the system works with respect to card issuance, distribution, tracking and security. OCTranspo indicated the ISIC was successful with students and experienced no issues.

Based on discussion with the UTM, MiWay is recommending a pilot with the ISIC card for the summer term (May to August 2017). MiWay will review the ISIC/U-Pass pilot following the summer and if successful, will replace the current U-Pass card with the ISIC card commencing summer 2018 and to continue thereafter for the remaining term of the U-Pass agreement.



## Strategic Plan

The U-Pass program encourages transit ridership leading to improvements in transportation, the environment, and the health of the community. This program achieves several of the City's strategic goals by contributing to the following pillars:

### Developing a Transit Orientated City

- ✓ encouraging environmental responsibility

### Living Green

- ✓ promoting a green culture

### Ensuring Youth, Older Adults and New Immigrants Thrive

- ✓ ensure affordability and accessibility for youth
- ✓ attract and retain youth

## Financial Impact

The U-Pass fee charged to UTM students is set at an amount that results in a substantial savings for students compared to other MiWay fare options. MiWay establishes the price of the U-Pass based on the following:

- a discount from the current adult and student fare price
- a target of 48% cost recovery to operate routes servicing the University
- comparisons with other U-Pass programs in Ontario

The 2017-2020 Universal Transit Pass Agreement specifies the price of the U-Pass for each academic year as follows:

- 2017/2018 – U-Pass fee of \$214.02
- 2018 summer fee of \$130.65
- 2018/2019 – U-Pass fee of \$229.00
- 2019 summer fee of \$138.49
- 2019/2020 – U-Pass fee of \$245.03
- 2020 summer fee of \$146.80

A replacement fee for a lost, stolen or damaged U-Pass card is also outlined in the Universal Transit Pass Agreement. A single replacement is allowed at 50% of the value of the U-Pass.

In the fall/winter 2017/2018 academic year enrolment is projected to be 15,000 students. In the first year, with a U-Pass fee of \$214.02 per student, the estimated revenue expected from the program in 2018 is \$3,210,300. The 2018 summer term enrolment is projected to be 7,200 students, at a U-Pass fee of \$130.65 it will provide \$940,680 in revenue for MiWay.

## Conclusion

The U-Pass program continues to grow in Mississauga and other communities across Canada. It is supported by the students, post-secondary school administrators, transit systems and local communities. The U-Pass experience provides significant benefits to all groups in meeting community transportation challenges.

## Attachments

Appendix 1: Comparative U-Pass programs in Ontario



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

Prepared by: Margaret Johnston, Supervisor of Transit Revenue



## Appendix 1

### Ontario U-Pass Comparative Programs 2016/2017 Values



#### U-Pass comparative programs in Ontario

| <i>Program rank<br/>by cost</i> | <b>Post-Secondary Education Institution</b>          | <b>Area</b>        | <b>2016/2017<br/>8-month UPass<br/>equivalent</b> | <b>2016 Summer<br/>UPass equivalent</b> |
|---------------------------------|--|--------------------|---|---|
| 1                               | Conestoga College                                    | Kitchener          | \$560   | \$280                                   |
| 2                               | Georgian College                                     | Barrie             | \$510   | \$255                                   |
| 3                               | Carleton University                                  | Ottawa             | \$395   | \$193                                   |
| 4                               | Ottawa University                                    | Ottawa             | \$395   | \$193                                   |
| 5                               | Lambton College                                      | Sarnia             | \$340   | \$170                                   |
| 6                               | Algoma University; Sault College                     | Sault Ste. Marie   | \$320   | \$160                                   |
| 7                               | Sir Sanford Fleming College                          | Peterborough       | \$256   | \$142                                   |
| 8                               | University of Ontario Institute of Technology (UOIT) | Oshawa             | \$240   | \$120                                   |
| 9                               | Durham College                                       | Oshawa             | \$240   | \$120                                   |
| 10                              | University of Guelph                                 | Guelph             | \$230   | \$115                                   |
| 11                              | Fanshawe College                                     | London             | \$226   | \$113                                   |
| 12                              | University of Western Ontario                        | London             | \$225   | .-                                      |
| 13                              | Canadore College                                     | North Bay          | \$217   | .-                                      |
| 14                              | Brock University                                     | St. Catharines     | \$202   | .-                                      |
| <b>15</b>                       | <b>University of Toronto (Mississauga)</b>           | <b>Mississauga</b> | <b>\$200</b>                                      | <b>\$113</b>                            |
| 16                              | Trent University                                     | Oshawa             | \$185   | \$93                                    |
| 17                              | Laurentian University                                | Sudbury            | \$184   | .-                                      |
| 18                              | Niagara College                                      | Niagara Region     | \$177   | \$89                                    |
| 19                              | Nipissing University                                 | North Bay          | \$177   | .-                                      |
| 20                              | University of Waterloo                               | Waterloo           | \$170   | \$85                                    |
| 21                              | Wilfrid Laurier University                           | Waterloo           | \$163   | \$82                                    |
| 22                              | Mohawk College                                       | Hamilton           | \$137   | \$69                                    |
| 23                              | Redeemer University College                          | Ancaster           | \$137   | \$69                                    |
| 24                              | Lakehead University                                  | Thunder Bay        | \$108   | .-                                      |
| 25                              | McMaster University                                  | Hamilton           | \$101   |   |

# City of Mississauga

## Corporate Report



Date: 2016/11/22

To: Chair and Members of General Committee

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

Originator's files:  
PO.12.CAW

Meeting date:  
2016/12/07

## Subject

**Mississauga Transitway – Grant of Easement between Her Majesty the Queen in right of Ontario and the Corporation of the City of Mississauga (Ward 3)**

## Recommendation

That a by-law be enacted authorizing the Commissioner of Transportation and Works and the City Clerk to execute a Grant of Easement Agreement, and all ancillary documents and subsequent amending agreements thereto, between Her Majesty the Queen in right of Ontario, as represented by Ontario Infrastructure and Lands Corporation ("OILC"), as Vendor and The Corporation of the City of Mississauga ("the City") as Purchaser, as required by the City of Mississauga in connection with the Mississauga Transitway. The purchase price of the easement is \$513,000 plus all applicable taxes for the purchase of a 3,692.4 square metre (39,744.7 square foot) parcel. The lands are legally described as Part of Lot 10, Concession 2 NDS and designated as Part 1, 43R-36998, City of Mississauga, Regional Municipality of Peel, in Ward 3.

## Background

The Mississauga Transitway project will see the creation of a dedicated east-west transit corridor (bus way) across Mississauga which will run along the Highway 403 (combining the use of the existing bus by-pass shoulders), Eastgate Parkway and Eglinton Avenue corridors connecting Winston Churchill Boulevard in the west to Renforth Drive in the east.

Lands identified as Part 1 on a Reference Plan deposited as 43R-36998 are required from OILC for the purpose of public parking at Cawthra Station.

## Comments

A permanent Grant of Easement Agreement has been negotiated with OILC on the following terms:

- Lands identified as Part 1, on Reference Plan deposited as 43R-36998, containing an area of approximately 3,692.4 square metres (39,744.7 square feet)

- The easement is for the purposes of public parking of roadworthy vehicles and for the installation of improvements, appurtenances or accessories thereto
- Consideration of \$513,000 plus all applicable taxes
- City responsible for payment of all legal costs incurred by OILC, inclusive of disbursements and all applicable taxes, as they pertain the Grant of Easement and completion of the transaction

## Financial Impact

This report requests authorization to execute a Grant of Easement Agreement requiring payment of consideration of \$513,000 plus all applicable taxes. This consideration amount was based on the estimated market value obtained from an independent appraisal report prepared by an accredited appraiser, estimating the market value of the lands at \$750,000 per acre and reflects the required payment for easements of 75% of market value pursuant to the Provincial Secondary Land Use Program ("PSLUP"). The City is also required to pay all legal fees, including disbursements and all applicable taxes incurred by OILC. Funding for these expenditures is available in Transportation & Works Capital account number 8232.

## Conclusion

The acquisition of a permanent easement from OILC is required for the purpose of parking at Cawthra Station of the Mississauga Transitway.

## Attachments

Appendix 1: Approximate location of the permanent easement for parking.

Appendix 2: Copy of Plan 43R-36998 identifying the lands to be subject to a permanent easement from OILC for parking purposes as Part 1



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Gary Kent, Commissioner of Corporate Services and Chief Financial Officer  
Prepared by: Sheryl Badin, Acting Manager, Realty Services







PLAN OF SURVEY OF  
**PART OF LOT 10**  
**CONCESSION 2**  
**NORTH OF DUNDAS STREET**  
IN THE  
**CITY OF MISSISSAUGA**  
REGIONAL MUNICIPALITY OF PEEL  
SCALE 1: 500



MMM GEOMATICS ONTARIO LIMITED  
ONTARIO LAND SURVEYORS  
2016

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

DATE February 17 2016  
Sophie-Rose Côté  
SOPHIE-ROSE CÔTÉ, O.L.S.

RECEIVED AND DEPOSITED  
DATE Feb 18, 2016  
C. Amanna  
REPRESENTATIVE FOR THE LAND REGISTRAR FOR THE LAND TITLES DIVISION OF PEEL (NO. 43)

| SCHEDULE |                |                                     |                        |                       |
|----------|----------------|-------------------------------------|------------------------|-----------------------|
| PART     | LOT            | CONCESSION                          | P. I. NO.              | AREA                  |
| 1        | PART OF LOT 10 | CONCESSION 2 NORTH OF DUNDAS STREET | PART OF PIN 13311-0866 | 3692.4 m <sup>2</sup> |
| 2        |                |                                     | PART OF PIN 13311-0865 | 435.2 m <sup>2</sup>  |
| 3        |                |                                     | PART OF PIN 13311-0865 | 135.6 m <sup>2</sup>  |

PARTS 1, 2 AND 3: SUBJECT TO AN EASEMENT AS IN INSTRUMENT NO. PR2268313

**NOTE**  
BEARINGS ARE UTM GRID, DERIVED FROM SPECIFIED CONTROL POINTS 075800119 AND 075930054, UTM ZONE 17, CENTRAL MERIDIAN 81°00' WEST LONGITUDE, NAD83 (ORIGINAL).

DISTANCES ARE GROUND AND CAN BE CONVERTED TO GRID BY MULTIPLYING BY THE COMBINED SCALE FACTOR OF 0.99978139.

ALL FOUND MONUMENTS ARE MMM UNLESS OTHERWISE NOTED.

| SPECIFIED CONTROL POINTS (SCPs) UTM ZONE 17 NAD83 (ORIGINAL), COORDINATES TO URBAN ACCURACY PER SEC. 14 (2) OF O. REG. 216/10 |             |            |
|---|-------------|------------|
| POINT ID  | NORTHING    | EASTING    |
| 075800119   | 4832397.426 | 612454.029 |
| 075930054   | 4826408.283 | 608532.329 |
| COORDINATES CANNOT, IN THEMSELVES, BE USED TO RE-ESTABLISH CORNERS OR BOUNDARIES SHOWN ON THIS PLAN.                          |             |            |

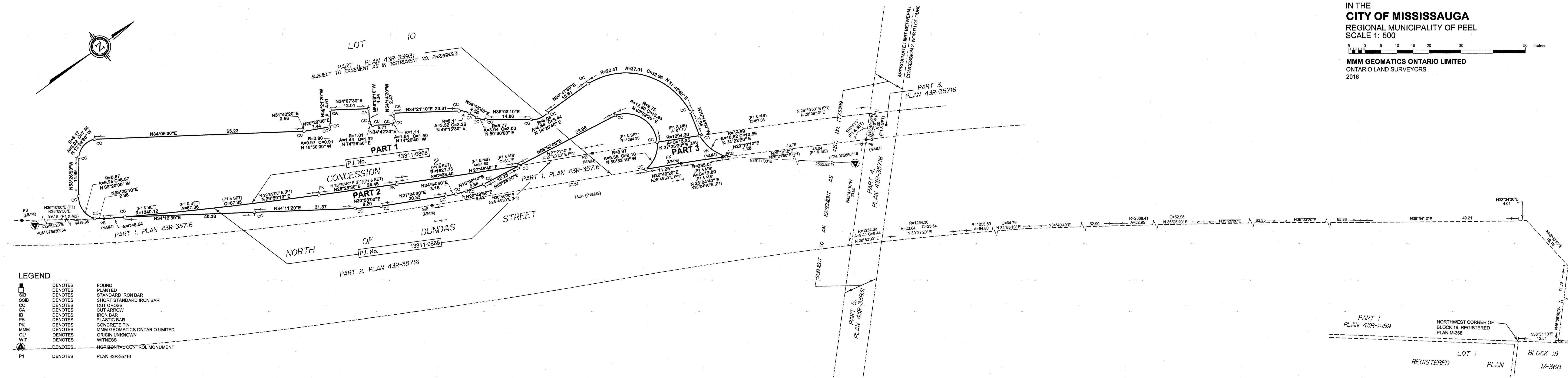
**NOTE**  
PLAN 43R-35716 BEARINGS HAVE BEEN ROTATED BY 1°02'00" FOR COMPARISON PURPOSES.

**SURVEYOR'S CERTIFICATE**  
I CERTIFY THAT:

- THIS SURVEY AND PLAN ARE CORRECT AND IN ACCORDANCE WITH THE SURVEYS ACT AND THE SURVEYORS ACT AND THE LAND TITLES ACT AND THE REGULATIONS MADE UNDER THEM.
- THE SURVEY WAS COMPLETED ON THE 6th DAY OF JANUARY, 2016.

DATE February 17 2016  
Sophie-Rose Côté  
SOPHIE-ROSE CÔTÉ, O.L.S.  
ONTARIO LAND SURVEYOR

|   |                        |   |
|---|------------------------|---|
|   | Ontario Land Surveyors | Drawing Number:<br><b>21-15-057-R01</b> |
| 2655 North Sheridan Way, Suite 300 Mississauga, ON Canada L5K 2P8<br>t: 905-823-8500 f: 905-823-8503 Email: hpro@mmm.ca Website: www.mmm.ca |                        |   |
| P.Chief: A.K.   | Dwg. By: O.S.          | Chk'd by: S.H.                          |
| Job Number: 21-15-057-000-000   | Tab Name: R01          |   |
| Dwg File Name:  | 15057_R01_C3D2014.DWG  |   |



- LEGEND**
- |     |         |                               |
|-----|---------|-------------------------------|
| SIB | DENOTES | FOUND                         |
| SIB | DENOTES | PLANTED                       |
| CC  | DENOTES | STANDARD IRON BAR             |
| CC  | DENOTES | SHORT STANDARD IRON BAR       |
| CA  | DENOTES | CUT CROSS                     |
| CA  | DENOTES | CUT ARROW                     |
| IB  | DENOTES | IRON BAR                      |
| PB  | DENOTES | PLASTIC BAR                   |
| PK  | DENOTES | CONCRETE PIN                  |
| MMM | DENOTES | MMM GEOMATICS ONTARIO LIMITED |
| OU  | DENOTES | ORIGIN UNKNOWN                |
| WIT | DENOTES | WITNESS                       |
| P1  | DENOTES | HORIZONTAL CONTROL MONUMENT   |
- P1 DENOTES PLAN 43R-35716

# City of Mississauga

## Corporate Report



Date: 2016/11/23

To: Chair and Members of General Committee

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

Originator's files:

Meeting date:  
2016/12/07

### Subject

**All-Way Stop - Forest Avenue and Woodlawn Avenue (Ward 1)**

### Recommendation

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

### Background

Concerns have been identified by area residents regarding vehicle speeds and pedestrian safety in the vicinity of the intersection of Forest Avenue and Woodlawn Avenue.

The Ward Councillor has requested that the Transportation and Works Department submit a report to General Committee regarding the implementation of an all-way stop at the intersection of Forest Avenue and Woodlawn Avenue.

Currently, the intersection of Forest Avenue and Woodlawn Avenue operates as a four-leg intersection with a stop control for northbound and southbound motorists on Woodlawn Avenue.

### Comments

An A.M./P.M. manual turning movement count was completed on Wednesday, October 19, 2016, at this intersection to determine if an all-way stop is warranted. The results are as follows:

| <u>Forest Avenue and Woodlawn Avenue</u> | <u>Warrant Value</u> |
|--|----------------------|
| Part "A": Volume for All Approaches      | 80%                  |
| Part "B": Minor Street Volume            | 32%                  |

In order for an all-way stop to be warranted, both Parts "A" and "B" must equal 100 percent. Based on the results, an all-way stop is not warranted at the intersection of Forest Avenue and Woodlawn Avenue.



General Committee

2016/11/23

2

Originators files: File names

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

## Financial Impact

Not Applicable.

## Conclusion

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

## Attachments

Appendix 1: Location Map: All-Way Stop - Forest Avenue and Woodlawn Avenue (Ward 1)



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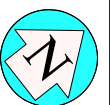
Geoff Wright, P. Eng., MBA, Commissioner of Transportation and Works

Prepared by: Denna Yaunan, C.E.T., Traffic Technologist

7.4



**MISSISSAUGA**



**Transportation and Works  
Works Operations & Maintenance**

**All-Way Stop  
Forest Avenue and Woodlawn Avenue  
(Ward 1)**



City of Mississauga  
**Corporate Report**



Date: 2016/11/23

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-11

Meeting date:  
 2016/12/07

## Subject

**All-Way Stop - Truscott Drive and Buckby Road (Ward 2)**

## Recommendation

That an all-way stop control not be implemented at the intersection of Truscott Drive and Buckby Road as the warrants have not been met.

## Background

Concerns have been identified by area residents regarding vehicle speeds and pedestrian safety in the vicinity of the intersection of Truscott Drive and Buckby Road.

The Ward Councillor has requested that the Transportation and Works Department submit a report to General Committee regarding the implementation of an all-way stop at the intersection of Truscott Drive and Buckby Road.

Currently, the intersection of Truscott Drive and Buckby Road operates as a three-leg intersection with a stop control for northbound motorists approaching from Buckby Road. Truscott Drive is classified as a major collector roadway designed to efficiently carry traffic from the local road network to the arterial roadways.

Installation of unwarranted all-way stops on major collector roadways can reduce the level of safety at an intersection resulting in a tendency for the major street traffic to roll through the stop or fail to stop completely when there are significantly lower traffic volumes encountered on the minor roadway.

## Comments

An A.M./P.M. manual turning movement count was completed on Wednesday, November 25, 2015, at the intersection of Truscott Drive and Buckby Road to determine if an all-way stop is warranted. The results are as follows:

| <u>Truscott Drive and Buckby Road</u> | <u>Warrant Value</u> |
|---------------------------------------|----------------------|
| Part "A": Volume for All Approaches   | 100%                 |
| Part "B": Minor Street Volume         | 26%                  |

In order for an all-way stop to be warranted, both Parts "A" and "B" must equal 100 percent. Based on the results, an all-way stop is not warranted at the intersection of Truscott Drive and Buckby Road.

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

## Financial Impact

Not Applicable.

## Conclusion

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

## Attachments

Appendix 1: Location Map: All-Way Stop - Truscott Drive and Buckby Road (Ward 2)

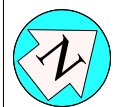
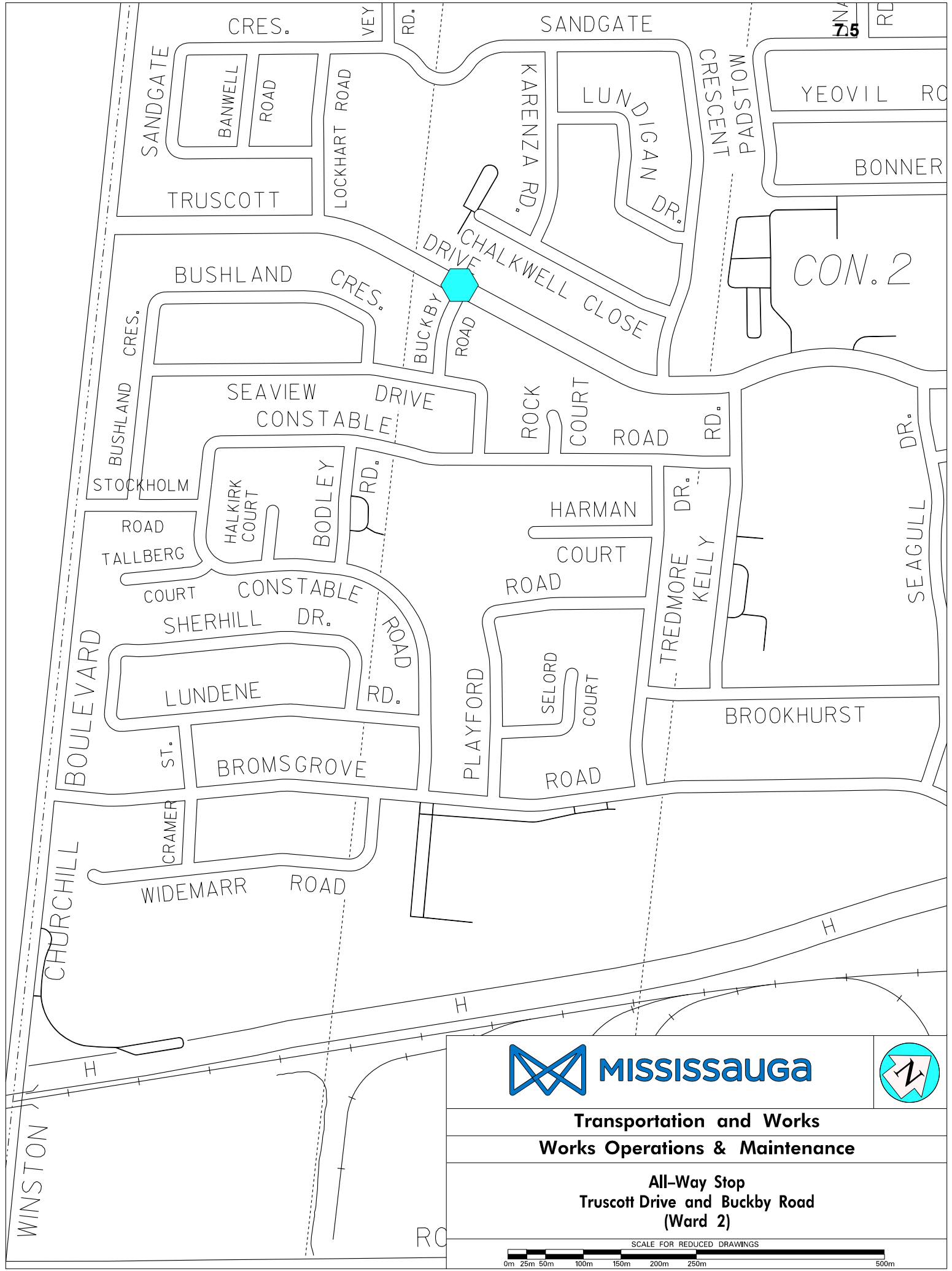



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Geoff Wright, P. Eng., MBA, Commissioner of Transportation and Works

Prepared by: Denna Yaunan, C.E.T., Traffic Technologist

7.5



**Transportation and Works**  
**Works Operations & Maintenance**

**All-Way Stop**  
**Truscott Drive and Buckby Road**  
**(Ward 2)**



# City of Mississauga

## Corporate Report



Date: 2016/11/23

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:  
2016/12/07

### Subject

**Parking Prohibition - Whitehorn Avenue (Ward 6)**

### Recommendation

That a by-law be enacted to amend the Traffic By-law 555-00, as amended, to implement a parking prohibition anytime on the west side of Whitehorn Avenue between Britannia Road West and Pate Court.

### Background

General Committee approved the installation of an all-way stop at the intersection of Whitehorn Avenue and Galesway Boulevard at its meeting on October 19, 2016 and, subsequently, By-law 0217-2016 was enacted by Council on October 26, 2016. While preparing a work order to install an all-way stop control at this intersection, staff observed school buses regularly utilizing on-street parking on Whitehorn Avenue in the vicinity of Galesway Avenue.

### Present Status

Presently, three-hour parking is permitted on both sides of Whitehorn Avenue within the subject area.

### Comments

Following the installation of an all-way stop at the intersection of Whitehorn Avenue and Galesway Boulevard, a sidewalk connection and crosswalk on the north and south sides of the intersection is to be installed for pedestrians to cross Whitehorn Avenue. When new stop signs are installed, parking of school busses or large vehicles would create a visibility obstruction of the stop condition on Whitehorn Avenue. Therefore, in the interest of public safety, staff recommends a parking prohibition on the north and south approaches to the intersection in order to provide a clear view of the new stop signs and pedestrian crosswalks.

A parking prohibition on the east side of Whitehorn Avenue between Galesway Boulevard and Prestonwood Crescent could be implemented under general provisions of the Traffic By-Law.

General Committee

2016/11/23

2

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Originators files: MG.23.REP  
RT.10.Z-38E

However, Council approval is required to prohibit parking on the west side of Whitehorn Avenue between Britannia Road West and Pate Court.

## Financial Impact

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

## Conclusion

The Transportation and Works Department recommends the implementation of a parking prohibition anytime on the west side of Whitehorn Avenue between Britannia Road West and Pate Court.

## Attachments

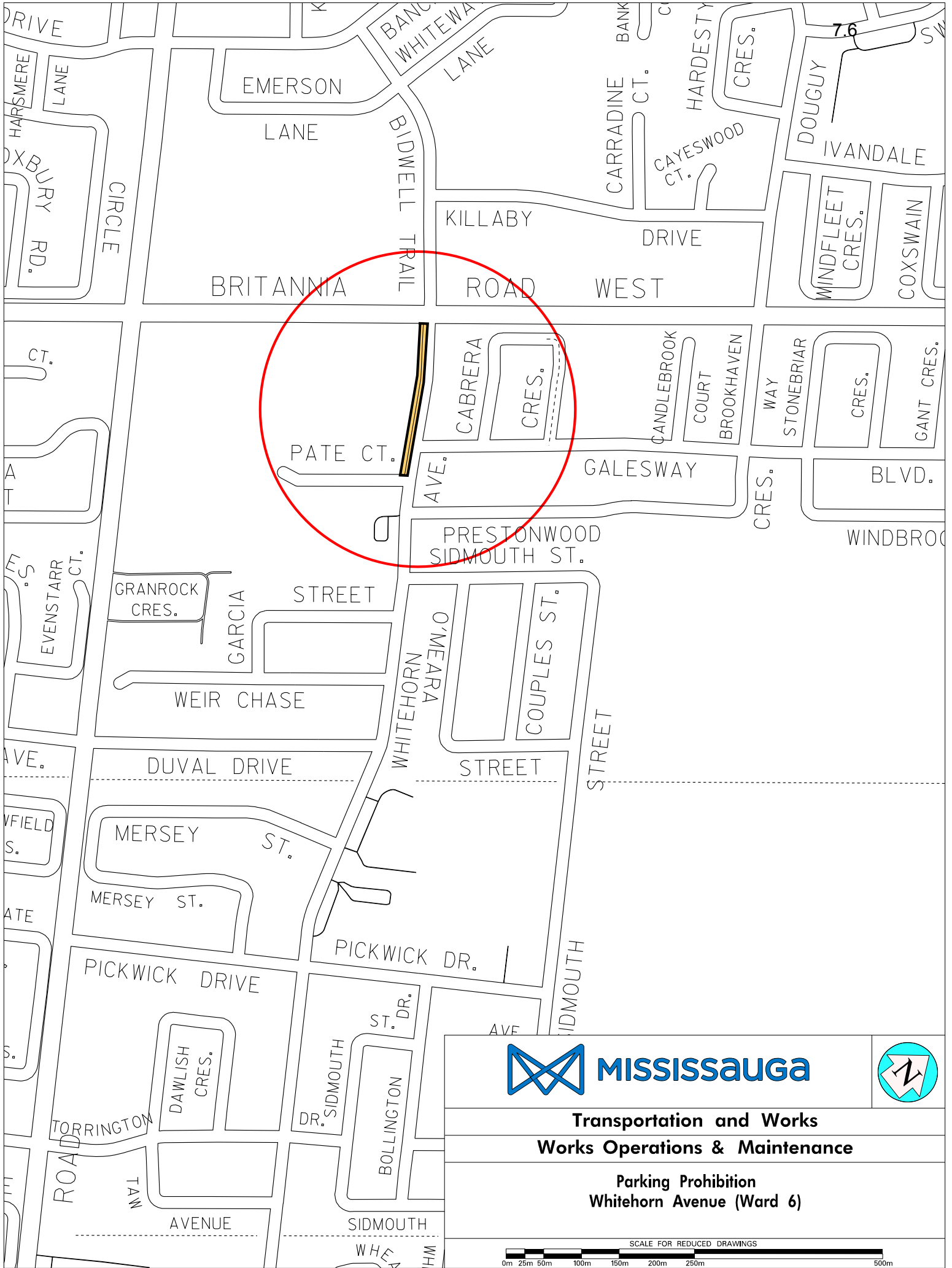
Appendix 1: Location Map - Parking Prohibition - Whitehorn Avenue (Ward 6)



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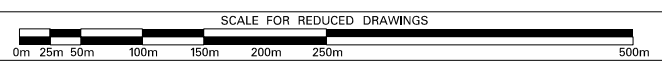
Geoff Wright, P. Eng., MBA, Commissioner of Transportation and Works

Prepared by: Ouliana Drobychevskaia, Traffic Operations Technologist



**Transportation and Works**  
**Works Operations & Maintenance**

**Parking Prohibition**  
**Whitehorn Avenue (Ward 6)**





# 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-38E

Meeting date:  
2016/11/16

## Subject

**Lower Driveway Boulevard Parking - Sherwood Mills Boulevard (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 both sides of Sherwood Mills Boulevard.

## Background

The Transportation and Works Department received a completed petition from an area resident to implement lower driveway boulevard parking on both sides of Sherwood Mills Boulevard. 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 Sherwood Mills Boulevard.

## 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 Sherwood Mills Boulevard.

Seventy-nine (79) questionnaires were delivered and 34 (43%) were returned; 30 (88%) supported the implementation of lower driveway boulevard parking and 4 (12%) 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 Sherwood Mills Boulevard.

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

## Financial Impact

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

## Conclusion

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

## Attachments

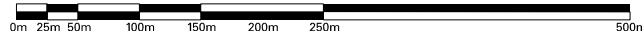
Appendix 1: Location Map: Lower Driveway Boulevard Parking - Sherwood Mills Boulevard (Ward 6)



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

Prepared by: Haydn Kocznur, Traffic Operations Technician



# City of Mississauga Corporate Report



Date: 2016/11/23

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:  
2016/12/07

## Subject

**Lower Driveway Boulevard Parking - Patron Cove (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 the west side of Patron Cove.

## Background

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

## 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 Patron Cove.

Fifteen (15) questionnaires were delivered and 6 (40%) were returned; 4 (66%) supported the implementation of lower driveway boulevard parking and 2 (34%) were opposed. Since the minimum requirement of 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 the west side of Patron Cove.

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

## Financial Impact

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

## Conclusion

Based on the results of the questionnaire, the Transportation and Works Department supports lower driveway boulevard parking between the curb and sidewalk, at any time, on the west side of Patron Cove.

## Attachments

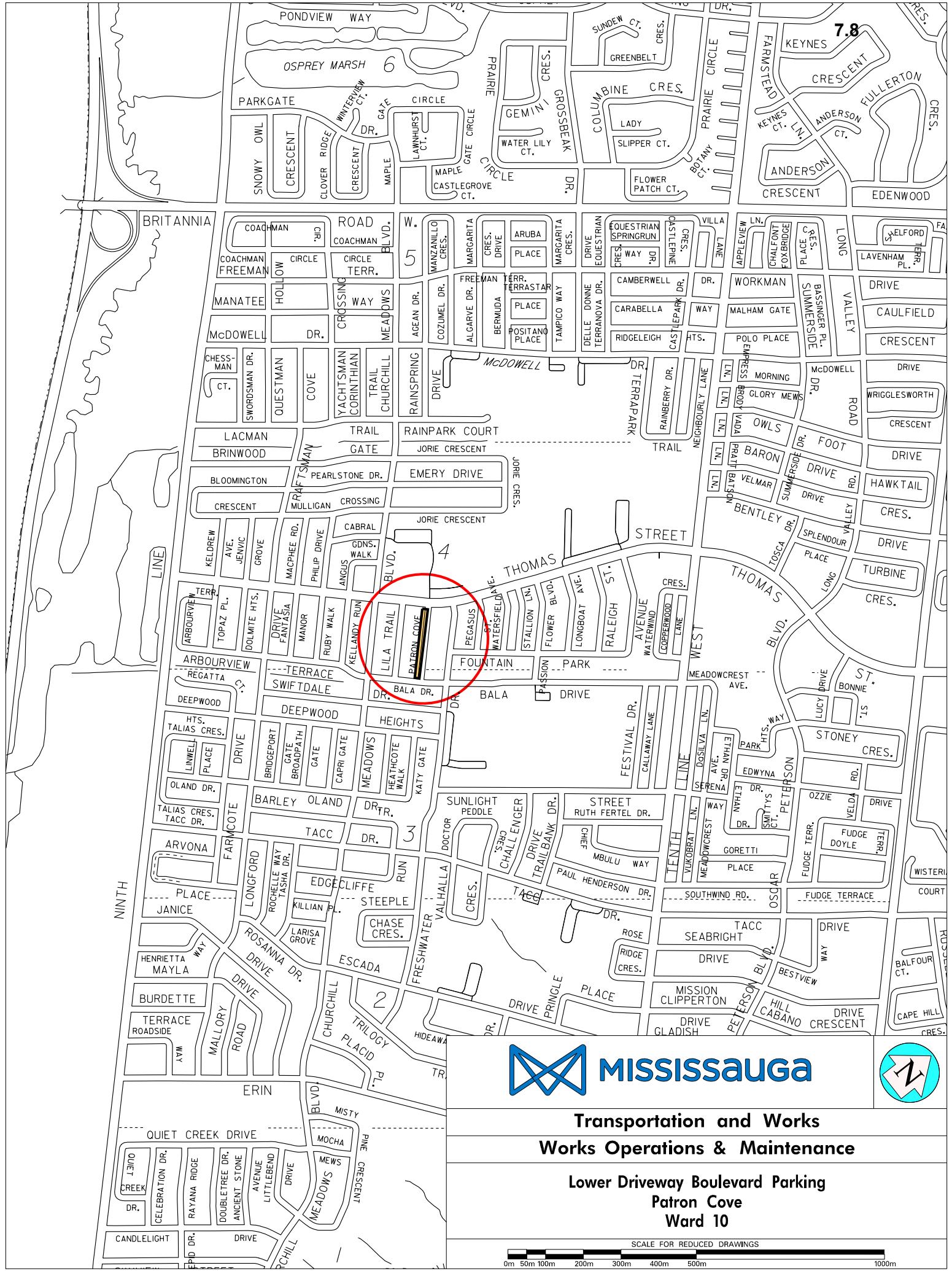
Appendix 1: Location Map: Lower Driveway Boulevard Parking - Patron Cove (Ward 10)



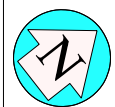
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Geoff Wright, P. Eng., MBA, Commissioner of Transportation and Works

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

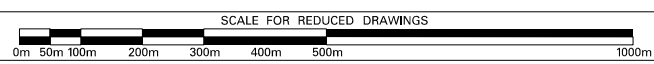


**MISSISSAUGA**



**Transportation and Works  
Works Operations & Maintenance**

**Lower Driveway Boulevard Parking  
Patron Cove  
Ward 10**



# City of Mississauga Corporate Report



Date: 2016/11/23

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-55

Meeting date:  
2016/12/07

## Subject

**Lower Driveway Boulevard Parking - Terragar Boulevard (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 Terragar Boulevard between Derry Road West 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 Terragar Boulevard between Derry Road West 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 Terragar Boulevard except No Stopping Anytime between Cork Tree Row to a point 35 metres (115 feet) east of Blackwood Mews on the north side from 8:00 a.m. – 4:00 p.m., Monday to Friday, from September 1st to June 30th.

## 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 Terragar Boulevard.

One-hundred and sixty (160) questionnaires were delivered and 42 (26%) were returned; 36 (86%) supported the implementation of lower driveway boulevard parking and 6 (14%) 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 Terragar Boulevard.

The Ward Councillor supports the proposal for lower driveway boulevard parking.

General Committee

2016/11/23

2

Originators files: MG.23.REP

RT.10.Z-55

The existing three-hour on-street parking and No Stopping Anytime between Cork Tree Row to a point 35 metres (115 feet) east of Blackwood Mews on the north side from 8:00 a.m. – 4:00 p.m., Monday to Friday, from September 1st to June 30th will be maintained.

## Financial Impact

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

## Conclusion

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

## Attachments

Appendix 1: Location Map: Lower Driveway Boulevard Parking - Terragar Boulevard (Ward 10)



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

Prepared by: Haydn Kocznur, Traffic Operations Technician





# City of Mississauga

## Corporate Report



Date: 2016/11/22

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-Various

Meeting date:  
2016/12/07

### Subject

**Traffic By-law 555-2000, as amended, Schedule 15 (Lane Designation)**

### Recommendation

That a by-law be enacted to amend Schedule 15 of the Traffic By-law 555-2000, as amended, in accordance with the review of lane designations completed by the Transportation and Works Department.

### Background

The Transportation and Works Department is currently in the process of revising and updating Schedule 15 (Lane Designation) of the Traffic By-law 555-2000, as amended. This is necessary in order to remove any discrepancies found in the By-law.

### Comments

The proposed amendments are housekeeping in nature to ensure the By-law reflects the signage and lane designations currently existing on-street.

The review of Schedule 15 (Lane Designations) has been completed and the appropriate By-law amendments have been prepared (see Appendix 1).

### Financial Impact

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

### Conclusion

The Transportation and Works Department has reviewed and completed the necessary revision to Schedule 15 (Lane Designation) of By-law 555-2000, as amended.

General Committee

2016/11/22

Originators files: MG.23.REP

RT.10.Z-Variou

## Attachments

Appendix 1: By-law - Schedule 15 (Lane Designation)



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

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

A by-law to amend By-law No. 555-2000,  
as amended, being the Traffic By-law.

WHEREAS pursuant to section 11(3)1 of the *Municipal Act, 2001*, S.O. 2001, c. 25 as amended, a Council may enact by-laws respecting highways, including parking and traffic on highways;

AND WHEREAS Council of The Corporation of the City of Mississauga desire to make certain amendments to By-law 555-2000, as amended, being the Traffic By-law;

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

1. That Schedule 15 of By-law 555-2000, as amended, be amended by ADDING the following:

SCHEDULE 15  
LANE DESIGNATION

| COLUMNNE 1<br>HIGHWAY     | COLUMNNE 2<br>LOCATION  | COLUMNNE 3<br>LANE | COLUMNNE 4<br>DIRECTION    | COLUMNNE 5<br>TIME<br>DAYS | COLUMNNE 6<br>OR<br>SIGN<br>NUMBER |
|---------------------------|---|--------------------|----------------------------|----------------------------|------------------------------------|
| Edwards Boulevard         | Admiral Boulevard to a point 100 metres north of Admiral Boulevard  | West curb lane     | Southbound right turn only | Anytime                    | RB-42                              |
| Etude Drive               | Goreway Drive to a point 40 metres east of Goreway Drive            | North curb lane    | Westbound right turn only  | Anytime                    | RB-42                              |
| Kingsbridge Garden Circle | Hurontario Street to a point 80 metres west of Hurontario Street    | South curb Lane    | Eastbound right turn only  | Anytime                    | RB-42                              |
| Shipp Drive               | Rathburn Road East to a point 56 metres south of Rathburn Road East | East curb lane     | Northbound right turn only | Anytime                    | RB-42                              |
| Truscott Drive            | Bodmin Road to a point 92 metres east of Bodmin Road                | North curb lane    | Westbound right turn only  | Anytime                    | RB-42                              |
| Truscott Drive            | Southdown Road to a point 67 metres east of Southdown Road          | North curb lane    | Westbound right turn only  | Anytime                    | RB-42                              |

2. This By-law shall not become effective until the portions of the highway(s) affected are properly signed.

ENACTED and PASSED this \_\_\_\_\_ day of \_\_\_\_\_ 2016.

|   |
|---|
| APPROVED<br>AS TO FORM<br>City Solicitor<br>MISSISSAUGA |
|   |

\_\_\_\_\_  
MAYOR

|      |      |  |  |
|------|------|--|--|
| Date | 2016 |  |  |
|------|------|--|--|

---

CLERK

City of Mississauga  
**Corporate Report**



Date: 2016/11/23

To: Chair and Members of General Committee

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

Originator's files:

Meeting date:  
 2016/12/07

## Subject

**Amendments to Transit (Rules and Regulations) By-law 425-03**

## Recommendation

1. That a by-law be enacted to amend the Transit By-law 425-2003, as amended, to include changes to regulations with respect to student fare category, conduct on Mississauga Transit vehicles and transit property, service animals and related housekeeping items as outlined in the report titled "Amendments to Transit (Rules and Regulations) By-law 425-03" from the Commissioner of Transportation and Works dated November 23, 2016.
2. That Legal Services be authorized to make an application to the Ministry of the Attorney General for set fines under Part 1 of the Provincial Offences Act for By-law 425-2003, as amended.

## Report Highlights

- The student fare category will be renamed to "youth" effective January 30, 2017 requiring an amendment to the Transit By-law.
- Additional items regarding prohibited smoking and use of e-cigarettes on Mississauga Transit vehicles and transit property requires by-law revision.
- Changes to customer service standards under the Accessibility for Ontarians with Disabilities Act pertaining to service animals require an amendment to the current Transit By-law.

## Background

The City of Mississauga Transit By-law 425-03, as amended (the "Transit By-law") was created in October 2003 to deal with rules and regulations regarding conduct on or about transit property as well as fares and payment on transit vehicles.

|                   |            |   |
|-------------------|------------|---|
| General Committee | 2016/11/23 | 2 |
|-------------------|------------|---|

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The Transit By-law was reviewed and amended in September 2007 and February 2014 to better address transit safety and provide guidelines to educate, inform, enforce transit safety, and to reflect PRESTO technology for MiWay customers and staff.

## Comments

### Student Fare Category

As approved in the MiWay 2017 Fare Strategy Report, the Student fare category was renamed to Youth in an effort to provide consistent customer experiences across the GTHA and a harmonization of GTHA fare definitions. Given that the Youth category on PRESTO represents 13 to 19 years old, it aligns with age and is not affiliated with school enrolment (elementary, high school and post-secondary). This change requires an amendment to the current Transit By-law.

### Passenger Conduct

The Transit By-law 425-03 speaks to the access and behaviour of passengers in, on or about Mississauga Transit vehicles and transit property which also prohibits smoking.

A review of other GTHA transit systems by-laws restricts the use of all lit forms of tobacco (e.g. cigarettes, cigars, cigarillos, pipes), electronic cigarettes (e-cigs or e-cigarettes), personal vaporizers (PV) or other similar devices regardless of whether they contain nicotine.

The current Transit By-law requires an amendment to include cigarillo, e-cigarette, and waterpipe as being prohibited on Mississauga Transit vehicles and transit property.

### Service Animals

Changes to the customer service standard in the Integrated Accessibility Standard Regulation (O. Reg. 191/11) under the Accessibility for Ontarians with Disabilities Act came into effect on July 1, 2016. These changes include a revision to the Service Animal Standard to add more types of regulated health professionals who can provide documentation of the need for a service animal. MiWay is revising all relevant internal and external communication to ensure information pertaining to service animals is consistent with the regulation.

The current Transit By-law requires an amendment to reflect the new standards pertaining to service animals including the accompanying documentation required for any animal other than a service dog and an update related to the identification of service dogs.

## Strategic Plan

The changes to the Transit By-law contribute to the following strategic goals:

|                   |            |   |
|-------------------|------------|---|
| General Committee | 2016/11/23 | 3 |
|-------------------|------------|---|

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**Move:** Developing a transit-orientated city.

- Build a reliable and convenient transit system

**Belong:** Ensuring Youth, older adults and new immigrants thrive.

- Ensure affordability and accessibility
- Attract and retain youth

## Financial Impact

There is no financial impact as a result of the Transit By-law 425-03 update.

## Conclusion

The Transit By-law currently governs regulations with respect to the access and behaviour of passengers on MiWay vehicles, City property and regulations governing all fare related policy. Staff recommends that the current Transit By-law 425-03 be amended to reflect the renaming of the student fare category, and other aspects related to conduct on or about Mississauga Transit vehicles and transit property.

## Attachments

Appendix 1: The Corporation of the City of Mississauga By-law 425-03: amendments




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

Prepared by: Margaret Johnston, Supervisor of Transit Revenue



A by-law to amend By-law 425-03,  
being a by-law to regulate and prohibit matters  
relating to bus passenger transportation systems

**WHEREAS** Council of The Corporation of the City of Mississauga deems it desirable to regulate and prohibit matters relating to its bus passenger transportation systems;

**AND WHEREAS** sections 8, 9 and 11(2) of the *Municipal Act, 2001*, S.O. 2001, c.25, as amended, enable Council to pass by-laws to regulate and prohibit in respect of matters relating to bus passenger transportation systems;

**AND WHEREAS** The Council of the Corporation of the City of Mississauga is desirous of amending its Transit By-law 425-03, as amended, to effect housekeeping measures;

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

1. That By-law 425-03, as amended, is hereby amended by adding the following terms and definitions in alphabetical order:

“fare media” means any valid ticket, pass, transfer and electronic fare card approved by and acceptable to the Corporation;

“person” includes individuals, partnerships, corporations, associations, and any other entities to whom the context can apply according to law;

“pre-school child” means any person who is 5 years of age or less;

“service animal” means any animal that provides essential assistance to a person with a visible or invisible disability.

“support person” means any person whose presence is essential to provide care and assistance to a person with a disability;

“U-Pass” means a pass issued to a full-time or part-time student of the University of Toronto at Mississauga, which shall be comprised of two (2) parts;

(i) a current and valid student identification card issued to a student by the University of Toronto at Mississauga; and

(ii) a current and valid transit fare U-Pass Card issued by the City to a student at the University of Toronto at Mississauga.

“youth” means any person who is between 13 and 19 years of age;

2. That By-law 425-03, as amended, is hereby amended by deleting the following terms and definitions in alphabetical order:

“student” means a full-time student who is 13-19 years of age of a school or a private school as defined in the Education Act, R.S.O. 1990, c.E.2, as amended; (33-16);

3. That subsection 3(1)(c) of By-law 425-03, as amended, is hereby deleted and replaced by the following subsection:

(1) (c) a PRESTO card with sufficient fare amount on the PRESTO card for deduction to pay for the fare, or with a valid PRESTO transfer, PRESTO

pass or in the case of a PRESTO registered user, overdraft capacity for one trip.

4. That subsection 3(4) of By-law 425-03, as amended, is hereby deleted and replaced by the following subsection:
  - (4) Mississauga Transit will refund an overpayment referred to in subsection 3(3) by mailing to the customer either the overpayment value in MiWay tickets, PRESTO card, or by cheque.
5. That subsection 7(2) of By-law 425-03, as amended, is hereby deleted and replaced by the following subsection:
  - (2) In addition to complying with all the requirements in subsection 7(1), the holder of a PRESTO senior's pass with a senior fare rate shall provide documentary proof or a Mississauga Transit photo identification card for inspection upon request by the bus operator, a Transit Supervisor, or an Enforcement Officer that the pass holder is a senior.
6. That section 10 of By-law 425-03, as amended, is hereby deleted and replaced by the following section:
  10. (1) No person shall ride on, stand on, or hold on to the exterior of any Mississauga Transit Vehicle.
  - (2) No person shall lean out of or otherwise project any part of his or her body beyond the edge of any Mississauga Transit Vehicle or beyond the perimeter of any Mississauga Transit platform except to enter or leave the bus by the designated doors.
  - (3) Other than in an emergency, no person shall board or leave a Mississauga Transit Vehicle except through the designated doors.
  - (4) A person who boards a transit vehicle using a mobility aid device (wheelchair or scooter) will be required to back into the designated area as designed.
  - (5) No person shall board or leave, or attempt to board or leave a Mississauga Transit Vehicle contrary to instruction provided by the Mississauga Transit Vehicle operator, a Transit Supervisor, or the Corporation's By-law Enforcement Officer. (380-07)
  - (6) A person accompanying a passenger as a support person on a transit vehicle boards and alights the transit vehicle at the same time and location as the person being accompanied.
  - (7) Persons with disabilities have priority seating at the front of the transit vehicle. An employee or agent of Mississauga Transit may request that an occupied seat be vacated for persons with disabilities, however seating is not guaranteed.
7. That subsection 12(1)(d) and 12(1)(g) of By-law 425-03, as amended, is hereby deleted and replaced by the following subsection:
  - (d) smoke, or carry a lighted cigar, cigarillo, cigarette, e-cigarette, waterpipe, or pipe;
  - (g) bring a bicycle on a Mississauga Transit Vehicle, except if the transit vehicle is equipped with a bicycle rack, contrary to instructions of the Mississauga Transit operator;
8. That subsection 12(1) of By-law 425-03, as amended, is hereby amended by adding the following subsection:
  - (g.3) fail to comply with any sign or signal on Transit property;

9. That subsection 12(2) of By-law 425-03, as amended, is hereby deleted and replaced with the following subsection:
  - (2) subsection 12(1)(j) shall not apply to a service animal, including a guide dog identifiable by a collar, leash, vest or harness, or other trained service animal when accompanied by official documentation from a regulated health professional confirming the animal is required for reasons relating to a person's disability, provided that the owner of any such animal is solely responsible for the behavior of that animal and that it does not cause a disturbance or a nuisance, or threaten the safety of any other persons.
10. That section 15 of By-law 425-03, as amended, is hereby amended by adding the following subsection:
  - (c) the item has not been handed over to the local Police Department.

ENACTED AND PASSED this                      day of                      , 2016.

MAYOR

CLERK

# City of Mississauga Corporate Report



Date: 2016/11/11

To: Chair and Members of General Committee

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

Originator's files: 14-146  
MG.23.REP

Meeting date:  
2016/12/07

## Subject

**Contract Value Increase: Valdor Engineering Inc. Consultant for the Cooksville Creek Flood Protection Works (Ward 4)**

## Recommendation

That an increase of \$169,901.35 (excluding tax) to Contract No. 450039488 issued to Valdor Engineering Inc. be approved to reimburse fees for construction administration and inspection for Cooksville Creek Flood Protection Works outlined in the report dated November 11, 2016 from the Commissioner of Transportation and Works.

## Background

In December 2012, following a competitive bid process through Procurement FA. 49.846-12, the City retained Valdor Engineering Inc. (Valdor) to undertake the design of the flood protection works adjacent to Cooksville Creek to protect homes along Rhonda Valley. The purpose of this project is to implement the flood mitigation measures identified in the 2012 Flood Evaluation Master Plan report. The core engineering services include preparation of detailed design drawings, stakeholder consultation, construction administration, inspection, post-construction monitoring, and preparation of as-constructed drawings.

The revised cost estimate is based on the most recent construction schedule, current construction progress rate, and professional judgement. The project is scheduled to be completed by January 2017 with the exception of the landscape work which is scheduled to be completed in spring 2017.

## Present Status

The current approved contract between Valdor and the City of Mississauga for Cooksville Creek Flood Protection Works downstream of Central Parkway was based on an estimated number of inspection days (90 days) to be provided on a part-time basis at 4.0 hours per day during construction. Furthermore, the estimated construction period, upon which the contract administration and inspection time requirement was based, assumed the works being

completed by a contractor progressing in an efficient manner and with minimal obstacles encountered.

During construction, a number of unforeseen technical issues have arisen that have impeded the contractor's progress and resulted in delays and extensions to the construction schedule. Some of the technical issues encountered that have contributed to these delays include, but are not limited to, the following:

- The contractor experienced vandalism to the fencing and bypass pumps that required additional time to dewater the construction area and secure the site.
- Additional time was required to stabilize the area in the vicinity of the Central Parkway Bridge and along the watercourse following rainfall events.
- Delays in removing the trees within the construction area were encountered until clearance was provided by the ecologist that nesting birds had raised their young and vacated the area.
- Construction progress of the armourstone retaining wall was hampered by surface and groundwater conditions that resulted in over excavation and the addition of clear stone to meet the bearing capacity requirements for the retaining wall.
- Due to challenges in achieving proper dewatering, the contractor required additional time to install the river stone within the channel.
- Due to high flows in the trunk sanitary sewer, there were delays in obtaining CCTV results.
- Additional requests by the Region of Peel regarding improvements to existing sanitary sewers and manholes added time to the project schedule.

Due to the above-noted technical issues, it was necessary for Valdor Engineering Inc. to provide additional inspection resulting in higher cost for contract administration and inspection. Therefore the funds for the consulting services for this project have been exhausted.

## Financial Impact

|                              |                    |
|------------------------------|--------------------|
| From the current procurement | FA.49.846-12       |
| Construction Services        | \$32,200.00        |
| Disbursements                | <u>\$ 3,918.00</u> |
| <b>Total</b>                 | <b>\$36,118.00</b> |

### Requested Purchase Order Increase

|                       |                    |
|-----------------------|--------------------|
| Construction Services | \$42,815.00        |
| Disbursements         | <u>\$ 7,125.00</u> |
| <b>Total</b>          | <b>\$49,940.00</b> |

Sufficient funding is available in PN.14-146 – Cooksville Creek Flood protection behind Rhonda Valley to cover this increase.

## Conclusion

Additional funding in the amount of \$49,940.00 is needed for construction administration and inspection services. The cost increase is based on an additional 50.0 hours of contract administration and 90 days of part-time inspections/meetings for all works. The cost estimate is based on the most recent construction schedule, current construction progress rate and professional judgment. It is assumed that all construction works, excluding landscaping, will be completed by the end of January 2017.



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

Prepared by: Alice Kong, Capital Project Manager, P. Eng, PMP

# 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: 11-131  
MG.23.REP

Meeting date:  
2016/12/07

### Subject

**Contract Value Increase: AECOM Canada Ltd. Consultant for the replacement of the Applewood Creek and Serson Creek Culvert Structures crossing Lakeshore Road East (Ward 1)**

### Recommendation

That an increase of \$550,000.00 (excluding tax) to Contract No. 4500395218 issued to AECOM Canada Ltd. be approved to reimburse fees for all additional professional and contract administrative services completed and anticipated for the design and construction phases of two culvert structures outlined in the report dated November 2, 2016 from the Commissioner of Transportation and Works.

### Background

The Applewood Creek and Serson Creek culverts crossing Lakeshore Road East were identified as approaching the end of their service life and scheduled for replacement. The scheduled replacement of the culverts created an opportunity to address flooding issues experienced in the Applewood Creek and Serson Creek watersheds. AECOM Canada Ltd. (AECOM), through a competitive bid process, was awarded the project to provide professional services to complete a condition survey, detailed design and to provide contract administration services for the replacement of the Applewood Creek and Serson Creek culvert structures crossing Lakeshore Road East.

In April 2013, AECOM commenced design work for both the Applewood Creek and Serson Creek Culverts using flood data provided by the Credit Valley Conservation (CVC).

AECOM Canada Ltd. completed a Schedule 'B' Class Environmental Assessment and Preliminary Design Concept of the culverts in 2013.

In March 2014, the CVC updated the flood data for both the Applewood Creek and Serson Creek watersheds. The updated hydrology model for Applewood Creek and Serson Creek

resulted in updated peak flows that were higher by approximately 10% and 38% respectively over the original data used for design in 2013.

The 2014 modelling data showed that both existing culverts at Applewood Creek and Serson Creek could not accommodate peak flows and that new culverts should be doubled in size to accommodate flood flows. The two culverts were redesigned and a new Schedule B Class Environmental Assessment was carried out. Due to changes in the CVC modelling data, from 2013 to 2014, the increased scope and complexity of designing two Lakeshore Road East culverts were not anticipated resulting in additional estimated cost for AECOM to complete the project.

## Comments

The additional work necessary to be performed by AECOM to proceed, include:

- Detailed hydraulic and hydrology studies as well as detailed geomorphic assessment to support the preparation of a second Schedule 'B' Class Environment Assessment;
- Technical assistance to address surrounding properties flooding issues and preparing flood mitigation measures;
- Designing enlarged culverts to accommodate the recommended changes in the channel design to convey the regional storm flows;
- Additional project coordination meetings;
- Technical assistance to support land/easement acquisitions; and
- Technical assistance in analyzing flood mitigation options.

The new culvert at the Applewood Creek crossing Lakeshore Road East was further complicated by designing a supporting structure for a major 1.5 metre diameter Sanitary Sewer Crossing.

The changes in the scope and complexity of projects have increased the estimated construction time from 120 days to 200 days, resulting in increased administration costs for AECOM.

## Financial Impact

The estimated costs for AECOM to provide professional services to complete this project are as follows:

|  |                      |
|--|----------------------|
| Purchase Order 4500395218<br>(With change order #1 and #2) | \$ 379,107.50        |
| Requested Additional Amount<br>(With contingency)          | <u>\$ 170,892.50</u> |
| Total Revised Purchase Order 4500395218                    | \$ 550,000.00        |



General Committee

2016/11/02

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Originators files: MG.23.REP

Total Approved Budget PN 11-131

\$ 700,000.00

There is no financial impact on the approved budget.

## Conclusion

The scope of work for the Applewood Creek and Serson Creek culvert structures crossing Lakeshore Road East has changed. The rehabilitation project of the two culverts has identified additional creek improvements both up and downstream of the culverts projects.

Additional funding in the amount of \$170,892.50 is needed for the design revisions, construction administration services and contingency, above the original AECOM commitment to complete the expanded scope of the project.

## Attachments

Appendix 1: Map showing the location of Applewood Creek and Serson Creek culverts crossing Lakeshore Road East.



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

Prepared by: Zeljko Subic, Capital Project Manager



# City of Mississauga

## Corporate Report



Date: 2016/11/03

To: Chair and Members of General Committee

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

Originator's files:  
SP – 12/143 CO  
SP – 12/144 CO

Meeting date:  
2016/12/07

### Subject

**Servicing Amending Agreement - Municipal Works Only Servicing Agreement, SP 12/143  
- Rutledge Road Extension - Kings Mill Development Inc. (Ward 11)**

### Recommendation

That a by-law be enacted authorizing the Commissioner of the Transportation and Works Department and the City Clerk to execute a Servicing Amending Agreement to permit a file reference change for the Municipal Works Only Servicing Agreement entered into with Kings Mill Development Inc.

### Background

To support the development of the Credit River Retirement Residence (File SP 12/143) and a four (4) storey condominium building (File SP 12/144) the developer, Kings Mill Development Inc., entered into a Municipal Works Only Servicing Agreement under SP 12/143 with the City for the extension of Rutledge Road. The subject Agreement was executed in 2013, pursuant to By-law 0230-2013.

The subject lands are located north of Tannery Street, west of the railway line.

With the Credit River Retirement Residence Facility now being completed, Kings Mill Development Inc. is now moving forward with the condominium building on the west side of the newly constructed Rutledge Road. In order to transition the developer's municipal work obligations from the completed retirement residence to the condominium building presently under construction, it will be necessary to amend the original Municipal Works Only Servicing Agreement to delete the file reference from SP 12/143 (retirement residence) to the file associated with the condominium development, being SP 12/144.

**Comments**

Any and all references to File SP 12/143 in the previously executed Municipal Works Only Servicing Agreement and all Schedules thereto shall be replaced to reference File SP 12/144.

All other terms and conditions as stipulated in the original Agreement will remain in effect.

**Financial Impact**

There are no financial impacts to the City.

**Conclusion**

The Transportation and Works Department supports the proposed change to the original Municipal Works Only Servicing Agreement to permit the file reference change from SP 12/143 to SP 12/144.

**Attachments**

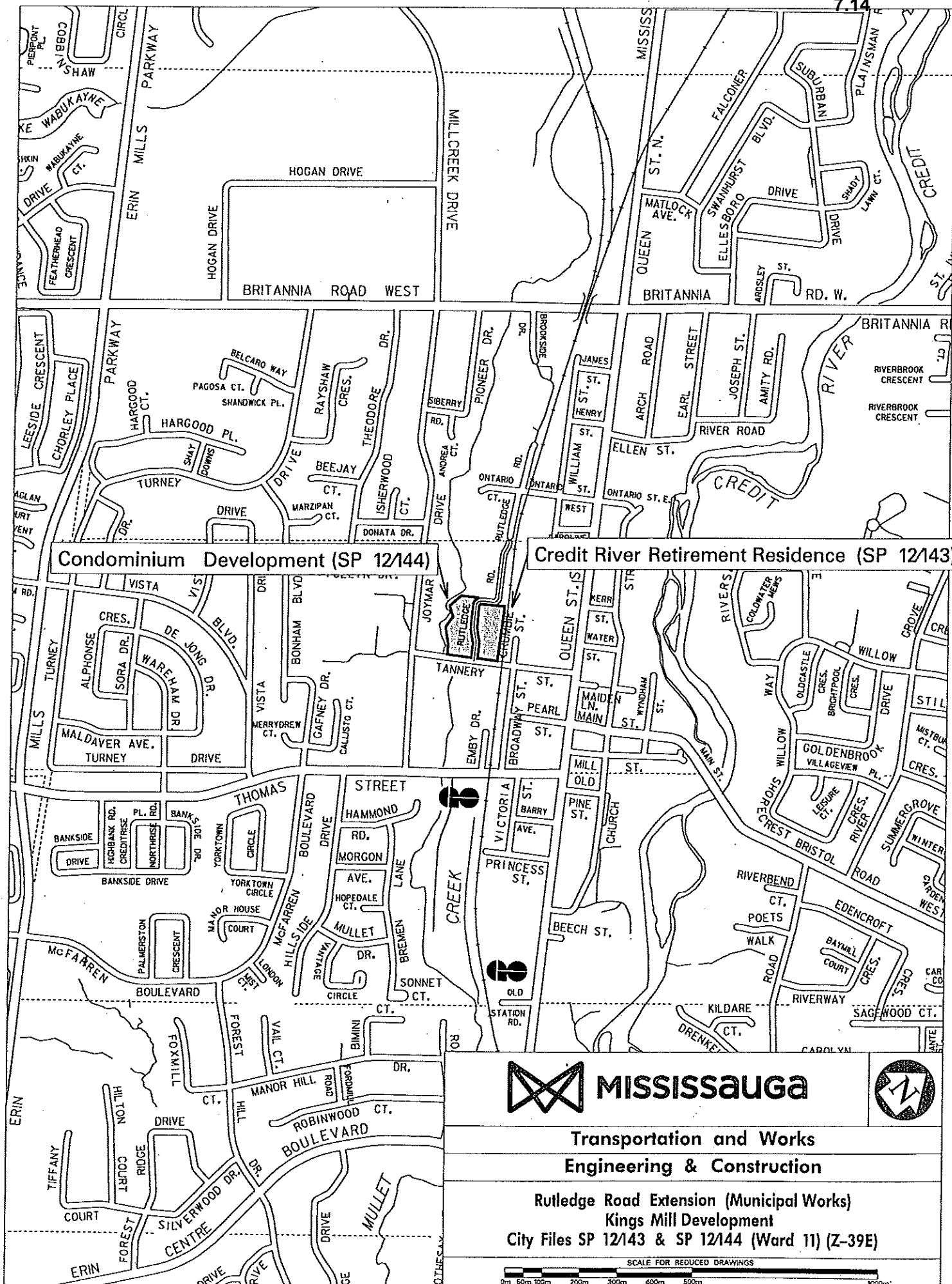
Appendix 1: Map showing the location.



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Geoff wright, P.Eng, Commissioner of Transportation and Works

Prepared by: John King, Development Area Supervisor.



**Transportation and Works  
Engineering & Construction**

**Rutledge Road Extension (Municipal Works)  
Kings Mill Development  
City Files SP 12/143 & SP 12/144 (Ward 11) (Z-39E)**



# City of Mississauga Corporate Report



Date: 2016/11/11

To: Chair and Members of General Committee

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

Originator's files:  
MG.23.REP

Meeting date:  
2016/12/07

## Subject

**Agreement with City of Brampton for the Re-construction and widening of Financial Drive between Casablanca Circle and North City Limit (Ward 11)**

## 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 the City of Brampton for the re-construction and widening of Financial Drive between Casablanca Circle and Mississauga's north city limit, in a form satisfactory to legal Services.

## Background

The portion of Financial Drive located in Mississauga is a four-lane road that extends from Creditview Road to the north city limit where it narrows to two lanes and into Brampton.

In April 2011, Brampton completed an Environmental Study Report (ESR) recommending the widening of Financial Drive from two to four lanes, including a sidewalk and a multi-use trail between Steeles Avenue West to Casablanca Circle, to accommodate the growth within Brampton.

In November 2015, Brampton tendered the construction contract for the widening of Financial Drive from two lanes to four lanes.

## Comments

The scope of the Brampton Project includes the widening of the two-lane section of Financial Drive in Mississauga (just north of Casablanca circle to Mississauga's north city limit) for the purpose of creating a continuous four-lane roadway throughout Financial Drive.

The work includes milling of the top surface and new asphalt paving, construction of a multi-use pathway on the east side, construction of a sidewalk on the west side and streetlighting improvements.

The inclusion of a four-lane Financial Drive and multi-use pathway are identified in the City's Cycling Master Plan and Official Plan as key network connections to the road network and the area's integrated active transportation system, connecting neighbourhoods in Brampton and Mississauga to existing and future cycling networks.

In order for the Brampton to undertake Mississauga's work, it is necessary to enter into an agreement with Brampton to outline the terms and conditions upon which Mississauga will reimburse Brampton for the actual costs of construction.

Mississauga's work is estimated to cost approximately \$194,000.00. This cost is in line with comparable Mississauga capital road contract costs.

Anticipated completion for the Brampton led project is November 2017.

## Financial Impact

The associated capital budget for Mississauga's Work was approved as part of the 2016 Budget process - PN 16105 (\$250,000.00)

## Conclusion

The widening and re-construction of Financial Drive to create a four-lane major collector road for its entire length will benefit Mississauga as it meets objectives identified in the City's Cycling Master Plan and Official Plan. Therefore, it is recommended that the City be authorized to enter into an agreement with Brampton for the re-construction and re-alignment of the Mississauga portion of Financial Drive at Mississauga's cost.



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

Prepared by: Domenic Galati, Capital Project Manager, Transportation and Works

City of Mississauga  
**Corporate Report**



Date: 2016/11/15

To: Chair and Members of General Committee

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

Originator's files:

Meeting date:  
 2016/12/07

## Subject

**Mississauga 2016 Ontario Summer Games Final Report**

## Recommendation

That the report dated November 15, 2016, entitled "Mississauga 2016 Ontario Summer Games Final Report" from the Commissioner of Community Services be received for information.

### Report Highlights

- The 2016 Ontario Summer Games were held from August 9-14, 2016. This was the largest summer games program ever hosted by the Ministry of Tourism, Culture and Sport (MTCS) and the first for the City of Mississauga.
- Over 4,000 participants were welcomed from across Ontario competing in 32 events at 22 venues.
- The event required 8,000 hotel room nights to house athletes, officials and their families.
- The tourism revenue generated is estimated at \$6 million according to a Sport Tourism Economic Assessment Model (STEAM) study conducted by the Canadian Sport Tourism Alliance (CSTA).
- The event was hosted to the satisfaction of provincial sport organizations and the Ministry of Tourism, Culture and Sport, the Games funding partner and program administrator.
- Staff has prepared a report detailing feedback from each of the twelve committee leads. This report will be submitted to the MTCS to assist further Ontario Summer Games host municipalities.
- The event was delivered within the \$1.9 million budget approved by Council in 2014.



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## Background

The 2013 Sport Tourism Strategy recommended Mississauga seek to acquire major multi-sport events that would showcase the City as a host friendly community and its many premiere sport and event facilities.

Following Council's direction to submit a bid, the City of Mississauga was awarded the 2016 Ontario Summer Games in August 2014. In the fall of 2015, nine Winter Games events were added to the Summer Games roster of 23 events, making this Ontario Summer Games program the largest in history.

Two years of preparation and planning culminated in a successful staging of a six day festival of sport. Mississauga's first-time hosting opportunity brought together 4,000 athletes and officials with 600 staff and volunteers.

The event was delivered within the \$1.9 million budget approved by Council in 2014 and brought a measured tourism economic impact of \$6 million to Mississauga determined through a study conducted by the Canadian Sport Tourism Alliance.

## Comments

### Event Highlights

- OSG 101 – Kick off to the Games was deemed a success with over 2,000 local school children travelling to Mississauga Celebration Square in May for a festival of music and sport.
- Almost 7,000 participants and spectators enjoyed a sold-out Opening Ceremonies event at the Hershey Centre on August 11, 2016.
- Implementation of the Hershey Centre as a “hub” of 9 sport events proved popular with sport organizations and athletes, creating an Olympic-level atmosphere.
- Development of a new 4 court beach volleyball facility at Lakefront Promenade Park.
- Relationships built with Provincial Sport Organizations and external venue partners.
- Volunteer database developed for future event deployment.
- Community sport organizations provided volunteer support.
- Staff were provided the opportunity to be part of a great multi-sport event and to develop skills and gain experience.
- City of Mississauga built community pride.

### Accommodations

- 4,000 athletes and officials were housed in 20 hotel properties in Mississauga as well as campus residence at the University of Toronto Mississauga's and Niagara College – Welland.

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- 8,000 room nights were realized over the 6 day event.
- Largest operational expense at just over \$640,000.

#### **Administration and Accreditation**

- The City welcomed and registered over 5,000 athletes, officials, volunteers and staff over a 4 hour period.

#### **Emergency Management and Security**

- Led by the City's Emergency Management unit.
- Pre-planning session held with all sub-committee leads several weeks in advance, provided a solid base for effective decision making pre-Games and in-Games.
- Weather related scenarios helped prepare for deployment of transit vehicles to shelter athletes during severe thunderstorms on day 2 of competition.

#### **Finance**

- An operating budget of \$1.9 million was approved by Council in 2014 and financial management was the responsibility of each sub-committee lead and the Games Manager.

#### **Food Services**

- Led by the City's Food Services unit, staff ensured that all participants, volunteers and staff had nutritional breakfasts, lunches and dinners over the course of the event.
- Over 32,000 meals were served at hotels and venues combined over the 6 day event.
- Region of Peel Health Unit was engaged in ensuring all food safety practices were followed.

#### **Information Technology**

- A legacy of wireless connectivity was installed at the new Lakefront Promenade Beach Volleyball facility.
- On-site staffing ensured communication challenges were rectified immediately, ensuring Games operations were not affected.

#### **Marketing/Communications**

- MTCS representatives were very impressed with Mississauga's marketing efforts and indicated the Mississauga Ontario Summer Games set the highest standard ever put forth for an Ontario Summer Games program.
- 40 million impressions in print, digital and broadcast media.
- Engaging visuals, effective website, and interactive social media program contributed to the overall success of the Games.

#### **Medical Services**

- St. John Ambulance of Peel Region to be commended for the deployment of volunteers at every venue throughout the 6 day competition.
- Extremely responsive team provided excellent coverage to all athletes and participants.

### **Special Events/Ceremonies**

- Culture Division led planning and execution for OSG 101, Opening Ceremonies and Medal presentations.
- Medal design created by local artist Tomas Rojick was highly regarded by officials and athletes.
- Over 1,800 medals presented to athletes in all 32 events.
- Opening Ceremonies were sold out with 7000 participants and spectators for an event like no other Summer Games program had ever seen.

### **Sponsorship, Ticketing and Merchandise**

- \$77,500 in-kind and cash sponsorships received.
- \$64,000 in revenue through Opening Ceremonies ticket sales.
- \$22,000 in revenue from merchandise sales.

### **Sports and Venues**

- Recreation staff led the planning and implementation of logistics for the staging of 32 events at 22 venues including satellite events in Welland, Innisfil, Brampton and Caledon.
- Challenges with weather were overcome with contingency transportation planning and revised sport schedules developed in cooperation with affected provincial sport organizations.
- A legacy to the Games includes a 4 court beach volleyball venue constructed in a waterfront setting at Lakefront Promenade Park. The venue received positive feedback from the Ontario Volleyball Association.

### **Transportation**

- MiWay Operations staff provided unprecedented support in moving 4,000 participants daily with a combination of MiWay transit vehicles and a regional school bus vendor.
- Weather-related emergency planning was in effect on Saturday August 13, 2016 due to heavy rain and lightning. MiWay Operations staff had to adjust transportation schedules in order to move participants from outdoor venues to hotels and indoor competition venues, as well as use the buses as shelter on site.
- External transportation included the arrival of 120 athletes from Thunder Bay via a Canadian carrier. This was one of the largest contingents to ever travel to an Ontario Summer Games from Northern Ontario.

### **Volunteers**

- 1,000 volunteers recruited over a 6 month period.
- 600 trained and deployed to run this Games and to staff future events in Mississauga.

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## Financial Impact

Council approved operating budget of \$1.9 million for 2016 Ontario Summer Games.

The actual funds include a City contribution of \$402,000 and grant funding of \$1,043,000 from the Ministry of Tourism, Culture and Sport and \$35,000 from Tourism Toronto. Revenues also included athlete registration fees of \$350,000 and Sponsorship, Merchandise and Ticket sales of \$106,000.

A Sport Tourism Economic Assessment Model (STEAM) study was conducted by the Canadian Sport Tourism Alliance. Volunteers surveyed family, friends, spectators, participants and officials on-site at several locations over the four day competition.

The study determined that 2.5 people attended the Games per participant for an estimated total of 11,335 visitors to Mississauga.

Out of town visitors were asked about their spending while in Mississauga. Study participants were divided into four categories:

1. Same day visitors from the Greater Toronto Area.
2. Same day visitors from other parts of Ontario.
3. Overnight visitors who travelled between 40km and 200km.
4. Overnight visitors who travelled more than 200km.

Among overnight visitors, approximately 25% stayed with friends and family and 65% stayed in a hotel in Mississauga with the balance staying in a hotel or other accommodation outside of Mississauga. Visitors spending at the Ontario Summer Games reached 1.78 million in the City of Mississauga.

The combined spending of out of town athletes and their supporters, in combination with the expenditures made by the organizers of the Ontario Summer Games totaled \$3.7 million, supporting \$6.3 million in economic activity in Ontario including \$5.5 million in economic activity in Mississauga.

## Conclusion

The benefits of hosting the 2016 Ontario Summer Games are measured not only by the direct economic impact but by the legacy of extraordinary experiences felt by staff, volunteers, athletes and officials. The Games Organizing Committee set out to ensure the athlete experience in Mississauga would leave a lasting impression of competition and comradery. A spectacular Opening Ceremonies and efforts to cluster sports allowed for athletes to not only compete in their respective events but to experience the spirit of sportsmanship when cheering on fellow athletes.

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The 2016 Ontario Summer Games were a very positive experience for all who attended and participated in Mississauga's first time as host to an event of this size and magnitude. The lessons learned will be taken to the planning table for the Ontario 55+ Games which will be hosted by Mississauga in August 2018.



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

Prepared by: Clara Grassia, Project Lead, Ontario Summer Games

# City of Mississauga

## Corporate Report



Date: 2016/11/15

To: Chair and Members of General Committee

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

Originator's files:

Meeting date:  
2016/12/07

### Subject

**Signal Enhancers - Bell Mobility Inc. and Rogers Wireless Inc.**

### Recommendation

1. That the Commissioner of Community Services and the City Clerk be authorized on behalf of The Corporation of the City of Mississauga (the "City") to enter into an amendment to the Licence Agreement between the City and Bell Mobility Inc. ("Bell") dated October 1, 2014 for the installation, maintenance and use of signal enhancing equipment by Bell at additional City facilities, namely Burnhamthorpe Community Centre, Carmen Corbasson Community Centre, Erin Mills Twin Rinks and Iceland Arena, in a form satisfactory to Legal Services.
2. That the Commissioner of Community Services and the City Clerk be authorized on behalf of the City to enter into a Licence Agreement with Rogers Wireless Inc. ("Rogers") for the installation, use and maintenance of signal enhancing equipment by Rogers at Hershey Centre and the Mississauga SportZone, and its purchase of advertising rights from the City, in a form satisfactory to the Legal Services.
3. That all necessary by-laws be enacted.

### Report Highlights

- Community Services staff have been in discussions with Bell and Rogers to develop agreements which will place signal enhancing devices at Burnhamthorpe Community Centre, Carmen Corbasson Community Centre, Erin Mills Twin Rinks, Iceland Arena, Mississauga SportZone, and the Hershey Centre.
- The agreements also include that the City provide Bell and Rogers with the opportunity to place advertising in each of the City facilities that will have their respective signal enhancing devices installed.
- In return for placement of cellular signal enhancing devices and the placement of advertising, the City will receive \$20,000 per annum for a period of ten years from Bell.

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| General Committee | 2016/11/15 | 2 |
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This agreement will generate gross revenues of \$200,000 over its term.

- In return for placement of cellular signal enhancing devices and the placement of advertising, the City will receive \$10,000 per annum for a period of ten years from Rogers. This agreement will generate gross revenues of \$100,000 over its term.

## Background

On October 1, 2014, City Council approved an agreement between the City and Bell Mobility Inc. (Council Resolution 0236-2014) for the installation of signal enhancers and the purchase of advertising at Hershey Centre. The proposed amendment to the agreement will add additional facilities.

Similarly, the agreement with Rogers Wireless proposes the installation of signal enhancing devices and the purchase of advertising at City facilities. The purchase of advertising is in addition to the placement of the signal enhancing devices.

The signal enhancers will increase the sending and receiving capabilities of Bell cellular phones within Burnhamthorpe Community Centre, Carmen Corbasson Community Centre, Erin Mills Twin Rinks and Iceland Arena and Rogers' cellular users at the Mississauga SportZone and Hershey Centre. Both telecommunications companies have targeted facilities with poor cellular coverage in the GTA and have entered into similar agreements with a number of municipalities to install signal enhancing units in order to address customer concerns.

## Comments

Community Services staff have been in discussions with Bell and Rogers to develop agreements which will place signal enhancing devices at Burnhamthorpe Community Centre, Carmen Corbasson Community Centre, Erin Mills Twin Rinks, Iceland Arena, Mississauga SportZone, and the Hershey Centre.

The Canadian Radio-Television and Telecommunications Commission has mandated that cellular telecommunications providers are required to share cellular infrastructure. These agreements with Bell and Rogers include additional fees to the City which will allow both telecommunications companies to accommodate this requirement.

These agreements are non-exclusive, thereby providing the City with the opportunity to enter into similar agreements with other wireless phone providers. The signal enhancing equipment has no impact on the City's communication equipment within these facilities. Staff from the Information Technology (IT) Division have been consulted and endorse the report. We will work closely with IT during the installation period, and in the future as new sites are selected.

The agreements also include that the City provide each of Bell and Rogers with the opportunity to place advertising in each of the City facilities that will have signal enhancing devices installed.

### **Financial Impact**

In return for placement of cellular signal enhancing devices and the placement of advertising, the City will receive \$20,000 per annum for a period of ten years from Bell and \$10,000 per annum from Rogers from the beginning of each agreement term. Together these agreements will generate gross revenues of \$300,000 over their terms.

### **Conclusion**

The amendment to the current agreement between the City and Bell Mobility Inc., and the new agreement between the City and Rogers Communications for the placement of cellular signal enhancing devices and advertising will provide revenues to Community Services while providing increased cellular capabilities to Burnhamthorpe Community Centre, Carmen Corbasson Community Centre, Erin Mills Twin Rinks, Iceland Arena, Mississauga SportZone, and Hershey Centre users.



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

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



# City of Mississauga

## Corporate Report



Date: 2016/11/22

To: Chair and Members of General Committee

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

Originator's files:

Meeting date:  
2016/12/07

### Subject

**City Standards for Information Technology (IT) Systems and Acquisition of Support Maintenance Services for Standard Systems (File Ref: FA.49.718-16)**

### Recommendation

1. That the updated City Standards for IT Systems as listed in Appendices 1 and 2 of the report dated November 22, 2016 from the Commissioner of Corporate Services and Chief Financial Officer entitled City Standards for IT Systems and Acquisition of Support and Maintenance Services for Standard Systems, be approved.
2. That the Purchasing Agent be authorized to negotiate and execute agreements to cover 2017 annual Support and Maintenance for City Standard for IT Systems which have been approved as Standards as set out in Appendices 1 and 2 attached to this report, where the estimated cost may exceed \$100,000.

### Background

The Purchasing By-law 374-06, as amended, provides for the establishment of "City Standards", which is defined as "Specific goods approved by Council that best fill a long-term City-wide need or requirement".

This report updates Council to the proposed changes in City Standards for IT Systems for 2017 and requests Council approval.

The Purchasing By-law also requires Council approval for Single Source procurements of Support and Maintenance services for the City Standards for IT Systems for 2017 which may exceed \$100,000 during the year.

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## Comments

IT follows standard processes for procuring Software and Maintenance through a balance of competitive procurements and renewals.

Two IT applications have negotiated contracts in place and have been removed from the City Standards for IT Systems list. These are primarily the major applications that support City Operations such as “Trapeze Software” (Maintenance and Support for Transit route software to manage City public transit operations), and “Commvault Systems Canada” (Maintenance and licensing of the City enterprise data backup and recovery system).

### City Standards for IT Systems

Appendix 1 identifies the City Standards for IT Systems which are required in 2017 to maintain operations. A continued use of City Standards for IT Systems is required to ensure business continuity and is a best practice in the industry. These are primarily the smaller systems that will go through a renewal or replacement in the coming years.

### Support and Maintenance Purchases required in 2017

Appendix 2 identifies the planned procurements for services needed to Support and Maintain City Standards for IT Systems for 2017 where the estimated Support and Maintenance costs exceed \$100,000. Amounts shown are based on historical spend amounts and are included in the IT Division budget for this purpose.

## Financial Impact

The required annual Support and Maintenance costs for City Standards for IT Systems are included in the IT operating budget in 2017.

The proposed IT Maintenance Budget for 2017 is \$5.49 million and covers the ongoing and growth related cost of all IT Software Maintenance including the City Standards for IT Systems in Appendices 1 and 2.

## Conclusion

City Standards for IT Systems are established to ensure yearly maintenance can be paid for smaller systems and for any system where contract renewals are in progress. IT procures systems and establishes Maintenance and Support Agreements through a combination of competitive procurements and renewals.

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Various IT Systems have become essential to City services and operations and have been designated by Council as City Standards. In accordance with the Purchasing By-law (374-06), purchase contracts with the suppliers of these City Standards are executed on a single/sole source basis. Staff in IT and Materiel Management will negotiate agreement terms and all commitments are reviewed by Legal Services.

This report recommends that the Purchasing Agent be authorized to purchase Support and Maintenance for the City Standards for IT Systems for 2017 as identified in Appendices 1 and 2 attached to this report.

## **Attachments**

Appendix 1: Refresh of City Standards for IT Systems List

Appendix 2: IT Systems Designated as City Standards for which the 2017 Support and Maintenance is valued at \$100,000 or more



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Gary Kent, Commissioner of Corporate Services and Chief Financial Officer

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

### Refresh of City Standards for IT Systems List

| No. | IT Systems' Vendors                         | Description  |
|-----|---|--|
| 1   | Accenture                                   | Maintenance and support for SAP clone and test software  |
| 2   | Act!<br>(Key Stroke Quality Computing Inc.) | Maintenance and licensing of a citizen contact database for council  |
| 3   | Admin Studio<br>(Flexera)                   | Maintenance and support of Admin Studio Software used to create and maintain computer packages deployed to City desktop computers    |
| 4   | Ahearn and Soper                            | Maintenance and licensing of the Vehicle Business Photo system used in Transportation and Works Mobile Licensing Enforcement section |
| 5   | Belden IBDN Copper Systems                  | Structured copper wire computer and telephony cabling system used throughout all City facilities                                     |
| 6   | Bit9<br>(Optiv Canada Inc.)                 | Maintenance and support for security software for servers and workstations   |
| 7   | Box, Inc.                                   | Maintenance and subscriptions for cloud storage solution   |
| 8   | Brightcove                                  | Maintenance and support of video streaming for Council Chambers  |
| 9   | Canadian Centre for Occupation              | Maintenance and support of the City material safety data sheets used in all City departments   |
| 10  | Chameleon (HLP, Inc)                        | Maintenance and support of software for Animal Services  |
| 11  | Coencorp Consultant Corp.                   | Maintenance, licensing and support for the Transit Fuel Management System hardware and software used by Mississauga Transit.         |
| 12  | Computer Sciences Corporation               | Maintenance and support of the Riskmaster system for insurance claims  |
| 13  | Deep Freeze<br>(Faronics)                   | Maintenance and licensing of Deep Freeze PC software used for the Public Library patron walk-up PC's                                 |
| 14  | eSolutions Group                            | Maintenance and licensing of the Ping Street mobile app  |
| 15  | ESRI  | Maintenance and licensing of the planning graphical information software (GIS)   |
| 16  | Garival                                     | Maintenance and licensing of the Transit Farebox system hardware and software used by Mississauga Transit                            |
| 17  | GeoTrust                                    | Public SSL Certificates for mississauga.ca addresses   |
| 18  | Global System Solutions                     | Maintenance and support of Apple computers used in various City departments  |
| 19  | Globe POS                                   | Maintenance and licensing of the point of sale system used at the cashier's counter at City Hall                                     |

|    |  |   |
|----|--|---|
| 20 | GolfNow                                      | Maintenance and support of the online Golf application  |
| 21 | Google                                       | Maintenance and support for the Google search appliance used to search data on City web site  |
| 22 | Google Maps API (Veriday)                    | Maintenance and licensing of software required for Cultural mapping and websites and apps that use Google Maps  |
| 23 | Greybar                                      | Miscellaneous cables, wall plates, adapters and network accessories.  |
| 24 | High Criteria Inc                            | Maintenance and licensing of the court house digital recording system (Liberty Recording)   |
| 25 | Hootsuite Media Inc.                         | Maintenance and licensing of communication software for managing City tweets  |
| 26 | HP   | Maintenance and licensing for the Storage area network (SAN), fibre channel switches and tape libraries   |
| 27 | Infor (Canada), Ltd.                         | Maintenance and licensing of the "The Works" - Infrastructure Management System (IMS)   |
| 28 | Intraprint                                   | Maintenance and licensing of the print management system used by the City print shop  |
| 29 | Iron Mountain                                | Escrow Services for various IT systems  |
| 30 | ITC  | Maintenance and licensing of the print management system used by Library patrons  |
| 31 | McAfee Inc. (Information Systems Architects) | Maintenance and licensing of McAfee intrusion protection system and virus protection of City PCs and servers  |
| 32 | Messageware                                  | Maintenance and support of security software for Outlook Web App  |
| 33 | Methodicall                                  | Maintenance and licensing of the long distance reporting system used to track long distance calling through the City Cisco telephone system             |
| 34 | MicroPeer Solutions Inc.                     | Fiber Channel and Network Optic modules for SAN and Network connectivity  |
| 35 | Mobile Business                              | Maintenance and repair of non-emergency department radios   |
| 36 | Nordat                                       | Maintenance and licensing of freedom of information software used by Clerk's department   |
| 37 | Open Text                                    | Maintenance and licensing of the Hummingbird software to access the ICON. Provincial Court system used by Corporate Services Court Administration staff |
| 38 | Oracle                                       | Maintenance and licensing of the WebCenter software (eCity portal), and database software used by Information Technology systems including TAX and MAX  |

|    |   |  |
|----|---|--|
| 39 | Orderline                               | Maintenance and licensing for maintaining the Mississauga Zoning By-law  |
| 40 | QRX Technologies                        | LTO Tapes for long time backup enterprise storage  |
| 41 | SAP Canada Inc.                         | Maintenance and licensing of the SAP financial and HR management system and Business Intelligence used by all City departments |
| 42 | Sillworks                               | HP out of warranty repair parts required for systems that cannot yet be decommissioned   |
| 43 | The Active Network, Ltd.                | Maintenance and support of the online recreation registration system   |
| 44 | Thycotic                                | Web-based password management software for securely storing and sharing passwords  |
| 45 | Trapeze Software Group, Inc.            | Maintenance and support for Transit route software to manage City public transit operations                                    |
| 46 | Trimble Business Center Survey (Cansel) | Maintenance for tool for processing field survey data  |
| 47 | Verisign                                | Licensing of software security certificates used to ensure secure data transport in Information Technology systems             |
| 48 | Winshuttle                              | Maintenance and licensing of Winshuttle application used for the transfer of Excel/Access Spreadsheet data to and from SAP     |
| 49 | Zonar                                   | Maintenance and licensing of daily truck inspection software for Fire  |

**IT Systems designated as City Standards for which the 2017 support and maintenance is valued at \$100,000 or more**

| <b>Vendor</b>            | <b>Description</b>   | <b>2017 Budget</b> |
|--------------------------|--|--------------------|
| SAP Canada Inc.          | Maintenance and licensing of the SAP financial and HR management system and Business Intelligence used by all City departments                         | \$391,000          |
| Infor (Canada), Ltd.     | Maintenance and licensing of the "The Works" - Infrastructure Management System (IMS)  | \$365,000          |
| Oracle                   | Maintenance and licensing of the WebCenter software (eCity portal), and database software used by Information Technology systems including TAX and MAX | \$185,000          |
| HP                       | Maintenance and licensing for the Storage area network (SAN), fibre channel switches and tape libraries  | \$175,000          |
| The Active Network, Ltd. | Maintenance and support of the online recreation registration system   | \$145,000          |

# City of Mississauga

## Corporate Report



Date: 2016/11/16

To: Chair and Members of General Committee

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

Originator's files:

Meeting date:  
2016/12/07

## Subject

**Waterfront Projects - Provincial and Federal Grants for Toronto and Mississauga**

## Recommendation

That the report of the Commissioner of Corporate Services and Chief Financial Officer entitled Waterfront Projects – Provincial and Federal Grants for Toronto and Mississauga, dated November 16, 2016 be received for information.

## Background

Councillor Tovey requested information on historical federal and provincial funding for waterfront projects for Mississauga and Toronto

## Comments

According to Mississauga's Waterfront Parks Strategy there are 22 km of Lake Ontario shoreline within the City of Mississauga, whereas, the City of Toronto website states that the Lake Ontario shoreline is 43 km long (not including islands, bays etc). Mississauga shoreline is quite significant and has a tremendous potential to be further developed.

As per the 2015/16 Waterfront Toronto Management Report, in October 2000, the Government of Canada, the Province of Ontario and the City of Toronto each committed \$500 million to renew Toronto's waterfront over 30 years. The pledged amount was subsequently increased to \$1.579 billion. In 2001, the three waterfront partners created the Toronto Waterfront Revitalization Corporation (TWRC), now known as Waterfront Toronto.

Based on government funding and other revenues, Waterfront Toronto has developed a \$2.0 billion capital expenditure program since 2001. Of this, Waterfront Toronto is currently directly managing \$1.6 billion, comprised of government funding (\$1.2 billion) and other revenues related primarily to land sale proceeds (\$436 million).

The balance of \$381 million is being flowed directly to other government agencies for projects in the designated waterfront area, such as for the flood protection landform in West Don Lands, GO Transit expansion, the Union Pearson rail link, and costs related to government waterfront secretariats.



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Now more than halfway through its 20 year mandate, the Corporation's investments in planning, infrastructure and public realm improvements have attracted private development projects valued at nearly \$2.6 billion to the first six development projects on the waterfront; George Brown College Health Sciences campus, Corus Entertainment, Parkside (Monde), Bayside, River City and the Pan Am Athletes Village (Canary District).

An important note here is that Waterfront Toronto's reliance on land sales and other revenues is critical to the organization's ability to successfully deliver its projects.

The following table summarizes the provincial and federal grants for Toronto and Mississauga:

|  | <b>Toronto</b><br>(\$ in Millions) | <b>Mississauga</b><br>(\$ in Millions) |
|--|------------------------------------|--|
| Federal  | 526.0                              | 0.73                                   |
| Provincial   | 526.0                              | 2.93                                   |
| Municipal  | 526.0                              | 8.48                                   |
| Other revenues related primarily to land sale proceeds | 436.0                              | -                                      |
| <b>Total</b>   | <b>2,015.0</b>                     | <b>12.14</b>                           |

The following are the list of waterfront projects in Mississauga where a grant was involved:

| <b>Year</b> | <b>Project Name</b>                                 | <b>Province</b>  | <b>Federal</b> | <b>Mississauga</b> | <b>Total Gross Budget</b> |
|-------------|---|------------------|----------------|--------------------|---------------------------|
| 1991        | Jack Darling Park Phase I, II & III                 | 930,727          | -              | 2,987,273          | 3,918,000                 |
| 1992        | Adamson Estate-Site Development                     | 100,000          | -              | 370,000            | 470,000                   |
| 1992        | Bicycle Pedestrian Pathway System                   | 365,000          | -              | 457,000            | 822,000                   |
| 1996        | Bicycle/Pedestrian Waterfront Trail                 | 733,500          | -              | -                  | 733,500                   |
| 2009        | Pathway Rehabilitation J.C.Saddington Park          | 80,000           | 80,000         | 81,104             | 241,104                   |
| 2009        | Pathway Rehabilitation J.J. Plause Park             | 139,740          | 139,740        | 139,740            | 419,220                   |
| 2004        | Memorial Park East Redevelopment                    | 506,001          | 506,001        | 4,078,799          | 5,090,800                 |
| 2016        | Provincial Funding for Access to Western Pier, OPG* | 450,000          | -              | -                  | 450,000                   |
|             |   | <b>3,304,968</b> | <b>725,741</b> | <b>8,113,916</b>   | <b>12,144,624</b>         |

\* To-date received \$80K will receive the balance as the project progresses

In addition to the information above, the City of Mississauga also received a \$175K grant provided as a Green Municipal Fund, from the Federation of Canadian Municipalities (FCM). The grant was used to partially fund the preparation of the Master Plan for Inspiration Lakeview which is on our waterfront. The Master Plan was completed in the summer of 2014.

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## Financial Impact

There is no financial impact.

## Conclusion

Since 1991, The City of Mississauga has received \$4.03M from federal and provincial governments, which can be classified as waterfront projects. The total cost of the projects were \$12.14M and Mississauga's share was \$8.11M.



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Gary Kent, Commissioner of Corporate Services and Chief Financial Officer

Prepared by: Faraz Agha, MBA, CPA, CMA  
Manager, Business Services and Process Solutions

City of Mississauga  
**Corporate Report**



Date: 2016/11/22

To: Chair and Members of General Committee

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

Originator's files:

Meeting date:  
 2016/12/07

## Subject

**Revised Corporate Policy and Procedure – Matters Considered in Closed Session**

## Recommendation

That the revised draft Matters Considered in Camera policy, renamed Matters Considered in Closed Session, attached as Appendix 1 to the Corporate Report dated November 22, 2016, from the Commissioner of Corporate Services and Chief Financial Officer, be adopted.

### Report Highlights

- The policy language has been revised to align with other related Corporate Policies
- Aspects of the Municipal Act, 2001, as amended, are not reflected in the current policy
- The Municipal Act, 2001 allows matters to be considered in closed session but efforts should be made to consider matters in public sessions
- A process has been created whereby staff and/or the public may be provided with a public version of a closed session report

## Background

The current Matters Considered In Camera policy was adopted by Council in 1995. Since that time minor housekeeping edits have been made to the policy but it has not undergone a thorough review until now. Amendments to the Municipal Act, 2001 under Bill 130 are not presently captured in the policy.

## Comments

The policy has been revised to:

- Reflect current legislation, such as the provision that a meeting must be closed to the public regarding an ongoing investigation by the Provincial Ombudsman, and may be closed for the purposes of educating or training Council members, provided that the discussion does not materially advance the business or decision making of the municipality;
- Align with related Corporate Policies and Procedures (e.g. Corporate Reports; Citizen Appointments to Committees and Boards);
- Provide greater transparency with the inclusion of sections on voting and minutes when a meeting is held in closed session, and
- Include a new section on the process for requesting access to closed session documents, including a process whereby staff or the public may be provided with a public version of a closed session report.

The City is complying with the existing legislation; however, the revised policy provides additional detail with respect to voting and minute taking at closed session meetings and notes that, while legislation allows certain matters to be considered by Council in a closed session, there is no requirement to do so. Council is encouraged to consider matters in public session, whenever possible.

Anyone currently seeking access to closed session documents must submit a Freedom of Information request to the City. Establishing an open process whereby documents may be provided within 15 days by contacting Legislative Services promotes the City's value of transparency. Staff will ensure that any confidential or personal information is not included in the public version of any document or report that is provided to staff or the public.

Bill 68, *Modernizing Ontario's Municipal Legislation Act*, introduced on November 16, 2016, has included an expanded number of discretionary exemptions where Council is permitted to meet in Closed Session:

1. Information supplied in confidence by Canada, a province or territory or a Crown agency;
2. Certain third party information supplied in confidence;
3. Trade secret or financial, commercial, etc. information that belongs to the municipality or local board and has monetary value or potential monetary value;
4. Instructions etc. to any negotiations by or on behalf of the municipality or local board.

Should the Bill be enacted as introduced, an administrative amendment will be made to the policy to reflect the expanded number of discretionary exemptions.

## Financial Impact

There is no financial impact.

## Conclusion

The revised and renamed Matters Considered in Closed Session policy ensures that the City continues to practice open and transparent government and strives to maintain current Corporate Policies and Procedures.

## Attachments

Appendix 1: Revised Draft Policy - Matters Considered In Closed Session

Appendix 2: Comparison chart



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Gary Kent, Commissioner of Corporate Services and Chief Financial Officer

Prepared by: Crystal Greer, Director of Legislative Services and City Clerk

# Corporate Policy & Procedure



**Policy Title: Matters Considered In Closed Session**

**Policy Number: 02-01-03**

**Appendix 1**

**Draft Only - 2016 10 18**

|                                |   |                   |                               |
|--------------------------------|---|-------------------|-------------------------------|
| Section:                       | <b>Municipal Government</b>   | Subsection:       | <b>Council and Committees</b> |
| Effective Date:                | <b>July 9, 2001</b>   | Last Review Date: | <b>[Last Review]</b>          |
| Approved by:<br><b>Council</b> | Owner Division/Contact:<br><b>Deputy Clerk, Legislative Services<br/>Corporate Services</b> |                   |                               |

## Policy Statement

Pursuant to Section 239 of the *Municipal Act, 2001*, as amended, a council or its committees may consider certain issues in meetings closed to the public.

## Purpose

This policy identifies matters that can be considered in closed session and the appropriate procedures for circulation of related documents.

## Scope

This policy applies to all meetings, as defined by the *Municipal Act, 2001*, namely any regular, special or other meeting of a council, of a local board or of a committee of either of them.

## Legislative Authority

This policy complies with the *Municipal Act, 2001*, the *Municipal Freedom of Information and Protection of Privacy Act* (MFIPPA), and the City of Mississauga's Procedural By-Law, as amended. Should any of these be amended so that this policy no longer complies, the legislation or Procedural By-Law will take precedence.

## Issues Considered In Closed Session

Under the *Municipal Act, 2001*, all meetings are to be open to the public, unless specifically provided for by Section 239. Under Section 239 of the *Municipal Act, 2001*, a meeting or part of a meeting may be closed to the public if:

- The subject matter being considered is:
  - the security of the property of the municipality or local board;
  - personal matters about an identifiable individual, including municipal or local board employees;

- a proposed or pending acquisition or disposition of land by the municipality or local board;
- labour relations or employee negotiations;
- litigation or potential litigation, including matters before administrative tribunals, affecting the municipality or local board;
- advice that is subject to solicitor-client privilege, including communications necessary for that purpose; or
- a matter in respect of which a council, board, committee or other body may hold a closed meeting under another Act;

OR

- The following conditions are both satisfied:
  - the meeting is held for the purpose of educating or training the members; and
  - at the meeting, no member discusses or otherwise deals with any matter in a way that materially advances the business or decision making of the council, local board, or committee.

Note: While legislation allows the matters listed above to be considered by Council in a closed session, there is no requirement to do so. Staff should make every effort to consider matters in public session whenever possible.

In accordance with Section 239(3) of the *Municipal Act, 2001*, a meeting shall be closed to the public if:

- A request under the *Municipal Freedom of Information and Protection of Privacy Act*, if the council, board, commission or other body is the head of an institution for the purposes of the Act

OR

- An ongoing investigation respecting the municipality, a local board or a municipally controlled corporation by the Ombudsman appointed under the *Ombudsman Act*

## Notice of Closed Session Meeting

Before holding a meeting or part of a meeting that is to be closed to the public, council or a committee shall state by resolution:

- The fact of the holding of the closed meeting
- The general nature of the matter to be considered at the closed meeting; or
- In the case of a meeting held for the purpose of education or training:
  - The fact of the holding of the closed meeting
  - The general nature of the subject matter, and
  - That the meeting is closed for education or training pursuant to the *Municipal Act, 2001*.

## Voting

Where a meeting is closed to the public in accordance with the provisions of Section 239, the meeting shall not be closed to the public during a vote, except if the vote is for a procedural matter or for giving directions or instructions to officers, employees or agents of the municipality, local board or committee.

## Minutes

In accordance with the *Municipal Act, 2001*, the Clerk or his/her designate shall record, without note or comment, all resolutions, decisions and other proceedings at a meeting of a council or a committee, whether it is closed to the public or not.

The minutes of City's Council meetings will include the record of both the public and closed session of the meeting.

## Circulation of In Closed Session Documents

Documents relating to matters to be considered in closed session are prepared and circulated as follows:

- All documents are reproduced on pink paper by Legislative Services.
- All documents are forwarded to City of Mississauga Council or committee members and applicable City staff with the agenda but in a separate, sealed envelope.
- Each document for closed session-consideration is watermarked with recipient's identification.
- Each recipient is responsible for ensuring that the document remains confidential, until or unless that document is made public by Council and/or a committee.
- A list is maintained by Legislative Services of all matters considered in closed session, including all reports, presentations and any other materials distributed.
- All documents should be returned to Legislative Services.

## Requests to Review/receive Copies of Documents

- Members of Council may, upon request, examine any or all closed session documents in the City Clerk's office. Documents may not be removed. Copies will only be provided with a resolution by Council.
- Council may, by resolution, authorize the release of a closed session report, such as a report containing advice from the City Solicitor. Council may not authorize the release of a



Policy Number: 02-01-03

Effective Date: July 9, 2001

Policy Title: Matters Considered In Closed Session

Last Review Date:

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report publicly if information would be disclosed that is required to be kept confidential by legislation or other means.

- Requests by staff members to examine or obtain copies of a closed session document that has not been made public by Council must be accompanied by written approval from the signatory of the document or their successor.
- Requests by members of the public for copies of any closed session document that has not been made public by Council must be made by submitting a written request to Legislative Services. The City will provide a public version of the report within 15 business days. Should it be determined that a public version cannot be provided due to the subject matter of the report, a Freedom of Information request may be submitted to Legislative Services, pursuant to MFIPPA.

### Revision History

| Reference              | Description                                   |
|------------------------|---|
| GC-376-95 - 1995 06 14 | Amended per 2001 policy review – housekeeping |

| Current Policy – What Exists Today in the Administration of Cash Floats and Petty Cash Funds policy   | Proposed Policy – If the information in a specific section is unchanged, or has required minimal revision to terminology only, “No change – same as Current Policy” will appear.  | Rationale – Why changes (deletions and/or additions) to the revised policy were made.     |
|---|---|---|
| <b>POLICY TITLE</b><br>Matters Considered In Camera   | <b>POLICY TITLE</b><br>Matters Considered In Closed Session   | Updated to reflect current terminology.   |
| <b>POLICY STATEMENT</b><br>Pursuant to Section 55 of The Municipal Act, R.S.O. 1990, as amended, Council or its committees may consider certain issues at in camera meetings. | <b>POLICY STATEMENT</b><br>Pursuant to Section 239 of the <i>Municipal Act, 2001</i> , as amended, a council or its committees may consider certain issues in meetings closed to the public.  | Updated the <i>Municipal Act</i> section number.  |
|   | <b>PURPOSE</b><br>This policy identifies matters that can be considered in closed session and the appropriate procedures for circulation of related documents.  | New section added for clarity and to align with the structure of other Corporate Policies |
|   | <b>SCOPE</b><br>This policy applies to all meetings, as defined by the <i>Municipal Act, 2001</i> , namely any regular, special or other meeting of a council, of a local board or of a committee of either of them.  | New section added for clarity and to align with the structure of other Corporate Policies |
|   | <b>LEGISLATIVE AUTHORITY</b><br>This policy complies with the <i>Municipal Act, 2001</i> , the <i>Municipal Freedom of Information and Protection of Privacy Act</i> (MFIPPA), and the City of Mississauga’s Procedural By-Law, as amended. Should any of these be amended so that this policy no longer complies, the legislation or Procedural By-Law will take precedence. | Linked the policy to the applicable legislation.  |

| <p><i>Current Policy – What Exists Today in the Administration of Cash Floats and Petty Cash Funds policy</i></p>   | <p><i>Proposed Policy – If the information in a specific section is unchanged, or has required minimal revision to terminology only, “No change – same as Current Policy” will appear.</i></p>   | <p><i>Rationale – Why changes (deletions and/or additions) to the revised policy were made.</i></p>  |
|---|--|--|
| <p><b>ISSUES CONSIDERED IN CAMERA</b><br/>                     The following types of issues are considered in camera:</p> <ul style="list-style-type: none"> <li>• the security of the property of the municipality or local board;</li> <li>• personal matters about an identifiable individual, including municipal or local board employees;</li> <li>• a proposed or pending acquisition of land for municipal or local board purposes;</li> <li>• labour relations or employee negotiations;</li> <li>• litigation or potential litigation, including matters before administrative tribunals, affecting the municipality or local board;</li> <li>• the receiving of advice that is subject to solicitor-client privilege, including communications necessary for that purpose; or</li> <li>• a matter in respect of which a council, board, committee or other body has authorized a meeting to be closed under another Act.</li> </ul> | <p><b>ISSUES CONSIDERED IN CLOSED SESSION</b><br/>                     Under the <i>Municipal Act, 2001</i>, all meetings are to be open to the public, unless specifically provided for by Section 239. Under Section 239 of the <i>Municipal Act, 2001</i>, a meeting or part of a meeting may be closed to the public if:</p> <ul style="list-style-type: none"> <li>• The subject matter being considered is:                             <ul style="list-style-type: none"> <li>– the security of the property of the municipality or local board;</li> <li>– personal matters about an identifiable individual, including municipal or local board employees;</li> <li>– a proposed or pending acquisition or disposition of land by the municipality or local board;</li> <li>– labour relations or employee negotiations;</li> <li>– litigation or potential litigation, including matters before administrative tribunals, affecting the municipality or local board;</li> <li>– advice that is subject to solicitor-client privilege, including communications necessary for that purpose; or</li> <li>– a matter in respect of which a council, board, committee or other body may hold a closed meeting under another Act;</li> </ul> </li> </ul> <p>OR</p> <ul style="list-style-type: none"> <li>• The following conditions are both satisfied:</li> </ul> | <p>Provided additional information to explain the authority under which the City may designate a meeting as closed.</p> <p>Minor revisions only to bullets, no change to intent.</p> <p>Included additional reasons pursuant to the <i>Municipal Act, 2001</i>.for holding a meeting</p> |

| Current Policy – What Exists Today in the Administration of Cash Floats and Petty Cash Funds policy | Proposed Policy – If the information in a specific section is unchanged, or has required minimal revision to terminology only, “No change – same as Current Policy” will appear.  | Rationale – Why changes (deletions and/or additions) to the revised policy were made.  |
|---|---|--|
|   | <ul style="list-style-type: none"> <li>– the meeting is held for the purpose of educating or training the members; and</li> <li>– at the meeting, no member discusses or otherwise deals with any matter in a way that materially advances the business or decision making of the council, local board, or committee.</li> </ul>  | in closed session.   |
|   | Note: While legislation allows the matters listed above to be considered by Council in a closed session, there is no requirement to do so. Staff should make every effort to consider matters in public session whenever possible.  | Clarification that holding closed session meetings is not a requirement. The City is committed to being transparent whenever possible. |
|   | <p>In accordance with Section 239 (3) of the <i>Municipal Act, 2001</i>, a meeting shall be closed to the public if:</p> <ul style="list-style-type: none"> <li>• A request under the <i>Municipal Freedom of Information and Protection of Privacy Act</i>, if the council, board, commission or other body is the head of an institution for the purposes of the Act</li> </ul> <p>OR</p> <ul style="list-style-type: none"> <li>• An ongoing investigation respecting the municipality, a local board or a municipally controlled corporation by the Ombudsman appointed under the <i>Ombudsman Act</i></li> </ul> | This section reflects changes to Section 239 of the <i>Municipal Act, 2001</i> effective January 1, 2016.                              |

| <i>Current Policy – What Exists Today in the Administration of Cash Floats and Petty Cash Funds policy</i>   | <i>Proposed Policy – If the information in a specific section is unchanged, or has required minimal revision to terminology only, “No change – same as Current Policy” will appear.</i>   | <i>Rationale – Why changes (deletions and/or additions) to the revised policy were made.</i> |
|--|---|--|
| <p>Before holding a meeting or part of a meeting that is to be closed to the public, Council shall state by resolution:</p> <ul style="list-style-type: none"> <li>the fact of the holding of the closed meeting; and</li> <li>the general nature of the matter to be considered at the closed meeting.</li> </ul> | <p><b>NOTICE OF CLOSED SESSION MEETING</b></p> <p>Before holding a meeting or part of a meeting that is to be closed to the public, council or a committee shall state by resolution:</p> <ul style="list-style-type: none"> <li>No change.</li> <li>No change; or</li> <li>In the case of a meeting held for the purpose of education or training:                             <ul style="list-style-type: none"> <li>the fact of the holding of the closed meeting</li> <li>the general nature of the subject matter</li> <li>that the meeting is closed for education or training pursuant to the <i>Municipal Act, 2001</i>.</li> </ul> </li> </ul> | <p>Added the information specific to holding an education session in a closed meeting.</p>   |
|  | <p><b>VOTING</b></p> <p>Where a meeting is closed to the public in accordance with the provisions of Section 239, the meeting shall not be closed to the public during a vote, except if the vote is for a procedural matter or for giving directions or instructions to officers, employees or agents of the municipality, local board or committee.</p>   | <p>Section added to reflect applicable legislation.</p>                                      |

| Current Policy – What Exists Today in the Administration of Cash Floats and Petty Cash Funds policy   | Proposed Policy – If the information in a specific section is unchanged, or has required minimal revision to terminology only, “No change – same as Current Policy” will appear.  | Rationale – Why changes (deletions and/or additions) to the revised policy were made. |
|---|---|---|
|   | <p><b>MINUTES</b></p> <p>In accordance with the <i>Municipal Act, 2001</i>, the Clerk or his/her designate shall record, without note or comment, all resolutions, decisions and other proceedings at a meeting of a council or a committee, whether it is closed to the public or not.</p> <p>The minutes of City’s Council meetings will include the record of both the public and closed session of the meeting.</p>   | <p>Section added to reflect applicable legislation.</p>                               |
| <p><b>CIRCULATION OF IN CAMERA DOCUMENTS</b></p> <p>Documents relating to matters to be considered in camera are prepared and circulated as follows:</p> <ul style="list-style-type: none"> <li>• All documents are reproduced on pink paper by the Office of the City Clerk.</li> <li>• All documents are forwarded to Council or Committee members with the agenda, but in a separate, sealed envelope.</li> <li>• Each document for in camera consideration is watermarked with recipient's identification.</li> <li>• Each recipient is responsible for ensuring that the document remains confidential, until or unless that document is made public by Council and/or Committee.</li> </ul> | <p><b>CIRCULATION OF CLOSED SESSION DOCUMENTS</b></p> <p>Documents relating to matters to be considered in closed session are prepared and circulated as follows:</p> <ul style="list-style-type: none"> <li>• All documents are reproduced on pink paper by Legislative Services.</li> <li>• All documents are forwarded to City of Mississauga Council or committee members and applicable City staff with the agenda, but in a separate, sealed envelope.</li> <li>• No change</li> <li>• No change</li> </ul> | <p>Minor revisions to reflect current City terminology.</p>                           |

| <i>Current Policy – What Exists Today in the Administration of Cash Floats and Petty Cash Funds policy</i>  | <i>Proposed Policy – If the information in a specific section is unchanged, or has required minimal revision to terminology only, “No change – same as Current Policy” will appear.</i>   | <i>Rationale – Why changes (deletions and/or additions) to the revised policy were made.</i>  |
|---|---|---|
| <ul style="list-style-type: none"> <li>• A list is maintained by the Office of the City Clerk of all documents for consideration in camera.</li> <li>• All documents should be returned to the Office of the City Clerk.</li> </ul> | <ul style="list-style-type: none"> <li>• A list is maintained by Legislative Services of all matters considered in closed session, including all reports, presentations and any other materials distributed.</li> <li>• All documents should be returned to Legislative Services.</li> </ul>  | <p>Clarified that reports, etc. are included with the list of matters considered in closed session.</p>   |
| <ul style="list-style-type: none"> <li>• Members of Council may, upon request, examine any or all in camera documents in the office of the City Clerk.</li> </ul>   | <p><b>REQUESTS TO REVIEW/ RECEIVE COPIES OF DOCUMENTS</b></p> <ul style="list-style-type: none"> <li>• Members of Council may, upon request, examine any or all closed session documents in the City Clerk’s office. Documents may not be removed. Copies will only be provided with a resolution by Council.</li> <li>• Council may, by resolution, authorize the release of a closed session report, such as a report containing advice from the City Solicitor. Council may not authorize the release of a report publicly if information would be disclosed that is required to be kept confidential by legislation or other means.</li> <li>• Requests by staff members to examine or obtain copies of a closed session document that has not been made public by Council must be accompanied by written approval</li> </ul> | <p>New section to expand on the process for requesting access to closed session documents, including a new process whereby the public may be provided with a public version of a closed session report.</p> |

| <i>Current Policy – What Exists Today in the Administration of Cash Floats and Petty Cash Funds policy</i> | <i>Proposed Policy – If the information in a specific section is unchanged, or has required minimal revision to terminology only, “No change – same as Current Policy” will appear.</i>   | <i>Rationale – Why changes (deletions and/or additions) to the revised policy were made.</i> |
|--|---|--|
|  | <p>from the signatory of the document or their successor.</p> <ul style="list-style-type: none"> <li>• Requests by members of the public for copies of any closed session document that has not been made public by Council must be made by submitting a written request to Legislative Services. The City will provide a public version of the report within 15 business days. Should it be determined that a public version cannot be provided due to the subject matter of the report, a Freedom of Information request may be submitted to Legislative Services, pursuant to MFIPPA.</li> </ul> |  |



**REPORT 5-2016**

To: CHAIR AND MEMBERS OF GENERAL COMMITTEE

The Governance Committee presents its fifth report for 2016 and recommends:

GOV-0020-2016

That the deputation by Sacha Smith, Team Lead, Legislative Coordinator with respect to the implementation of consent agenda at Council and General Committee meetings, be received.  
(GOV-0020-2016)

GOV-0021-2016

That the deputation by Diana Rusnov, Manager, Legislative Services and Deputy Clerk with respect to the proposed amendments to the Council Procedure By-law 139-13, be received.  
(GOV-0021-2016)

GOV-0022-2016

1. That the report titled "Consent Agenda: Proposal to Streamline the Council and Committee Meeting Process", from the Commissioner of Corporate Services and Chief Financial Officer, dated October 3, 2016, be received.
2. That the use of a consent agenda be implemented for Council and General Committee meetings on a 6 month trial basis and that a by-law be enacted to incorporate the necessary amendments to the Council Procedure By-law 0139-2013, as amended.  
(GOV-0022-2016)

GOV-0023-2016

That a by-law be enacted to amend By-law 0139-2013, being the Corporation of the City of Mississauga Council Procedure By-law as amended, in accordance with the Corporate Report dated October 5, 2016, from the Commissioner of Corporate Services and Chief Financial Officer titled "Proposed Amendments to the Council Procedure By-law 0139-2016."  
(GOV-0023-2016)

GOV-0024-2016

That the status of Governance Committee Work Plan Items presented at the November 14, 2016 meeting be received.  
(GOV-0024-2016)

## **REPORT 9 - 2016**

To: CHAIR AND MEMBERS OF GENERAL COMMITTEE

The Heritage Advisory Committee presents its ninth report for 2016 and recommends:

### HAC-0056-2016

1. That Designation By-law 368-82, designating the property known as the William Barber House located at 5155 Mississauga Road be amended, per Section 30.1 (1) of the *Ontario Heritage Act*, for its physical and design; historical and associative; and contextual value, with the following revisions to the wording within the proposed Schedule A included as Appendix 4 of the Corporate Report dated October 20, 2016 from the Commissioner of Community Services, be approved:
  - (a) That the attribute “location of original driveway and stone markers” be removed from the list of attributes;
  - (b) That the wording “views of the building from the Mississauga and Barbertown Roads property line”, be revised as follows: “*Views of the building from Mississauga Road, and views from the public realm (the sidewalk and road) at the corner of Mississauga Road and Barbertown Road*”.
2. That the appropriate City officials be authorized and directed to take the necessary action to give effect thereto.
3. That if there are objections to the amendment of Designation Bylaw 368-82, City Council direct the City Clerk to refer the matter to the Conservation Review Board.

(HAC-0056-2016)

### HAC-0057-2016

That the proposal for new, wood, operable shutters as depicted in the appendix to the report from the Commissioner of Community Services, dated October 20, 2016, be approved for the Anchorage building at 1620 Orr Road, which is designated under Part IV of the *Ontario Heritage Act*.

(HAC-0057-2016)

### HAC-0058-2016

That the property at 1251 Stavebank Road, which is listed on the City’s Heritage Register, is not worthy of heritage designation, and consequently, that the owner’s request to demolish proceed through the applicable process.

(HAC-0058-2016)

### HAC-0059-2016

That the property at 1276 Woodland Avenue, which is listed on the City’s Heritage Register, is not worthy of heritage designation, and consequently, that the owner’s request to demolish proceed through the applicable process.

(HAC-0059-2016)

HAC-0060-2016

That the outbuilding at the property at 1548 Dundas Street West, which is listed on the City's Heritage Register, is not worthy of heritage designation, and consequently, that the owner's request to demolish proceed through the applicable process.

(HAC-0060-2016)

HAC-0061-2016

That the report regarding the removal or reduction of Cultural Landscape Properties from the City's Heritage Register, from the Commissioner of Community Services, dated October 24, 2016, be received; and that staff provide a review of the options available for consideration at a future Heritage Advisory Committee Meeting.

(HAC-0061-2016)

HAC-0062-2016

That the resignation of Paul McGuigan from the Heritage Advisory Committee be received, and that the City Clerk be directed to fill the vacancy in accordance with the Corporate Policy on Citizen Appointments to Committees, Boards and Authorities #02-01-01.

(HAC-0062-2016)

HAC-0063-2016

That the Heritage Planning Staff Work Plan for 2017 be received for information.

(HAC-0063-2016)

HAC-0065-2016

That the schedule for the 2017 Heritage Advisory Committee Meetings in the Memorandum dated October 6, 2016 from Mumtaz Alikhan, Legislative Coordinator, be received.

(HAC-0065-2016)

HAC-0066-2016

That the Email dated September 30, 2016 from Facilities and Property Management advising that no report exists with respect to maintenance priorities of City owned heritage properties, be received.

(HAC-0066-2016)

**REPORT 10 - 2016**

To: CHAIR AND MEMBERS OF GENERAL COMMITTEE

The Mississauga Cycling Advisory Committee presents its tenth report for 2016 and recommends:

MCAC-0040-2016

That the deputation by Dana Glofcheskie, Transportation Project Engineer regarding Transportation Environmental Assessments be received.  
(MCAC-0040-2016)

MCAC-0041-2016

That the deputation by Dorothy Tomiuk, Citizen Member regarding vision zero be referred to the Network and Technical Subcommittee and to Traffic Safety Council.  
(MCAC-0041-2016)

MCAC-0042-2016

That the letter dated October 12, 2016 regarding Accessible Recreational Cycling in Mississauga be deferred to the January 10, 2016 Mississauga Cycling Advisory Committee meeting.  
(MCAC-0042-2016)

MCAC-0043-2016

That the memorandum dated October 24, 2016 from Stephanie Smith, Legislative Coordinator regarding the 2017 Mississauga Cycling Advisory Committee Dates be received.  
(MCAC-0043-2016)

MCAC-0044-201

That the email dated October 31 from Councillor Parrish regarding Integrating Cycling Infrastructure to Bypass Heartland be referred the Active Transportation Office.  
(MCAC-0044-201)

MCAC-0045-2016

That the email dated November 10, 2016 from Andrew Paranczuk regarding his resignation from the Mississauga Cycling Advisory Committee be received.  
(MCAC-0045-2016)

MCAC-0046-2016

That the Mississauga Cycling Advisory Committee accepts and supports the request from Roy Buchanan, Citizen Member, to be absent from Mississauga Cycling Advisory Committee meetings until April 2017.  
(MCAC-0046-2016)

MCAC-0047-2016

That the matter of the 2016 Phil Green Award be referred to the Communications Subcommittee for consideration.

(MCAC-0047-2016)

**REPORT 5-2016**

To: CHAIR AND MEMBERS OF GENERAL COMMITTEE

The Accessibility Advisory Committee presents its fifth report for 2016 and recommends:

AAC-0037-2016

That the deputation by Sally Wall, Stakeholder Member with respect to Canada VRS (Video Relay Service), be received for information.

(AAC-0037-2016)

AAC-0038-2016

That the deputation and associated presentation by Jacqueline Hunter, Transportation Infrastructure Technologist with respect to Tactile Warning Strips Implementation, be received for information.

(AAC-0038-2016)

AAC-0039-2016

That the verbal update from Diana Simpson, Supervisor, Accessibility Planning with respect to the *Accessibility For Ontarians with Disabilities Act, 2005 (AODA)*, be received for information.

(AAC-0039-2016)

AAC-0040-2016

That the verbal update from Naz Husain, Citizen Member with respect to the Region of Peel Accessibility Advisory Committee, be received for information.

(AAC-0040-2016)

AAC-0041-2016

That the verbal update from Darren Cooper, Accessibility Specialist with respect to Federal legislation, be received for information.

(AAC-0041-2016)

AAC-0042-2016

That the Accessibility Advisory Committee is in support of the application for funding for Accessible Beach Routes from the Rick Hansen Access4All Program.

(AAC-0042-2016)

AAC-0043-2016

That the Accessibility Advisory Committee Pending Work Plan Items be received, as amended.

(AAC-0043-2016)

AAC-0044-2016

1. That the presentation regarding Fire Station 120 – New Construction to the Facility Accessibility Design Subcommittee on August 29, 2016, be received:

2. That subject to the comments on the presentation, the Facility Accessibility Design Subcommittee is satisfied with the design of Fire Station 120 – New Construction.

(AAC-0044-2016)

AAC-0045-2016

That the verbal update from Asim Zaidi, Citizen Member with respect to the City of Mississauga Customer Service Strategy, be received for information.

(AAC-0045-2016)

AAC-0046-2016

That the verbal update from Carol-Ann Chafe, Citizen Member and Chair with respect to the Lakeshore Connecting Communities Technical Advisory Committee, be received for information.

(AAC-0046-2016)

AAC-0047-2016

That the correspondence from Chris Schafer, Public Policy Manager, Uber Canada with respect to an update regarding Uber accessibility, be received for information.

(AAC-0047-2016)

AAC-0048-2016

That the memorandum dated August 30, 2016 from Karen Morden, Legislative Coordinator with respect to the 2017 meeting dates of the Accessibility Advisory Committee, be received for information.

(AAC-0048-2016)

**REPORT 5 - 2016**

To: CHAIR AND MEMBERS OF GENERAL COMMITTEE

The Towing Industry Advisory Committee presents its fifth report for 2016 and recommends:  
TIAC-0013-2016

That the report from the Commissioner of Transportation and Works, dated November 7, 2016 and entitled "Amendments to the Tow Truck Licensing By-law 521-04, as amended, to require that if for any reason a tow truck that is licensed ceases to engage in the business of a tow truck within the City of Mississauga for a period of longer than 30 days, the licence shall lapse and the owner shall return the tow truck owner's licence to the City immediately" be deferred to a future Towing Industry Advisory Committee meeting for consideration.  
(TIAC-0013-2016)

TIAC-0014-2016

That the letter from Elliott Silverstein, Manager Government Relations, CAA entitled Towing Industry Advisory Committee meeting – November 22, 2016 (Item 7.1) be received.  
(TIAC-0014-2016)

TIAC-0015-2016

That the report from the Commissioner of Transportation and Works, dated November 7, 2016 and entitled "Amendments to the Tow Truck Licensing By-law 521-04, as amended, requiring Licensed Tow Truck Owner's to notify Mobile Licensing Enforcement of the name of the Licensed Tow Truck Driver who is operating their Tow Truck" be deferred to a future Towing Industry Advisory Committee meeting for consideration.  
(TIAC-0015-2016)

TIAC-0016-2016

That the Towing Industry Advisory Committee 2016 Action List be received for information.  
(TIAC-0016-2016)

TIAC-0017-2016

That the memorandum dated November 15, 2016 from Stephanie Smith, Legislative Coordinator entitled 2017 Towing Industry Advisory Committee Meeting Dates be received.  
(TIAC-0017-2016)



## **Report 7 - 2016**

To: CHAIR AND MEMBERS OF GENERAL COMMITTEE

The Traffic Safety Council presents its seventh for 2016 and recommends:

TSC-0106-2016

1. That the crossing guard located at the intersection of Rathburn Road and Meadows Boulevard for the students attending St. Charles Garnier Catholic School be removed effective March 2017, as the warrants are not met for the retention of the crossing guard.
2. That the Principal of St. Charles Garnier Catholic School be requested to notify the parents and students of St. Charles Garnier Catholic School that the crossing guard located at Rathburn Road and Meadows Boulevard will be removed effective March break 2017.

(Ward 4)

(TSC-0106-2016)

TSC-0107-2016

1. That Traffic Safety Council be requested to conduct a further site inspection in December 2016 at the intersection of Huron Heights Drive and Elia Avenue for the students attending St. Pio Pietrelcina Catholic School.
2. That Peel Regional Police be requested to enforce rolling stops at the intersection of Huron Heights Drive and Elia Avenue for the students attending St. Pio of Pietrelcina Catholic School.

(Ward 4)

(TSC-0107-2016)

TSC-0108-2016

That the request for the placement of a crossing guard at the intersection of Mavis Road and Paisley Boulevard for the students attending Cashmere Public School be denied as the warrants are not met.

(Ward 7)

(TSC-0108-2016)

TSC-0109-2016

That the placement of a crossing guard at the intersection of Forest Park Drive and Bloomfield Drive for the students attending St. Therese of the Child Jesus Catholic School be implemented as the warrants have been met.

(Ward 10)

(TSC-0109-2016)

TSC-0110-2016

That the request for the placement of a crossing guard at the intersection of Kelly Road and Truscott Drive for the students attending Hillside Public School be denied as the warrants are not met.

(Ward 2)

(TSC-0110-2016)

TSC-0111-2016

That the request for the placement of a crossing guard at the intersection of Kelly Road and Brookhurst Road for the students attending Hillside Public School be denied as the warrants are not met.

(Ward 2)

(TSC-0111-2016)

TSC-0112-2016

1. That Traffic Safety Council conduct a further site inspection in spring 2017 at the intersection of Tacc Drive and Tenth Line West for the students attending McKinnon Public School, once the "No Stopping" signage as per Recommendation TSC-0099-2016.
2. That the Principal of McKinnon Public School be requested to remind parents and students of the requirement of wearing a helmet while riding a bike.

(Ward 10)

(TSC-0112-2016)

TSC-0113-2016

1. That the crossing guard located at the intersection of Lakeshore Road West and Silver Birch Trail for the students attending Owenwood Public School be removed effective March 2017, as the warrants are not met for the retention of the crossing guard.
2. That the Principal of Owenwood Public School be requested to notify the parents and students of Owenwood Public School that the crossing guard located at Lakeshore Road West and Silver Birch Trail will be removed effective March break 2017.

(Ward 2)

(TSC-0113-2016)

TSC-0114-2016

That the email dated October 26, 2016 from Councillor Ras on behalf of an area resident, requesting a site inspection at on Bromsgrove Road in front of Clarkson Secondary School be received and referred to the Traffic Safety Council Site Inspection Subcommittee for a report back to the Traffic Safety Council.

(Ward 2)

(TSC-0114-2016)

TSC-0115-2016

That the request received from resident Christine Baron, requesting a site inspection at Windwood Drive and the park path for students attending Settler's Green Public School be received and referred to the Traffic Safety Council Site Inspection Subcommittee for a report back to the Traffic Safety Council.

(Ward 9)

(TSC-0115-2016)

TSC-0116-2016

That the email dated November 9, 2016 from resident David Brennan, requesting a site inspection in front of St. Hilary Catholic School be received and referred to the Traffic Safety Council Site Inspection Subcommittee for a report back to the Traffic Safety Council.

(Ward 5)

(TSC-0116-2016)

TSC-0117-2016

That the email dated November 10, 2016 from Councillor Mahoney, on behalf of Loyola School Council Chair, Rita Reid, requesting a site inspection at Burnhamthorpe Road, in front of Loyola Catholic Secondary School be received and referred to the Traffic Safety Council Site Inspection Subcommittee for a report back to the Traffic Safety Council.

(Ward 8)

(TSC-0117-2016)

TSC-0118-2016

That the email dated November 10, 2016 from Councillor Pat Saito, on behalf of an area resident, requesting a site inspection on Montevideo Road, in front of St. Teresa of Avila Catholic School be received and referred to the Traffic Safety Council Site Inspection Subcommittee for a report back to the Traffic Safety Council.

(Ward 9)

(TSC-0118-2016)

TSC-0119-2016

That the report from the Manager of Parking Enforcement with respect to parking enforcement in school zones for the month of October 2016 be received for information.

(TSC-0119-2016)

TSC-0120-2016

That the Action Items List from the Transportation and Works Department for the month of October 2016 be received for information

(TSC-0120-2016)

## TSC-0121-2016

1. That Peel Regional Police be requested to enforce stopping compliance during the peak times of 7:50 a.m. to 8:30 a.m. and from 2:25 p.m. to 2:40 p.m. at the intersection of Ceremonial Drive and Fairwind Drive for the students attending Fairwind Senior Public School
2. That Transportation and Works be requested to refresh the zebra markings at the intersection of Ceremonial Drive and Fairwind Drive for the students attending Fairwind Senior Public School.

(Ward 5)

(TSC-0121-2016)

## TSC-0122-2016

1. That the crossing guard located at the intersection of Sheridan Park Drive and Fifth Line West for the students attending Sheridan Park Public School and St. Francis of Assisi Catholic School be removed effective March 2017, as the warrants are not met for the retention of the crossing guard.
2. That the Principals of Sheridan Park Public School and St. Francis of Assisi Catholic School be requested to notify the parents and students of Sheridan Park Public School and St. Francis of Assisi Catholic School that the crossing guard located at Sheridan Park Drive and Fifth Line West will be removed effective March break 2017.
3. That Transportation and Works be requested to review the feasibility of installing Traffic Signals at the intersection of Sheridan Park Drive and Fifth Line West for the students attending Sheridan Park Public School and St. Francis of Assisi Catholic School.

(Ward 2)

(TSC-0122-2016)

## TSC-0123-2016

1. That the presentation by Altamash Syed, Citizen Member, of the draft Site Inspection/Safety Review Report form with amendments as discussed at the September 28, 2016 Traffic Safety Council meeting be received for information.
2. That the amended fillable Site Inspection Report form be approved as presented.

(TSC-0123-2016)

## TSC-0124-2016

That the Minutes from the November 14, 2016 Public Information Subcommittee Meeting be received.

(TSC-0124-2016)

TSC-0125-2016

1. That the 2016 Wilde Wood Award for School Zone Safety be awarded to Artesian Public School (Ward 8), Ridgewood Public School (Ward 5), and St. Timothy Catholic School (Ward 7), which have demonstrated that they have a team of staff and/ or volunteers that deserve to be recognized for the efficient operation of the School Zone Safety (Kiss & Ride) Program and promote and/or encourage active transportation to and from school.
2. That \$1,500.00 (\$500.00 per school) be allocated for awarding the recipients of the 2016 Wilde Wood Award.

(TSC-0125-2016)

TSC-0126-2016

That the Traffic Safety Council 2017 Work Plan be approved as presented.

(TSC-0126-2016)