

---

## General Committee

### Date

2019/02/13

### Time

9:00 AM

### Location

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

### Members

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

### Contact

Stephanie Smith, Legislative Coordinator, Legislative Services  
905-615-3200 ext. 3795  
Email [stephanie.smith@mississauga.ca](mailto:stephanie.smith@mississauga.ca)

### Find it Online

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

---

Meetings of Council streamed live  
and archived at [Mississauga.ca/videos](http://Mississauga.ca/videos)



**GENERAL COMMITTEE INDEX - FEBRUARY 13, 2019**

1. **CALL TO ORDER**
2. **APPROVAL OF AGENDA**
3. **DECLARATION OF CONFLICT OF INTEREST**
4. **PRESENTATIONS - Nil**
5. **DEPUTATIONS - Nil**
6. **PUBLIC QUESTION PERIOD** - 15 Minute Limit (5 minutes per speaker)

Pursuant to Section 42 of the Council Procedure By-law 0139-2013, as amended:  
General Committee may grant permission to a member of the public to ask a question of  
General Committee, with the following provisions:

1. The question must pertain to a specific item on the current agenda and the speaker will state which item the question is related to.
2. A person asking a question shall limit any background explanation to two (2) statements, followed by the question.
3. The total speaking time shall be five (5) minutes maximum, per speaker.

7. **CONSENT AGENDA**
8. **MATTERS TO BE CONSIDERED**

- 8.1. All-Way Stop - Malibou Terrace and Silver Birch Trail (Ward 2)
- 8.2. All-Way Stop - Birchview Drive at Algonquin Drive (Ward 2)
- 8.3. Speed Limit Review – Windwood Drive between Glen Erin Drive and Erin Mills Parkway (Ward 9)
- 8.4. Torbram Road Grade Separations Project - Purchase Order Increases (Ward 5)
- 8.5. Province of Ontario- Dedicated Gas Tax Funds for Public Transportation (2018/2019)
- 8.6. 2018 Obsolete Policies and Procedures

9. **ADVISORY COMMITTEE REPORTS**

- 9.1. Towing Industry Advisory Committee Report 1 – 2019 - February 4, 2019
- 9.2. Road Safety Committee Report 1- 2019 - February 5, 2019
- 9.3. Heritage Advisory Committee Report 2 – 2019 - February 5, 2019

9.4. Mississauga Cycling Advisory Committee Report 2 – 2019 - February 5, 2019

10. **MATTERS PERTAINING TO REGION OF PEEL COUNCIL**

11. **COUNCILLORS' ENQUIRIES**

12. **OTHER BUSINESS/ANNOUNCEMENTS**

13. **CLOSED SESSION** - Nil

14. **ADJOURNMENT**

# City of Mississauga

## Corporate Report



Date: 2019/01/29

To: Chair and Members of General Committee

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

Originator's files:  
MG.23.REP  
RT.10.Z-3

Meeting date:  
2019/02/13

## Subject

**All-Way Stop - Malibou Terrace and Silver Birch Trail (Ward 2)**

## Recommendation

That an all-way stop control not be implemented at the intersection of Malibou Terrace and Silver Birch Trail as outlined in the report from the Commissioner of Transportation and Works, dated January 29, 2019, entitled "All-way Stop - Malibou Terrace and Silver Birch Trail (Ward 2)".

## Background

To address resident concerns related to traffic and pedestrian safety, Councillor Ras requested that Transportation and Works Department staff submit a report regarding the installation of an all-way stop at the intersection of Malibou Terrace and Silver Birch Trail.

## Comments

The intersection of Malibou Terrace and Silver Birch Trail is a three-leg intersection. A stop control currently exists for westbound motorists, and operates as free flow for northbound and southbound traffic on Silver Birch Trail. A location map is attached as Appendix 1.

A turning movement count was completed on December 4, 2018 to determine the warrants for an all-way stop based on traffic volumes. The results of the review are as follows:

<u>Malibou Terrace and Silver Birch Trail</u>		<u>Warrant Value</u>
Part "A"	Volume for All Approaches	42%
Part "B"	Minor Street Volume	41%

As per the criteria outlined by the Ministry of Transportation Ontario, in order for an all-way stop to be warranted, both parts “A” and “B” must be 100%.

A historical review of the motor vehicle collision history at this location revealed no reported collisions within the past three years that is the type considered correctable by the use of an all-way stop. All-way stop signs are warranted on local roadways if at least five of these types of collisions occur in a 12-month period.

As per the results of the above review, warrants have not been satisfied for the installation of an all-way stop based on the recorded traffic volumes and collision history at the intersection of Malibou Terrace and Silver Birch Trail. The Ward Councillor has been advised of the results of the turning movement count and collision history, as well as the staff recommendation to not implement an all-way stop control at this location.

## Financial Impact

In the event that signage is required, costs for the signs installation can be accommodated in the 2019 Operating Budget.

## Conclusion

Based on the results of the manual turning movement count and collision history review, the Transportation and Works Department does not recommend the installation of an all-way stop at the intersection of Malibou Terrace and Silver Birch Trail.

## Attachments

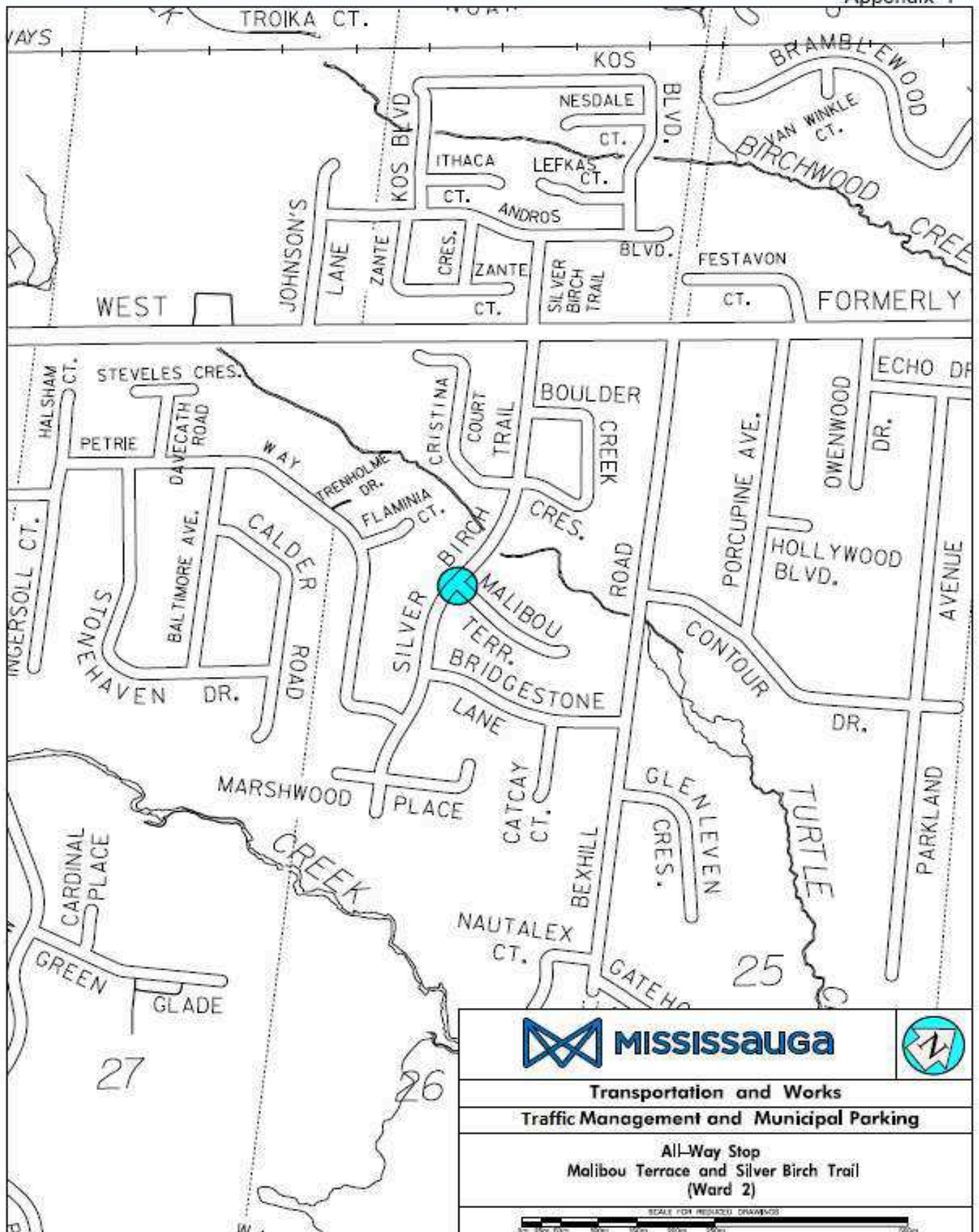
Appendix 1: Location Map - All-Way Stop - Malibou Terrace and Silver Birch Trail



---

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

Prepared by: Wasan Yonan, C.E.T., Traffic Technician







# City of Mississauga

## Corporate Report



Date: 2019/01/29

To: Chair and Members of General Committee

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

Originator's files:  
MG.23.REP  
RT.10.Z-9

Meeting date:  
2019/02/13

### Subject

**All-Way Stop - Birchview Drive at Algonquin Drive (Ward 2)**

### Recommendation

That an all-way stop control not be implemented at the intersection of Birchview Drive at Algonquin Drive as outlined in the report from the Commissioner of Transportation and Works, dated January 29, 2019, entitled "All-way Stop - Birchview Drive at Algonquin Drive (Ward 2)".

### Background

To address resident concerns related to traffic and pedestrian safety, Councillor Ras requested that Transportation and Works Department staff submit a report regarding the installation of an all-way stop at the intersection of Birchview Drive at Algonquin Drive.

### Comments

The intersection of Birchview Drive at Algonquin Drive is a three-leg intersection. A stop control currently exists for westbound motorists on Algonquin Drive, with free flow conditions for northbound and southbound traffic on Birchview Drive. A location map is attached as Appendix 1.

A turning movement count was completed on December 5, 2018 to determine the warrants for an all-way stop based on traffic volumes. The results of the review are as follows:

<u>Birchview Drive at Algonquin Drive</u>		<u>Warrant Value</u>
Part "A"	Volume for All Approaches	16%
Part "B"	Minor Street Volume	69%

As per the criteria outlined by the Ministry of Transportation Ontario, in order for an all-way stop to be warranted based on traffic volumes, both parts "A" and "B" must be 100%.

A historical review of the motor vehicle collision history at this location revealed no reported collision within the past three years that is the type considered correctable by the use of an all-way stop. All-way stop signs are warranted on local roadways if at least five of these types of collisions occur in a 12-month period.

As per the results of the above review, warrants have not been satisfied for the installation of an all-way stop based on the recorded traffic volumes and collision history. The Ward Councillor has been advised of the results of the turning movement count and collision history, as well as the staff recommendation to not implement an all-way stop control at this location.

## Financial Impact

In the event that signage is required, costs for the sign installation can be accommodated in the 2019 Operating Budget.

## Conclusion

Based on the results of the manual turning movement count and collision history review, the Transportation and Works Department does not recommend the installation of an all-way stop at the intersection of Birchview Drive at Algonquin Drive.

## Attachments

Appendix 1: Location Map - All-Way Stop - Birchview Drive at Algonquin Drive




---

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

Prepared by: Wasan Yonan, C.E.T., Traffic Technician





# City of Mississauga Corporate Report



Date: 2019/01/15

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-46W

Meeting date:  
2019/02/13

## Subject

**Speed Limit Review – Windwood Drive between Glen Erin Drive and Erin Mills Parkway (Ward 9)**

## Recommendation

That the current posted speed limit of 50 km/h be maintained on Windwood Drive, as outlined in the report from the Commissioner of Transportation and Works, dated January 15, 2019, entitled "Speed Limit Review – Windwood Drive between Glen Erin Drive and Erin Mills Parkway (Ward 9)".

## Background

The Transportation and Works Department received a request from the Ward Councillor to review the feasibility of a reduction in the speed limit on Windwood Drive from 50 km/h to 40 km/h. Subsequently, the Ward Councillor directed Transportation and Works Department staff to submit a corporate report to General Committee regarding this matter.

## Present Status

Windwood Drive is a two-lane undivided minor collector roadway with a posted speed limit of 50 km/h. Sidewalk is present on both sides of the roadway and the statutory five-hour parking is permitted on both sides of the road with the exception of a select few no parking areas. There are no schools, parklands or playgrounds fronting and/or abutting Windwood Drive between Glen Erin Drive and Erin Mills Parkway. A location map is attached as Appendix 1.

## Comments

The current City of Mississauga Corporate Policy 10-03-01 Traffic Safety in School Zones states “The City implements 40 km/h (25 miles/hr) speed zones on local or minor collector roadways adjacent to junior school frontages or on roadways with less than acceptable geometrics, based on engineering standards.”

Staff completed a review of operating speeds on Windwood Drive between Glen Erin Drive and Erin Mills Parkway in November of 2018. The results of the speed review revealed the average operating speed to be 50 km/h and the 85th percentile operating speed to be 61 km/h. The above results are consistent with other similar roadways that have a posted speed limit of 50 km/h. The current 50 km/h speed limit on Windwood Drive is set appropriately based on current geometric design and prevailing roadway characteristics.

Reduced speed zones are not expected to reduce the speeds selected by drivers at locations where there is no apparent reason to slow down. The principles of driver expectation suggest that lower speed limits (40 km/h) are specific to school zones. If drivers do not recognize particular speed limits as being reasonable, those limits will be ignored and therefore ineffective resulting in speed variances, issues of compliance and unnecessary burdens being placed on Peel Regional Police enforcement resources.

Based on the results of the review, a reduction of the regulatory speed limit from 50 km/h to 40 km/h on Windwood Drive between Glen Erin Drive and Erin Mills Parkway is not recommended by staff.

The local Ward Councillor is aware of the Transportation and Works Department’s recommendation to maintain the existing posted speed limit on Windwood Drive.

## Financial Impact

There are no financial implications resulting from the recommendations in this report.

## Conclusion

Based on the technical review and the current Corporate Policy 10-03-01 - Traffic Safety in School Zones, the Transportation and Works Department does not recommend lowering the existing regulatory speed limit from 50 km/h to 40 km/h on Windwood Drive between Glen Erin Drive and Erin Mills Parkway.

General Committee

2019/01/15

3

Originators files: MG.23.REP

RT.10.Z-46W

## Attachments

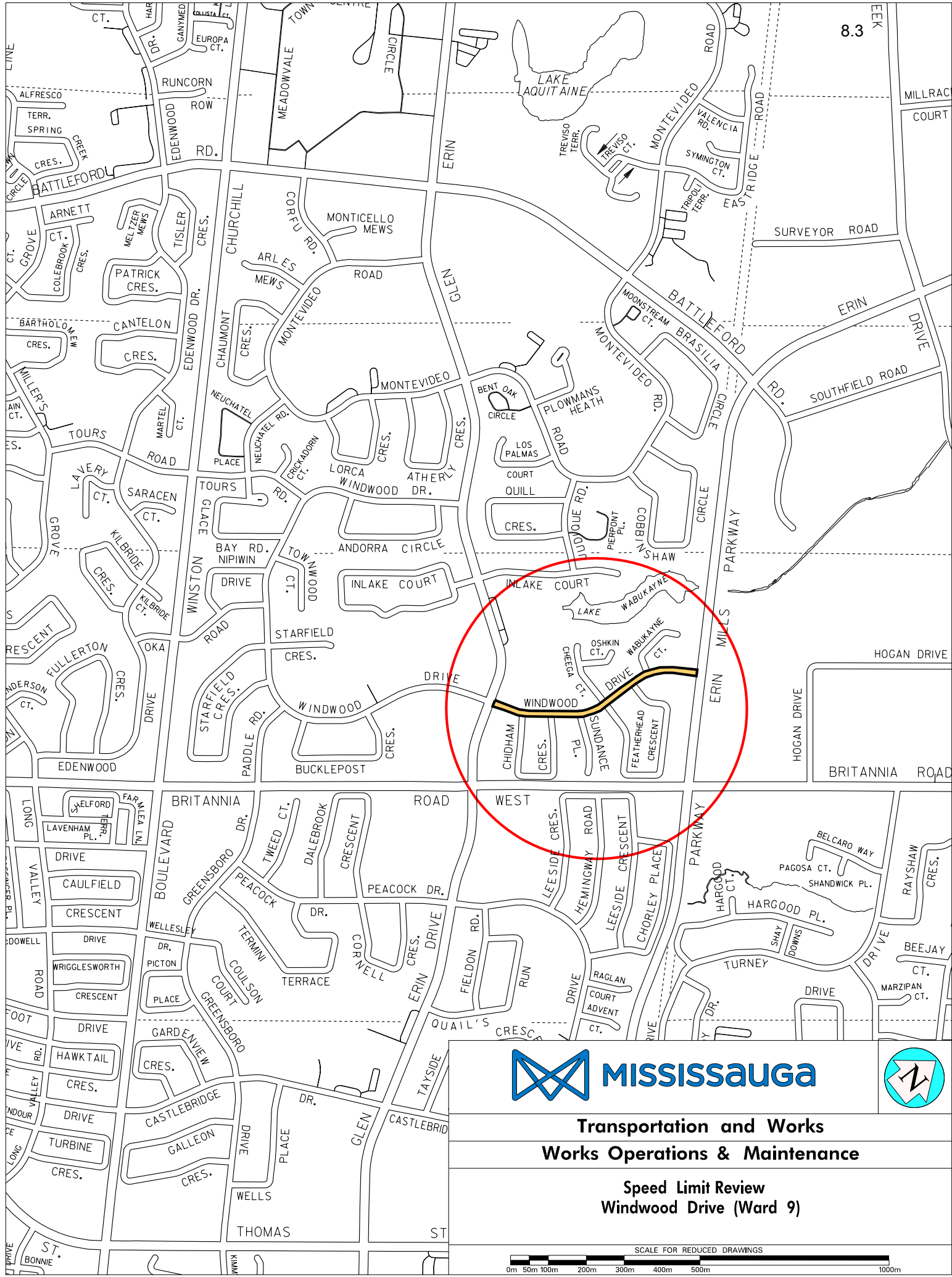
Appendix 1: Location Map - Speed Limit Review – Windwood Drive (Ward 9)



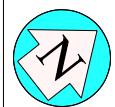
---

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

Prepared by: Ouliana Drobychevskaia, Traffic Operations Technologist

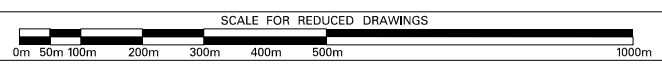


**MISSISSAUGA**



**Transportation and Works  
Works Operations & Maintenance**

**Speed Limit Review  
Windwood Drive (Ward 9)**





# City of Mississauga Corporate Report



Date: 2019/01/23

To: Chair and Members of General Committee

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

Originator's files:  
06-104

Meeting date:  
2019/02/13

## Subject

**Torbram Road Grade Separations Project - Purchase Order Increases (Ward 5)**

## Recommendation

That the commitment with AECOM Canada Ltd., for engineering consulting services for detailed design and construction administration for the Torbram Road Grade Separations Project be increased from \$6,300,000 to \$7,520,000 and that the Purchasing Agent be authorized to revise the contract upset limit.

## Report Highlights

- The City of Mississauga currently has a contract with AECOM Canada Ltd. for engineering services for the Torbram Road Grade Separations Project.
- In October 2014, the contract for the construction of the Torbram Road Grade Separations Project was awarded to Dufferin Construction Company, a division of CRH Canada Group Inc. (formerly known as Dufferin Construction Company, a division of Holcim Canada Inc.) to be referred to as Dufferin.
- Due to the complex nature of this project, a number of major challenges during construction resulted in significant delays.
- In March 2017, Council approved an increase of \$1.8 million to the commitment with AECOM for extension of construction administration services to December 2018.
- AECOM has submitted an estimate of \$1.22 million to cover additional design revisions and construction administration services costs for a revised total of \$7.52 million to complete the project. This cost revision is largely due to providing design changes and sufficient contract administration services, inspection and support services to project completion to December 2019.

## Background

Torbram Road is a major four-lane urban collector road which has two major at-grade rail crossings; the first is Canadian National Railway (CNR) (Mileage 10.49 on the Halton Subdivision North Grade Separation) at the north city boundary with the City of Brampton; and the second with Metrolinx (Mileage 16.17 on the Weston Subdivision South Grade Separation) just south of Rena Road. Both crossings are currently three-track facilities.

An Environmental Study Report for the Torbram Road North and South Grade Separations was completed by Acres International in 2005. The report examined existing road and railway traffic volumes along with future growth and identified the locations to be grade separated to address safety and traffic concerns. Based on the results of the evaluation process, the road underpass alternative for both the north and south crossings was selected as the preferred alternative because it minimizes the impacts on the natural and socio-economic environments. A major objective of this project is to provide safe pedestrian and vehicular traffic movement on Torbram Road by eliminating the road/rail at-grade crossings.

This is a complex project with four major stakeholders including the City of Mississauga, City of Brampton, CNR and Metrolinx. The City of Mississauga is the proponent for this project and is working in conjunction with the City of Brampton as Torbram Road traverses both municipalities.

In January 2014, Council authorized the following:

- Agreement with the City of Mississauga, CNR and the City of Brampton for the construction and future maintenance of the Torbram Grade Separation at the CNR Halton Subdivision, Mileage 10.49;
- Agreement with the City of Mississauga, Metrolinx and CNR for the construction and future maintenance of the Torbram Grade Separation at Metrolinx Weston Subdivision, Mileage 16.17;
- Municipal Capital Road Project Agreement with the City of Mississauga and the City of Brampton for their construction of Torbram Road from Kimbel Street to the Ontario Hydro Corridor, including two road/rail grade separations and storm water pumping station; and
- Service Level Agreement with the City of Mississauga, City of Brampton and the Region of Peel for the Torbram Road reconstruction and storm water pumping station maintenance.

## Comments

AECOM was retained by the City of Mississauga in October 2006 to complete the engineering consulting services for the Torbram Road Grade Separations Project including detailed design, identification of property requirements, utility relocation, contract drawings, tender documents preparation and construction contract administration.

Construction for the Torbram Road Grade Separations started in October 2014. Due to the complex nature of this project, a number of major challenges experienced during construction resulted in significant delays. AECOM has incurred additional expenses largely due to extensions of construction time as a result from delays incurred outside of the City's and AECOM's control. Some of the major causes of delay included:

- a) Design and Construction changes to meet the new Metrolinx standards:
  - Increased ballast thickness on the bridge and outside the bridge;
  - New waterproofing system and expansion joint details;
  - Improvements to the track bed outside the bridge; construction limit directed by Metrolinx;
  - Metrolinx decision to upgrade the South Service Track to the South Main Track.

The change in Metrolinx Standards required a complete new track design (plan, profile and details) and construction of new track bed for all tracks that was carried out in stages prior to the reinstatement of Metrolinx final track alignment onto the newly constructed bridge structure. Standards changes also resulted in new bridge deck waterproofing, introduction of ballast mats; deck drains and expansion joint cover plates (which also required 3-4 months of lead time for material fabrication and delivery). All the above extra work substantially extended the duration of construction.

- b) Utility relocation activities by a third party (Bell Canada) took longer than originally planned resulting in significant delays to the project schedule.
- c) Extensive time to perform the utility locates and works in the vicinity of high pressure gas pipelines in compliance with Enbridge Safety requirements.

AECOM has submitted an estimate of \$1.22 million to cover additional design revisions and construction administration services costs for a revised total of \$7.52 million to complete the project. This cost revision is largely due to providing sufficient contract administration services, inspection and support services for an additional 50 weeks to project completion to December 2019.

## Financial Impact

The cost for engineering consulting services of this project has increased from \$6.3 million to \$7.52 million – an increase of \$1.22 million. After \$0.44 million of additional recoveries, the financial impact to the City will be \$0.78 million.

## Conclusion

In October 2014, the City awarded the construction of Torbram Road Grade Separations Project to Dufferin. Due to the complexity of this project, significant delays have been encountered and additional funding for the City's consultant AECOM is required to complete the project.

General Committee

2019/01/23

4

Originators files: 06-104

AECOM is providing design and construction administration services, submitted a revised total cost of \$7.52 million from \$6.3 million an increase of \$1.22 million to complete this project. The additional costs are largely due to providing contract administration to cover the extension of time duration for construction activities that are outside of AECOM's control. This report seeks approval to increase the contract upset limit with AECOM in the amount of \$1.22 million to cover the contract administration services to project completion December 2019.



---

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

Prepared by: Kenneth Truong, Capital Project Manager

# City of Mississauga

## Corporate Report



Date: 2019/01/31

To: Chair and Members of General Committee

From: Gary Kent, CPA, CGA, ICD.D,  
Commissioner of Corporate Services and Chief  
Financial Officer

Originator's files:

Meeting date:  
2019/02/13

## Subject

**Province of Ontario- Dedicated Gas Tax Funds for Public Transportation (2018/2019)**

## Recommendation

That a by-law be enacted to authorize the Mayor and the Commissioner of Corporate Services and Chief Financial Officer to execute, on behalf of The Corporation of the City of Mississauga, the letter of agreement with Her Majesty the Queen in right of the Province of Ontario, represented by the Minister of Transportation for the Province of Ontario, under the Dedicated Gas Tax Funds for Public Transportation Program (2018/2019), which agreement is attached as Appendix 1 to the corporate report dated January 31, 2019 from the Commissioner of Corporate Services and Chief Financial Officer

## Background

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

## Comments

Provincially, total available funding for the year is based on a sharing formula of \$0.02 per litre. The Ministry has agreed to provide funding to the City of Mississauga to a maximum amount up to \$18,745,558. This is \$674,224 more than identified in last year's agreement. The program allocation formula remains unchanged and is based on 70% ridership and 30% population. These figures are updated annually.

2018/2019 Provincial gas tax funding may only be used for operating and capital expenditures for transit services, unchanged from the previous year's program. The City of Mississauga's 2018/19 annual allocation of \$18.7 million will be deposited into the Provincial Gas Tax Reserve Fund. MiWay's 2019 operating budget includes an allocation of approximately \$17.0 million from the Provincial Gas Tax Reserve Fund to cover the costs of service expansion and improvements.

General Committee	2019/01/31	2
-------------------	------------	---

---

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

## Financial Impact

Total provincial gas tax funding from the province for 2018/2019 will be \$18,745,558. The Ministry of Transportation will process a payment for \$14,059,169 (75%) when they receive the authorizing municipal by-law and signed agreement. The remaining \$4,686,389 (25%) will be paid at a later date.


## Conclusion

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

Although the province has indicated that provincial gas tax funding will be increasing beginning in 2019/2020, as identified in the Ministry of Transportation's formal communication on January 27, 2017, no further announcements have been made to date.

## Attachments

Appendix 1: Letter of Agreement




---

Gary Kent, CPA, CGA, ICD.D, Commissioner of Corporate Services and Chief Financial Officer

Prepared by: Carolyn Paton, Manager Strategic Financial Initiatives

Ministry of  
Transportation

Ministère des  
Transports

Office of the Minister

Bureau du ministre

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

Edifice Ferguson, 3<sup>e</sup> étage  
77, rue Wellesley Ouest  
Toronto ON M7A 1Z8  
416 327-9200  
www.ontario.ca/transports



JAN 22 2019

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

Dear Mayor Crombie:

**RE: Dedicated Gas Tax Funds for Public Transportation Program**

This Letter of Agreement between the **City of Mississauga** (the "Municipality") and Her Majesty the Queen in right of the Province of Ontario, as represented by the Minister of Transportation for the Province of Ontario, (the "Ministry"), sets out the terms and conditions for the provision and use of dedicated gas tax funds under the Dedicated Gas Tax Funds for Public Transportation Program (the "Program"). Under the Program, the Province of Ontario provides two cents out of the provincial gas tax to municipalities to improve Ontario's transportation network and support economic development in communities for public transportation expenditures.

The Ministry intends to provide dedicated gas tax funds to the Municipality in accordance with the terms and conditions set out in this Letter of Agreement and the enclosed Dedicated Gas Tax Funds for Public Transportation Program 2018/19 Guidelines and Requirements (the "guidelines and requirements").

In consideration of the mutual covenants and agreements contained in this Letter of Agreement and the guidelines and requirements, which the Municipality has reviewed and understands and are hereby incorporated by reference, and other good and valuable consideration, the receipt and sufficiency of which are expressly acknowledged, the Ministry and the Municipality agree as follows:

107. To support local public transportation services in the Municipality, the Ministry agrees to provide funding to the Municipality under the Program to a maximum amount of up to **\$18,745,558** ("the "Maximum Funds") in accordance with, and subject to, the terms set out in this Letter of Agreement and, for greater clarity, the guidelines and requirements.

-2-

108. Subject to Section 1, the Ministry will, upon receipt of a fully signed copy of this Letter of Agreement and a certified copy of the authorizing municipal by-law(s) and, if applicable, resolution(s) for the Municipality to enter into this Letter of Agreement, provide the Municipality with **\$14,059,169**; and any remaining payment(s) will be provided thereafter.
3. If another municipality authorizes the Municipality to provide local public transportation services on its behalf and authorizes the Municipality to request and receive dedicated gas tax funds for those services also on its behalf, the Municipality will in the by-law(s) and, if applicable, resolution(s) described in section 2 confirm that the Municipality has the authority to provide those services and request and receive those funds.
4. The Municipality agrees that any amount payable under this Letter of Agreement may be subject, at the Ministry's sole discretion, to any other adjustments as set out in the guidelines and requirements.
5. The Municipality will deposit the funds received under this Letter of Agreement in a dedicated gas tax funds reserve account, and use such funds and any related interest only in accordance with the guidelines and requirements.
6. The Municipality will adhere to the reporting and accountability measures set out in the guidelines and requirements, and will provide all requested documents to the Ministry.
7. The Municipality agrees that the funding provided to the Municipality pursuant to this Letter of Agreement represents the full extent of the financial contribution from the Ministry and the Province of Ontario under the Program for the 2018/19 Program year.
8. The Ministry may terminate this Letter of Agreement at any time, without liability, penalty or costs upon giving at least thirty (30) days written notice to the Municipality. If the Ministry terminates this Letter of Agreement, the Ministry may take one or more of the following actions: (a) cancel all further payments of dedicated gas tax funds; (b) demand the payment of any dedicated gas tax funds remaining in the possession or under the control of the Municipality; and (c) determine the reasonable costs for the Municipality to terminate any binding agreement(s) for the acquisition of eligible public transportation services acquired, or to be acquired, with dedicated gas tax funds provided under this Letter of Agreement, and do either or both of the following: (i) permit the Municipality to offset such costs against the amount the Municipality owes pursuant to paragraph 8(b); and (ii) subject to section 1, provide the Municipality with funding to cover, in whole or in part, such costs. The funding may be provided only if there is an appropriation for this purpose, and in no event will the funding result in the Maximum Funding exceeding the amount specified under Section 1.



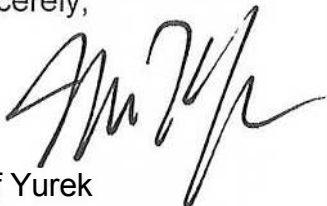
-3-

9. Any provisions which by their nature are intended to survive the termination or expiration of this Letter of Agreement including, without limitation, those related to disposition, accountability, records, audit, inspection, reporting, communication, liability, indemnity, and rights and remedies will survive its termination or expiration.
10. This Letter of Agreement may only be amended by a written agreement duly executed by the Ministry and the Municipality.
11. The Municipality agrees that it will not assign any of its rights or obligations, or both, under this Letter of Agreement.
12. The invalidity or unenforceability of any provision of this Letter of Agreement will not affect the validity or enforceability of any other provision of this Letter of Agreement. Any invalid or unenforceable provision will be deemed to be severed.
13. The term of this Letter of Agreement will commence on the date of the last signature of this Letter of Agreement.
14. The Municipality hereby consents to the execution by the Ministry of this Letter of Agreement by means of an electronic signature.

If the Municipality is satisfied with and accepts the terms and conditions of this Letter of Agreement, please print it, secure the required signatures for it, and then return a fully signed copy, in pdf format, to the following email account:

[MTO-PGT@ontario.ca](mailto:MTO-PGT@ontario.ca)

Sincerely,



Jeff Yurek  
Minister of Transportation

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

### **Municipality**

Per: \_\_\_\_\_  
Mayor

Date: \_\_\_\_\_

Per: \_\_\_\_\_  
Chief Financial Officer/Treasurer

Date: \_\_\_\_\_



# City of Mississauga

## Corporate Report



Date: 2019/01/23

To: Chair and Members of General Committee

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

Originator's files:

Meeting date:  
2019/02/13

## Subject

**2018 Obsolete Policies and Procedures**

## Recommendation

That the following Corporate Policy and Procedure be declared obsolete and rescinded from the Corporate Policy and Procedure Manual

- 05-01-06 – Refreshment Cycle and Cart Vendors in City Parks

## Report Highlights

- Corporate Policies and Procedures are reviewed on a three year cycle
- Staff responsible for reviewing policies may determine that the policy is no longer required and request that it be rescinded
- A rationale for declaring a policy obsolete is included for each policy

## Background

An annual review is undertaken of all Corporate Policies and Procedures on a three (3) year cycle to ensure that the City's policies remain current.

## Comments

The policy that is being recommended for obsolescence has been identified by departmental staff as no longer being required. A rationale for rescinding the policy is provided below.

05-01-06 – Refreshment Cycle and Cart Vendors in City Parks:

The policy briefly outlines the licence application process and the expectation of vendors, as well as location restrictions.

General Committee	2019/01/23	2
-------------------	------------	---

Originators files: File names

The Vendors By-Law – 522-04, revised in 2015 and 2017, now includes this information, as well as detailed information on licensing requirements (e.g. insurance); the role of the Licensing Section (administration/application process; submission of the application to the Licensing section); inspection of the refreshment cycle or cart; designated locations; and the issuance and terms of the licence, including renewal.

It is therefore recommended that Policy 05-01-06 be rescinded, as it is no longer required. Agreement to request that the policy be rescinded has been received from the Manager, Mobile Licensing, Transportation and Works Department.

## Strategic Plan

N/A

## Financial Impact

There are no financial impacts resulting from the Recommendations in this report

## Conclusion

For the reasons outlined in this report, the Refreshment Cycle and Cart Vendors in City Parks policy, attached as Appendix 1, should be declared obsolete and removed from the Corporate Policies and Procedures manual.

## Attachments

Appendix 1: Corporate Policy 05-01-06 - Refreshment Cycle and Cart Vendors in City Parks




---

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

Prepared by: Pam Shanks, Corporate Policy Analyst

City of Mississauga

# Corporate Policy & Procedure

**Policy Title: Refreshment Cycle and Cart Vendors in City Parks****Policy Number: 05-01-06**

Section:	<b>Property and Facilities</b>	Subsection:	<b>Use of Public Property</b>
Effective Date:	<b>April 19, 1989</b>	Last Review Date:	<b>April 2000</b>
Approved by: <b>Council</b>	Owner Division/Contact: <b>Vehicle Licensing, Enforcement Corporate Services Department</b>		

## Policy Statement

Refreshment cycle and cart vendors may be admitted to City of Mississauga parks on a controlled, temporary basis when other food services are not provided by the municipality or any of its affiliated groups.

## Licensing and Applications

All refreshment cycle and cart vendors must have a current City of Mississauga pushcart vendor's licence. Licences are issued annually by Vehicle Licensing, Enforcement Division, and Corporate Services Department. A copy of a general liability insurance certificate in the amount of \$100,000.00 and a picture of the cycle or food cart must be submitted with the application.

Application and location requests are treated on a first come, first served basis. However, Mississauga residents and those vendors providing a high level of service in the previous year will be given priority.

Recreation, Community Services Department reviews all applications to ensure that there are no other refreshment services provided by the City or any of its affiliated groups.

All new vendors must supply proof of their past refreshment cycle and cart vending experience.

## Agreement

All refreshment cycle and cart vendors must complete a "Refreshment Cycle and Cart Vendor Information Sheet" which identifies specific park locations, the hours of operation and the type of refreshments to be provided.

In addition, the vendor must agree to the following:

- That a valid and current refreshment vehicle licence will be maintained and adhered to
- That the food served will meet or exceed all provincial health guidelines

Policy Number: 05-01-06	Effective Date: April 19, 1989	
Policy Title: Refreshment Cycle and Cart Vendors in City Parks	Last Review Date: April 2000	2 of 2

- That litter and garbage will be cleared from the area throughout each day and at the end of each business day
- That the refreshment cycle or food cart will be kept in a clean and appealing condition and
- That all patrons using the park will be treated in a professional and courteous manner at all times

Failure to comply with any of the terms of the agreement may result in the immediate revocation of the vendor's privileges in the park and the potential loss of the licence.

## Locations

No vendor shall have exclusive rights in a park location. The number of vendors permitted in park locations is reviewed on a case by case basis by Recreation and Parks and Vehicle Licensing staff. Decisions are based on the following criteria:

- Size of park
- Volume of patronage
- Location, and
- Market conditions

## Inspections

Inspections are carried out by Vehicle Licence Inspectors on a random basis throughout the season. Inspectors will verify that the vehicle is properly licensed and that the vendor is acting in compliance with all terms of the agreement.

## Revision History

Reference	Description
OW 149 89 1989 04 19	

**REPORT 1 - 2019**

To: CHAIR AND MEMBERS OF GENERAL COMMITTEE

The Towing Industry Advisory Committee presents its second report for 2019 and recommends:

TIAC-0001-2019

That the Towing Industry Advisory Committee Action List be received for information.

(TIAC-0001-2019)

**REPORT 1 - 2019**

To: CHAIR AND MEMBERS OF GENERAL COMMITTEE

The Road Safety Committee presents its first report for 2019 and recommends:

RSC-0001-2019

That the deputation by Michelle Berquist, Project Leader, Transportation regarding the Draft Transportation Master Plan Overview be received.

(RSC-0001-2019)

RSC-0002-2019

That the Road Safety Terms of Reference be amended to include three (3) councillors on Road Safety Committee.

(RSC-0002-2019)

RSC-0003-2019

That the PowerPoint presentation by Leonard Verwey, Citizen Member, Mississauga Cycling Advisory Committee representative, regarding cycling issues be received.

(RSC-0003-2019)

RSC-0004-2019

That the letters dated December 11, 2018, August 1, 2018, July 5, 2018 and July 16, 2018 from Donald Scott, Resident, Ward 7, be received.

(RSC-0004-2019)

RSC-0005-2019

That the August 2018 to December 2018 Roadwatch Statistics be received.

(RSC-0005-2019)

RSC-0006-2019

That the funds in the amount of up to \$300.00 from the 2019 Council Committee budget be allocated to purchase nine Walkable City Rules: 101 Steps to Making Better Place, paperback books for Road Safety Committee citizen members.

(RSC-0006-2019)



## **REPORT 2 - 2019**

To: CHAIR AND MEMBERS OF GENERAL COMMITTEE

The Heritage Advisory Committee presents its second report for 2019 and recommends:

HAC-0011-2019

That the property at 70 Queen Street South, 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.

(Ward 11)

(HAC-0011-2019)

HAC-0012-2019

That the request to alter the property at 31 Lakeshore Road East and the concept sign plan (Appendix 1), be approved with the terms and conditions set out below, as per the Corporate Report from the Commissioner of Community Services dated January 15, 2018.

(Ward 1)

(HAC-0012-2019)

HAC-0013-2019

That the properties at 32 and 34 Queen Street South, which are listed on the City's Heritage Register, are not worthy of heritage designation, and consequently, that the owner's request to demolish proceed through the applicable process, as per the Corporate Report from the Commissioner of Community Services dated January 15, 2018.

(Ward 11)

(HAC-0013-2019)

HAC-0014-2019

That the property at 24 Ann Street, 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, as per the Corporate Report from the Commissioner of Community Services dated January 15, 2018.

(Ward 1)

(HAC-0014-2019)

HAC-0015-2019

That the Corporate Report dated January 15, 2019 from the Commissioner of Community Services, entitled "Heritage Planning 2018 Year in Review," be received for information.

(HAC-0015-2019)

HAC-0016-2019

That the verbal update and supporting documents from Councillor Parrish, with respect to Malton's Avro Arrow Replica Project, be received for information.

(Ward 5)

(HAC-0016-2019)

**REPORT 2 - 2019**

To: CHAIR AND MEMBERS OF GENERAL COMMITTEE

The Mississauga Cycling Advisory Committee presents its second report for 2019 and recommends:

MCAC-0010-2019

That the deputation by Michelle Berquist, Project Leader Transportation regarding the Transportation Master Plan be received.

(MCAC-0010-2019)

MCAC-0011-2019

That the deputation by Katherine Jim, Project Manager, WSP Canada and James Schofield, Active Transportation Planner, WSP Canada regarding the Collegeway Protected Bicycle Lanes Project Update be received.

(MCAC-0011-2019)

MCAC-0012-2019

That the memorandum dated February 5, 2019 from Matthew Sweet, Manager, Active Transportation entitled Proposed 5 Year Cycling Implementation Plan be referred to the Network and Technical Subcommittee or to a working group of members of the Mississauga Cycling Advisory Committee.

(MCAC-0012-2019)

MCAC-0013-2019

That the memorandum dated February 5, 2019 entitled Winston Churchill Boulevard Multi-use Trail Barrier Options from Matthew Sweet, Manager, Active Transportation be received.

(MCAC-0013-2019)

MCAC-0014-2019

That the memorandum dated December 17, 2018 entitled 2018 Bike Challenge Review from Mattea Turco, Active Transportation Coordinator be deferred to a future Mississauga Cycling Advisory Committee meeting.

(MCAC-0014-2019)

MCAC-0015-2019

That the memorandum dated December 17, 2018 from Mattéa Turco, Active Transportation Coordinator entitled 2018 Community Rides Review be deferred to a future Mississauga Cycling Advisory Committee meeting.

(MCAC-0015-2019)