



# AGENDA

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SESSION 8

THE COUNCIL OF

THE CORPORATION OF THE CITY OF MISSISSAUGA  
([www.mississauga.ca](http://www.mississauga.ca))

WEDNESDAY, May 9, 2012 – 9:00 A.M.

COUNCIL CHAMBER  
300 CITY CENTRE DRIVE  
MISSISSAUGA, ONTARIO L5B 3C1

Contact: Carmela Radice, Legislative Coordinator, Office of the City Clerk  
Telephone: 905-615-3200, ext. 5426; [carmela.radice@mississauga.ca](mailto:carmela.radice@mississauga.ca)

**Note: Council will recess for lunch between 12 noon and 1:00 p.m.**

**1. CALL TO ORDER**

**2. DISCLOSURES OF DIRECT OR INDIRECT PECUNIARY INTEREST**

**3. MINUTES OF PREVIOUS COUNCIL MEETINGS**

(a) April 25, 2012

**4. APPROVAL OF AGENDA**

**5. PRESENTATIONS**

(a) Phil Green Award

Jeff Wachman, Chair of Mississauga Cycling Advisory Committee will present the Phil Green Award to George Douxenis. The Award honours citizens who demonstrate exemplary efforts of promoting or furthering cycling or other forms of sustainable transportation in the City of Mississauga.

(b) Bicycle Friendly Community Award

Eleanor McMahon, Chief Executive Officer and founder of Share the Road Cycling Coalition will present the Bicycle Friendly Community Award, Bronze designation to the City of Mississauga.

**6. DEPUTATIONS**

(a) Tax Adjustments

There may be persons in attendance who wish to address Council re: Tax Adjustments pursuant to Sections 357 and 358 of the *Municipal Act* and for Apportionment of Taxes.

Corporate Report R-1/R-2

(b) Carassauga

Heather Grand, Chair of Carassauga will present to Council this year's event programming.

(c) Healthy Built Environments in the Region of Peel

Dr. David Mowat, Medical Officer of Health, Region of Peel will present to Council the highlighted issues of Public Health along with an explanation of Public Health's and the City's recent work and accomplishments in the field of healthy built environments.

(d) Region of Peel Active Transportation Study

Norma Moores, Senior Transportation Engineer, IBI Group will update Council on the Peel Active Transportation Plan and the recommendations in Mississauga.

(e) Streetscape Garden Contest

Maureen Ricker, Chair of the Streetscape Action Team will be presenting to Council Streetscape's Garden Contest.

(f) Widening of Bristol Road West

Barbara Carcary and Luis Soares Ward 6 residents will be presenting to Council their opposition and safety issues on the widening of Bristol Road West.

Petition P-1

**7. PUBLIC QUESTION PERIOD – 15 Minute Limit**

(In accordance with Section 36 of the City of Mississauga Procedure By-law 0412-2003, as amended, Council may grant permission to a person who is present at Council and wishes to address Council on a matter on the Agenda. Persons addressing Council with a question should limit preamble to a maximum of two statements sufficient to establish the context for the question. Leave must be granted by Council to deal with any matter not on the Agenda.)

**8. CORPORATE REPORTS**

R-1 Report dated April 19, 2012 from the Commissioner of Corporate Services & Treasurer re: **Tax Adjustments Pursuant to Sections 357 and 358 of the *Municipal Act*.**

Recommendation

That the tax adjustments outlined in Appendix 1 attached to the report dated April 19, 2012 from the Commissioner of Corporate Services & Treasurer for applications for cancellation or refund of taxes pursuant to Sections 357 & 358 of the *Municipal Act*, be adopted.

Motion

- R-2 Report dated April 19, 2012 from the Commissioner of Corporate Services & Treasurer re: **Apportionment of Taxes.**

Recommendation

That the recommended apportionment of taxes and payments set out in Appendix 1 of the report dated April 19, 2012 from the Commissioner of Corporate Services & Treasurer be approved.

Motion

- R-3 Report dated April 18, 2012 from the Commissioner of Transportation and Works re: **Peel Region Active Transportation Plan and Implementation Strategy – Comments from City Staff.**

Recommendation

That Council endorse the Peel Region Active Transportation Plan and Implementation Strategy as outlined in the report dated April 18, 2012 to Council from the Commissioner of Transportation and Works.

Motion**9. COMMITTEE REPORTS**

- (a) General Committee Report 9-2012 dated May 2, 2012.

Motion**10. UNFINISHED BUSINESS**

**11. PETITIONS**

- P-1 Petition received at the Office of the City Clerk on April 24, 2012, containing 32 signatures opposing the widening of Bristol Road West. (Ward 6)

Deputation (f)

Receive and refer to Transportation and Works

**12. CORRESPONDENCE**

- (a) Information Items: I-1-I-4

- (b) Direction Item

- D-1 Memorandum dated April 30, 2012, from the City Clerk clarifying an error in the approved minutes of March 7, 2012 which should be corrected.

Direction Required

- D-2 Memorandum dated May 1, 2012, from the City Clerk requesting that a change be made in the approved minutes of April 11, 2012.

Direction Required**13. MOTIONS**

- (a) To approve recommendations from the following Committee Reports:
- (i) Recommendations GC-0312-2012 to GC-0367-2012 inclusive contained in the General Committee Report 9-2012 dated May 2, 2012.
- (b) To close to the public a portion of the Council meeting to be held on May 23, 2012, pursuant to Section 239 (3.1) of *The Municipal Act* for an Educational Session (Federal and Provincial relations).
- (c) To close to the public a portion of the Council meeting to be held on May 9, 2012, to deal with various matters. (See Item 18 Closed Session).

- (d) To adopt the tax adjustments outlined in Appendix 1 attached to the report dated April 19, 2012 from the Commissioner of Corporate Services & Treasurer for applications for cancellation or refund of taxes pursuant to Sections 357 & 358 of the *Municipal Act*.

Corporate Report R-1

- (e) To approve the recommended apportionment of taxes and payments set out in Appendix 1 of the report dated April 19, 2012 from the Commissioner of Corporate Services & Treasurer.

Corporate Report R-2

- (f) To endorse the Peel Region Active Transportation Plan and Implementation Strategy as outlined in the report dated April 18, 2012 to Council from the Commissioner of Transportation and Works.

Corporate Report R-3

- (g) To express sincere condolences to Joan Shallow who passed away.

**14. BY-LAWS**

B-1 A by-law to establish certain lands as part of the municipal highway system for Registered Plan 43R-24553 (in the vicinity of Ninth Line and Eglinton Avenue West ). (Ward 8)

B-2 A by-law to authorize the Commissioner of Community Services and the City Clerk to execute the Britannia Golf Course Phase II –Operation and Maintenance Amending Agreement with the Region of Peel to address changes to the cost sharing component and a shortfall in the funding of capital maintenance and capital equipment replacement. (Ward 6)

GC-0311-2012/April 18, 2012

B-3 A by-law to establish certain lands as part of the municipal highway system for Registered Plan 43R-17189 (in the vicinity of Hurontario and Derry Road East) (Ward 5)

B-4 A by-law to amend By-law 0344-1988 being a By-law to exempt certain lands from Part-Lot Control Part of Block 10 Plan 43M-832 as Parts 2 and 4 on Plan 43R-33076 Owner: Matheson Cancross Inc. and Applicant: Cummings, Cooper, Schusheim, Berliner LLP. (Ward 5)

- B-5 A by-law authorizing the execution of a Multi-Year Operating Funding Agreement between The Corporation of the City of Mississauga (the "City") and Safe City Mississauga ("Safe City")

GC-0607-2011/October 5, 2011

- B-6 A by-law to appoint a deputy Clerk for The Corporation of the City of Mississauga and repeal By-law 0061-2009.

- B-7 A by-law to transfer sums from the 2009 Special Project Capital Reserve Fund (Account 35574) to the Streetsville Main Street Square – Cenotaph Relocation Project (PN12-331) (Ward 11)

GC-0314-2012/May 2, 2012

- B-8 A by-law to transfer funds from the Parkland Dedication Reserve Fund (Account 32121) to the Parkland Over-Dedication Compensation project (PN12-330) and to authorize the withdrawal therefrom. (Ward 10)

GC-0319-2012/May 2, 2012

- B-9 A by-law to delegate authority to the Treasurer to authorize the temporary borrowing of monies in any given year until taxes and other revenues are collected and to repeal By-law 0052-2003.

GC-0320-2012/May 2, 2012

- B-10 A by-law to transfer funds between various Reserve Funds and certain capital projects approved in prior Capital Budgets.

GC-0321-2012/May 2, 2012

- B-11 A by-law to authorize the execution of a Sublease Agreement between The Corporation of the City of Mississauga as Sublandlord and Mississauga Parent-Child Resource Centre as Subtenant to sublease certain premises comprising part of the Meadowvale Town Centre located at 6677 Meadowvale Town Centre Circle. (Ward 9)

GC-0324-2012/May 2, 2012

- B-12 A by-law to authorize the execution of an Assumption Agreement between Fernbrook Homes (Burnhamthorpe) Limited, Peel Standard Condominium Corporation No. 930 and The Corporation of the City of Mississauga 60 Absolute Avenue (HOZ 04/003 W4) (Ward 4)

By-law 0355-2004/August 11, 2004

- B-13 A by-law to authorize the execution of an Lease Amendment Agreement in regard to Office Space at 201 City Centre Drive, Mississauga (Ward 4)

GC-0165-2012/March 21, 2012

15. **OTHER BUSINESS**

16. **INQUIRIES**

17. **NOTICE OF MOTION**

- (a) To direct Transportation and Works department to prepare a Corporate Report outlining a method for refreshment vehicles to operate on private property in the summer of 2012.

18. **CLOSED SESSION**

- (a) Pursuant to the *Municipal Act*, Section 239. (2)
- (i) Litigation or potential litigation, including matters before administrative tribunals, affecting the municipality or local board re:  
**Mississauga BRT Project Settlement Agreement**

19. **CONFIRMATORY BY-LAW**

A by-law to confirm the proceedings of the Council of The Corporation of the City of Mississauga at its meeting held on May 9, 2012.

20. **ADJOURNMENT**





# Corporate Report

Clerk's Files

Originator's Files

**COUNCIL AGENDA**  
MAY 09 2012

**DATE:** April 19, 2012

**TO:** Mayor and Members of Council  
Meeting Date: May 9, 2012

**FROM:** Brenda R. Breault, CMA, MBA  
Commissioner of Corporate Services & Treasurer

**SUBJECT:** **Tax Adjustments Pursuant to Sections 357 and 358**

**RECOMMENDATION:** That the tax adjustments outlined in Appendix 1 attached to the report dated April 19, 2012 from the Commissioner of Corporate Services & Treasurer for applications for cancellation or refund of taxes pursuant to Sections 357 & 358 of the *Municipal Act*, be adopted.

**BACKGROUND:** Sections 357 & 358 of the *Municipal Act*, 2001, S.O. 2001, c.25 allow a property owner or the Treasurer to make application for the cancellation, reduction or refund of taxes for a number of specific reasons. Taxes may be adjusted when a building has been demolished or razed by fire or if a property has become exempt, changed class or has been overcharged by reason of gross or manifest error.

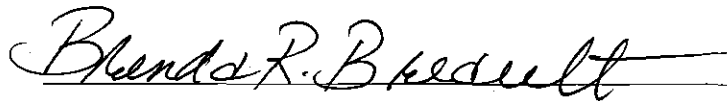
**COMMENTS:** A total of 32 applications for tax adjustments have been prepared for Council's consideration on Wednesday, May 9, 2012.

The total cancellation or refund of taxes as recommended is \$83,986.26. Appendix 1 outlines the tax cancellations being recommended by property and summarizes by appeal reason the number of applications and tax dollars recommended for reduction.

**FINANCIAL IMPACT:** The City's portion of the cancellations resulting from the Section 357 and 358 tax adjustments is \$14,414.19.

**CONCLUSION:** Tax appeals for 2009, 2010 & 2011 taxation years are listed in Appendix 1. The *Municipal Act* requires Council to approve the tax adjustments.

**ATTACHMENTS:** Appendix 1: Tax Appeals Pursuant to the *Municipal Act* For Hearing On May 9, 2012.



Brenda R. Breault, CMA, MBA  
Commissioner of Corporate Services & Treasurer

*Prepared By: Connie Mesih, Manager, Revenue and Taxation*

**Tax Appeals Pursuant to the Municipal Act      Appendix 1**  
**For Hearing On May 9, 2012**

Corporate Services

Apr 19, 2012 10:50

Appeal No	Roll No	Owner	Location	Reason for Appeal	Tax Adjustment Totals
<b>Section 357 : 2011</b>					
8110	05-01-0-009-15300-0000	BRIAN DA FONSECA IN TRUST	1290 LAKEBREEZE DR	Demolished/razed-fire	0.00
8132	05-01-0-012-20200-0000	RIZZO FRANCESCO	1359 WILSON AVE	Demolished/razed-fire	-255.16
8116	05-01-0-015-05100-0000	HOOOSHLEY ROBERT LORNE	1185 VESTA DR	Demolished/razed-fire	-765.08
8103	05-01-0-200-17574-0000	BOULT JESSIE LOUISE	75 KING ST E 711	gross/manifest error	0.00
8043	05-02-0-021-11600-0000	1420058 ONTARIO LIMITED	890 MEADOW WOOD RD	Became exempt	-389.25
8118	05-02-0-024-03800-0000	ONTARIO RACQUET SPORT	884 SOUTHDOWN RD	Demolished/razed-unusable	-3,519.65
8016	05-02-0-025-13300-0000	SHALAKEWYCH BOHDAN	1267 MISSISSAUGA RD	Became exempt	0.00
8107	05-02-0-030-02800-0000	ORLOVIC ZARKO	1417 BIRCHVIEW DR	Unusable minimum 3 monthis	-123.63
8127	05-02-0-030-18705-0000	GRAY ALAN	1489 ROYAL OAKS RD	gross/manifest error	-779.71
8120	05-04-0-083-43102-0000	CZOBIT LEWIS	3038 HAINES RD 41	gross/manifest error	-144.40
8124	05-04-0-098-01985-0000	LAUREL LYNN INVESTMENTS LT	2525 MEADOWVALE BLVD	gross/manifest error	-16,998.44
8122	05-04-0-116-21944-0000	LU WASHAN	5484 TOMKEN RD 25	gross/manifest error	-226.18
8117	05-04-0-116-31467-0000	THE CHURCH OF GOD OF	6780 PACIFIC CIR 2	Became exempt	-5,086.49
8106	05-05-0-113-16327-0000	LAN AIRLINES S A	0 AIRPORT RD	Became exempt	-1,288.07
8140	05-05-0-115-11000-0000	SREIT (MALTON) LTD	2703 SLOUGH ST	Class change	-4,337.85
8131	05-05-0-115-13501-0000	LAMENZA INVESTMENTS CORP	2535 DREW RD	Class change	-1,275.32
8123	05-05-0-115-35200-0000	LAUREL LYNN INVESTMENTS LT	2150 A DREW RD	Class change	-5,985.94
8112	05-06-0-128-10100-0000	NOWEK JAN	2597 WHALEY DR	gross/manifest error	-611.10
8075	05-06-0-155-04800-0000	DUPROP INVESTMENTS LIMITED	2450 DUNWIN DR	gross/manifest error	-7,312.53
8053	05-07-0-156-03900-0000	1502583 ONTARIO INC	1417 LAKESHORE RD E	Became exempt	0.00
8093	05-07-0-164-08300-0000	MATTEO ANTHONY	1039 EASTMOUNT AVE	gross/manifest error	-27.71
8038	05-11-0-002-10400-0000	EDILOU HOLDINGS INC	29 ALPHA MILLS RD	Became exempt	-14.22
8128	05-13-0-008-12000-0000	CARVALHO BEN	116 VISTA BLVD	Unusable minimum 3 months	-200.80
8115	05-15-0-070-10243-0000	DANIELS LR CORPORATION	0 ERIN CENTRE BLVD	gross/manifest error	-220.87
Total					-49,562.40
<b>Section Total</b>					<b>-49,562.40</b>

R-1106

**Tax Appeals Pursuant to the Municipal Act      Appendix 1**  
**For Hearing On May 9, 2012**

R-167

Corporate Services

Apr 19, 2012 10:50

**Section 358 : 2009**

7976	05-05-0-117-14220-0000	FAIZAN-E-MADINA CANADA	1060 BRITANNIA RD E 20	gross/manifest error	-5,597.38
8073	05-06-0-155-04800-0000	DUPROP INVESTMENTS LIMITED	2450 DUNWIN DR	gross/manifest error	-11,646.59
<b>Total</b>					<b>-17,243.97</b>

**Section 358 : 2010**

8126	05-02-0-030-18705-0000	GRAY ALAN	1489 ROYAL OAKS RD	gross/manifest error	-530.34
8172	05-04-0-083-43102-0000	CZOBIT LEWIS	3038 HAINES RD 41	gross/manifest error	-98.21
8121	05-04-0-116-21944-0000	LU WASHAN	5484 TOMKEN RD 25	gross/manifest error	-166.12
7977	05-05-0-117-14220-0000	FAIZAN-E-MADINA CANADA	1060 BRITANNIA RD E 20	gross/manifest error	-5,782.12
8111	05-06-0-128-10200-0000	CHEN JIA JIAN	2607 WHALEY DR	gross/manifest error	-1,237.06
8074	05-06-0-155-04800-0000	DUPROP INVESTMENTS LIMITED	2450 DUNWIN DR	gross/manifest error	-9,366.04
<b>Total</b>					<b>-17,179.89</b>
<b>Section Total</b>					<b>-34,423.86</b>

**Tax Appeals Pursuant to the Municipal Act    Appendix 1**  
**For Hearing On May 9, 2012**

Corporate Services

Apr 19, 2012 10:50

**Tax Adjustment Totals**

Section 357	2011	-49,562.40
Section 358	2009	-17,243.97
	2010	-17,179.89
	Grand Total	<hr/> -83,986.26

R-1(d)

**Tax Appeals Pursuant to the Municipal Act    Appendix 1**  
**For Hearing On May 9, 2012**

Corporate Services

Apr 19, 2012 10:50

**Summary of Tax Adjustment by Type**

Count	Description	Amount
6	Became exempt	- 6,778.03
3	Class change	- 11,599.11
3	Demolished/razed-fire	- 1,020.24
1	Demolished/razed-unusable	- 3,519.65
2	Unusable minimum 3 months	- 324.43
17	gross/manifest error	- 60,744.80
	Total	- 83,986.26



# Corporate Report

Clerk's Files

R-2

Originator's  
Files

FA.36

COUNCIL AGENDA

MAY 09 2012

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**DATE:** April 19, 2012

**TO:** Mayor and Members of Council  
Meeting Date: May 9, 2012

**FROM:** Brenda R. Breault, CMA, MBA  
Commissioner of Corporate Services & Treasurer

**SUBJECT:** **Apportionment of Taxes**

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**RECOMMENDATION:** That the recommended apportionment of taxes and payments set out in Appendix 1 of the report dated April 19, 2012 from the Commissioner of Corporate Services & Treasurer be approved.

**BACKGROUND:** Section 356 of the *Municipal Act* allows a local municipality to apportion taxes if land which was assessed in one block at the return of the assessment roll is subsequently divided into two or more parcels and to direct what proportion of any payment of taxes is to be applied to each of the parcels.

**COMMENTS:** The Municipal Property Assessment Corporation (MPAC) has advised of a number of properties that have been divided into parcels subsequent to the return of the assessment roll. Section 356 of the *Municipal Act* provides for taxes levied on the land to be apportioned to the newly created parcels. In addition, the municipality is to direct what proportion of any payment of taxes is to be applied to each of the parcels.

In accordance with section 356(1) of the *Municipal Act*, taxes levied on the land for the year in which the property is divided and any unpaid taxes for years prior to that year have been

proportionately apportioned to the newly created parcels based on the relative assessed value of the parcels as determined by MPAC. Supplementary taxes levied for the year in which the property was divided have been allocated to the parcel to which they pertain.

All payments applied to the property tax account being apportioned, from the year of the land division to date, must be allocated to the appropriate parcels. Payments have been allocated based on the parcel that payment was intended for or distributed proportionately among the parcels if the payment was intended for the entire block.

A Summary of Apportionment of Taxes listing newly created parcels and the recommended apportionment of taxes and payments is provided as Appendix 1.

Owners of the apportioned lands have been sent notification. Property owners have the right to appeal the decision of Council to the Assessment Review Board.

**FINANCIAL IMPACT:** Not applicable.

**CONCLUSION:** There are a number of properties that were assessed in one block at the return of the assessment roll and subsequently divided into parcels. The *Municipal Act* requires Council to approve the apportionment of taxes and allocation of payments subsequent to the division of property.

**ATTACHMENTS:** Appendix 1 - Summary of Apportionment of Taxes under the *Municipal Act* for hearing on May 9, 2012.



Brenda R. Breault, CMA, MBA  
Commissioner of Corporate Services & Treasurer

Prepared By: Connie Mesih, Manager, Revenue and Taxation



## Summary of Apportionment of Taxes under the Municipal Act For Hearing on May 9, 2012

Alison Ross  
(905)896-5000

Corporate Services Revenue

April 19, 2012 09:42

Apportionment No	Roll No	Location	Legal Dscr	Tax Year	Assessment	Recommended Apportionment of Taxes	Recommended Apportionment of Payments
8411	05-02-0-024-07002-0000	2029 LUSHES AVE	PLAN F21 PT LOT 5 RP	2011	45,402	437.05	
	05-02-0-024-07003-0000	2027 LUSHES AVE	43R32752 PT(s) 4 AND 8 PLAN F21 PT LOT 5 RP	2011	40,820	392.93	
	05-02-0-024-07004-0000	2025 LUSHES AVE	43R32752 PT(s) 3 AND 7 PLAN F21 PT LOT 5 RP	2011	40,820	392.93	
	05-02-0-024-07005-0000	2023 LUSHES AVE	43R32752 PT(s) 2 AND 6 PLAN F21 PT LOTS 4 AND 5	2011	45,818	441.05	
	05-02-0-024-07006-0000	2007 LUSHES AVE	RP 43R32752 PT(s) 1 AND 5 PLAN F21 PT LOT 14 RP	2011	38,321	368.88	
	05-02-0-024-07007-0000	2009 LUSHES AVE	43R32782 PT(s) 1 PLAN F21 PT LOT 14 RP	2011	34,468	331.79	
	05-02-0-024-07008-0000	2011 LUSHES AVE	43R32782 PT(s) 2 PLAN F21 PT LOT 14 RP	2011	44,985	433.04	
	05-02-0-024-07023-0000	2010 LAKESHORE RD W	43R32782 PT(s) 3 PLAN F21 PT LOT 14 RP	2011	39,674	381.91	
	05-02-0-024-07024-0000	2012 LAKESHORE RD W	43R32782 PT(s) 18 PLAN F21 PT LOT 14 RP	2011	33,114	318.76	
	05-02-0-024-07025-0000	2014 LAKESHORE RD W	43R32782 PT(s) 19 PLAN F21 PT LOT 14 RP	2011	32,906	316.76	
	05-02-0-024-07026-0000	2016 LAKESHORE RD W	43R32782 PT(s) 20 PLAN F21 PT LOTS 3 AND	2011	36,759	353.84	
	05-02-0-024-07027-0000	2020 LAKESHORE RD W	14 RP 43R32782 PT(s) 21 PLAN F21 PT LOT 3 RP	2011	36,238	348.83	
	05-02-0-024-07028-0000	2022 LAKESHORE RD W	43R32782 PT(s) 22 PLAN F21 PT LOT 3 RP	2011	32,906	316.76	
	05-02-0-024-07029-0000	2024 LAKESHORE RD W	43R33584 PT(s) 1 2 11 AND 12 PLAN F21 PT LOT 3 RP	2011	32,906	316.76	
	05-02-0-024-07030-0000	2026 LAKESHORE RD W	43R33584 PT(s) 3 PLAN F21 PT LOTS 2 AND 3	2011	32,906	316.76	
	05-02-0-024-07032-0000	2032 LAKESHORE RD W	RP 43R32782 PT(s) 25 PLAN F21 PT LOT 2 RP	2011	36,238	348.83	
	05-02-0-024-07033-0000	2034 LAKESHORE RD W	43R32782 PT(s) 27 PLAN F21 PT LOT 2 RP	2011	32,906	316.76	
			43R33584 PT(s) 4 AND 5				

2-206

**Summary of Apportionment of Taxes under the Municipal Act  
For Hearing on May 9, 2012**

2.2(2)

Apportionment No	Roll No	Location	Legal Dscr	Tax Year	Assessment	Recommended Apportionment of Taxes	Recommended Apportionment of Payments
8411	05-02-0-024-07034-0000	2036 LAKESHORE RD W	PLAN F21 PT LOTS 1 AND 2 RP 43R33584 PT(s) 6 AND 7	2011	32,906	316.76	
	05-02-0-024-07035-0000	2038 LAKESHORE RD W	PLAN F21 PT LOT 1 RP 43R33584 PT(s) 8 9 AND 13	2011	33,530	322.76	
	05-02-0-024-07036-0000	2040 LAKESHORE RD W	PLAN F21 PT LOT 1 RP 43R33584 PT(s) 10	2011	45,818	441.05	
	05-02-0-024-07037-0000	997 SOUTHDOWN RD	PLAN F21 PT LOT 1 RP 43R32782 PT(s) 32 AND 64	2011	47,693	459.10	
	05-02-0-024-07038-0000	995 SOUTHDOWN RD	PLAN F21 PT LOT 1 RP 43R32782 PT(s) 33 AND 65	2011	39,466	379.90	
	05-02-0-024-07039-0000	993 SOUTHDOWN RD	PLAN F21 PT LOT 1 RP 43R32782 PT(s) 34 AND 66	2011	49,463	476.14	
	05-02-0-024-07040-0000	1991 RACKUS CRES	PLAN F21 PT LOTS 1 AND 2 RP 43R32782 PT(s) 35 AND 67	2011	45,818	441.05	
	05-02-0-024-07041-0000	1993 RACKUS CRES	PLAN F21 PT LOT 2 RP 43R32782 PT(s) 36 68 AND 69	2011	35,405	340.82	
	05-02-0-024-07042-0000	1995 RACKUS CRES	PLAN F21 PT LOT 2 RP 43R32782 PT(s) 37 AND 70	2011	39,258	377.90	
	05-02-0-024-07043-0000	980 TOSCANA PL	PLAN F21 PT LOTS 2 AND 3 RP 43R32782 PT(s) 38	2011	52,691	507.21	
	05-02-0-024-07044-0000	978 TOSCANA PL	PLAN F21 PT LOTS 2 AND 3 RP 43R32782 PT(s) 39 AND 71	2011	44,464	428.01	
	05-02-0-024-07045-0000	976 TOSCANA PL	PLAN F21 PT LOTS 2 AND 3 RP 43R32782 PT(s) 40 AND 72	2011	44,464	428.01	
	05-02-0-024-07048-0000	970 TOSCANA PL	PLAN F21 PT LOTS 4 AND 5 RP 43R32782 PT(s) 43	2011	52,899	509.22	
	05-02-0-024-07049-0000	1983 RACKUS CRES	PLAN F21 PT LOTS 2 AND 5 RP 43R32782 PT(s) 44	2011	41,340	397.95	
	05-02-0-024-07050-0000	1985 RACKUS CRES	PLAN F21 PT LOTS 1 2 5 AND 6 RP 43R32782 PT(s) 45 75 AND 76	2011	51,962	500.19	
	05-02-0-024-07051-0000	960 TOSCANA PL	PLAN F21 PT LOT 4 RP 43R32782 PT(s) 46	2011	49,775	479.14	
	05-02-0-024-07052-0000	956 TOSCANA PL	PLAN F21 PT LOT 4 RP 43R32782 PT(s) 47	2011	44,777	431.03	

**Summary of Apportionment of Taxes under the Municipal Act  
For Hearing on May 9, 2012**

Apportionment No	Roll No	Location	Legal Dscr	Tax Year	Assessment	Recommended Apportionment of Taxes	Recommended Apportionment of Payments
8411	05-02-0-024-07053-0000	952 TOSCANA PL	PLAN F21 PT LOT 4 RP 43R32782 PT(s) 48	2011	47,693	459.10	
	05-02-0-024-07054-0000	1986 RACKUS CRES	PLAN F21 PT LOT 5 RP 43R32782 PT(s) 49	2011	46,131	444.06	
	05-02-0-024-07055-0000	1984 RACKUS CRES	PLAN F21 PT LOT 5 RP 43R32782 PT(s) 50 AND 77	2011	38,841	373.88	
	05-02-0-024-07056-0000	1982 RACKUS CRES	PLAN F21 PT LOT 5 RP 43R32782 PT(s) 51 AND 78	2011	38,841	373.88	
	05-02-0-024-07057-0000	1980 RACKUS CRES	PLAN F21 PT LOTS 4 AND 5 RP 43R32782 PT(s) 52	2011	42,902	412.98	
	05-02-0-024-07031-0000	2028 LAKESHORE RD W	PLAN F21 PT LOT 2 RP 43R32782 PT(s) 26	2011	36,238	348.83	
	05-02-0-024-07046-0000	974 TOSCANA PL	PLAN F21 PT LOTS 2 AND 3 RP 43R32782 PT(s) 41 AND 73	2011	44,464	428.01	
	05-02-0-024-07047-0000	972 TOSCANA PL	PLAN F21 PT LOTS 2 TO 5 RP 43R32782 PT(s) 42 AND 74	2011	44,464	428.01	
	05-02-0-024-07058-0000	989 SOUTHDOWN RD	PLAN F21 PT LOT 1 RP 43R32782 PT(s) 53	2011	68,623	4,991.19	- 4,330.62
	05-02-0-024-07059-0000	985 SOUTHDOWN RD	PLAN F21 PT LOTS 1 6 AND 7 RP 43R32782 PT(s) 54	2011	76,496	736.36	
	05-02-0-024-07060-0000	0 LUSHES AVE	PCECP 875 LEVEL 1	2011	898	8.64	
	05-02-0-024-07064-0000	957 TOSCANA PL	PLAN F21 PT LOT 14 RP 43R33106 PT(s) 1 11 AND 12	2011	54,357	523.25	
	05-02-0-024-07066-0000	959 TOSCANA PL	PLAN F21 PT LOT 14 RP 43R33106 PT(s) 2	2011	50,920	490.17	
	05-02-0-024-07068-0000	961 TOSCANA PL	PLAN F21 PT LOT 14 RP 43R33106 PT(s) 3	2011	51,129	492.18	
	05-02-0-024-07070-0000	963 TOSCANA PL	PLAN F21 PT LOT 14 RP 43R33106 PT(s) 4 AND 14	2011	52,274	503.20	
	05-02-0-024-07072-0000	965 TOSCANA PL	PLAN F21 PT LOT 14 RP 43R33106 PT(s) 5 AND 13	2011	57,585	554.32	
	05-02-0-024-07074-0000	973 TOSCANA PL	PLAN F21 PT LOT 14 RP 43R33106 PT(s) 6	2011	56,856	547.31	
	05-02-0-024-07076-0000	975 TOSCANA PL	PLAN F21 PT LOT 14 RP 43R33106 PT(s) 7	2011	52,482	505.20	
	05-02-0-024-07078-0000	977 TOSCANA PL	PLAN F21 PT LOT 14 RP 43R33106 PT(s) 8	2011	52,482	505.20	

*P-2201*

**Summary of Apportionment of Taxes under the Municipal Act  
For Hearing on May 9, 2012**

R-2(e)

Apportionment No	Roll No	Location	Legal Dscr	Tax Year	Assessment	Recommended Apportionment of Taxes	Recommended Apportionment of Payments
8411	05-02-0-024-07080-0000	979 TOSCANA PL	PLAN F21 PT LOT 14 RP 43R33106 PT(s) 9	2011	52,482	505.20	
	05-02-0-024-07082-0000	981 TOSCANA PL	PLAN F21 PT LOT 14 RP 43R33106 PT(s) 10 AND 15	2011	64,355	619.49	
8412	05-04-0-098-23070-0000	1092 OLD DERRY RD	TORONTO CON 3 WHS PT LOT 10 RP 43R22145 PT(s) 2	2011	176,300	1,697.08	
	05-04-0-098-23101-0000	1090 OLD DERRY RD	TORONTO CON 3 WHS PT LOT 10 RP 43R22145 PT(s) 1	2011	227,700	2,191.87	- 3,888.94
8413	05-07-0-162-09515-0000	1070 HALLIDAY AVE	PLAN K22 PT LOT 107 RP 43R33232 PT(s) 2	2011	132,993	1,280.20	
	05-07-0-162-09520-0000	1066 HALLIDAY AVE	PLAN K22 PT LOT 107 RP 43R33232 PT(s) 1	2011	132,993	1,280.20	
8414	05-02-0-025-12201-0000	1183 MISSISSAUGA RD	PLAN A10 PT LOT 6 RP 43R28066 PT PARTS 3 TO 5 AND 7	2010	1,418,412	13,930.43	- 32,432.03
8415	05-04-0-097-09701-0000	0 CREDITVIEW RD	PLAN 43M642 PT BLK 237 RP 43R33432 PARTS 1 7 AND 8	2011	1,048,330	16,764.16	- 26,202.30
8418	05-01-0-016-21500-0000	1654 GLENBURNIE RD	PLAN F09 PT LOT 1 RP 43R30919 PT(s) 2	2010	579,946	5,695.73	- 12,870.48
8420	05-01-0-007-17402-0000	1651 KENMUIR AVE	PLAN F-20 PT LOT 320 RP 43R33364 PT(s) 2 TO 5	2011	285,859	2,776.71	- 7,458.47
<b>Total</b>						<b>73,236.72</b>	<b>- 87,182.84</b>



# Corporate Report

Clerk's Files

Originator's  
Files

MG.23.REP

R-3

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**DATE:** April 18, 2012

**TO:** Mayor and Members of Council  
Meeting Date: May 9, 2012

**FROM:** Martin Powell, P.Eng.  
Commissioner, Transportation and Works Department

**SUBJECT:** **Peel Region Active Transportation Plan and Implementation Strategy - Comments from City Staff**

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**RECOMMENDATION:** That Council endorse the Peel Region Active Transportation Plan and Implementation Strategy as outlined in the report dated April 18, 2012 to Council from the Commissioner of Transportation and Works.

**BACKGROUND:** At the Regional Council Meeting on February 9, 2012, a report from Regional staff entitled "Peel Region Active Transportation Plan and Implementation Strategy" was approved by Regional Council. Subsequently, the subject report was forwarded to each local municipality in the region with a request for endorsement from municipal council as well as a request for direction to staff to work collaboratively with Peel Region to implement the plan.

The Peel Active Transportation Plan (Peel AT Plan) was developed in coordination with staff from area municipalities in order to take a region-wide approach to active transportation. City of Mississauga representation in this process included staff from the Transportation and Works Department, Community Services Department and Planning and Building Department. In addition, the Mississauga Cycling Advisory Committee was engaged as a stakeholder during the plan's public consultation process.

The objectives of the plan include a regional vision and goals for active transportation in Peel, the recommendation of policies,

guidelines and programs within the Region of Peel's mandate and resources, as well as a pedestrian and cycling network (along Regional roads) that is integrated with the networks of area and neighboring municipalities.

In September 2010, Council endorsed the City of Mississauga's Cycling Master Plan. The Cycling Master Plan outlines a strategy to build an integrated on-road and off-road cycling network as part of a multi-modal transportation system, as well as a wide range of accompanying programs and policies to enhance cycling.

**COMMENTS:**

The purpose of this report is to provide comments from City of Mississauga staff regarding how the Peel AT Plan relates to Mississauga's Cycling Master Plan, along with a recommendation from staff in support of Council's endorsement of the Peel AT Plan.

Overall, the Peel AT Plan is in alignment with the City of Mississauga's Cycling Master Plan. As was recognized in Mississauga's Cycling Master Plan, a working partnership with a variety of agencies and organizations will be required in order to achieve the goals outlined in the plan. The Peel AT Plan represents significant policy change at the Regional level in support of the Cycling Master Plan. Coordinated implementation with the Region is expected to result in positive outcomes and efficiencies towards meeting the goals outlined in both Mississauga's Cycling Master Plan as well as the Peel AT Plan.

Role of the Region

The Peel AT Plan proposes roles for the Region with regard to policy development, promotion and network development. It is proposed that the Region will continue to refine policy in support of active transportation and work with local municipalities to encourage improvement to local and provincial policies. It is proposed that the Region continue to fund and deliver programs that promote active transportation (e.g. the Walk and Roll Peel Initiative) and that the Region work in partnership with area municipalities and other agencies on programs to encourage walking and cycling.

Currently, sidewalks and multi-use trails along Regional roads are municipal assets. The maintenance and operation of such facilities is

the responsibility of the area municipality. Previously on road reconstruction projects, the majority of the costs to install sidewalks and multi-use trails was borne by the area municipality. Through changes to the Region's Development Charges By-law in 2007 and 2012, provisions have been put in place for the Region to collect the funds for sidewalks and multi-use trails along future road widening projects.

While sidewalks and multi-use trails continue to be the responsibility of local municipalities, the Peel AT Plan strengthens a role for the Region to work closely with local municipalities to integrate active transportation networks into infrastructure planning along Regional rights-of-way.

#### Cycling Network Along Regional Roads in Mississauga

Significant analysis took place as part of the development of the proposed cycling route network outlined in the City's Cycling Master Plan, which included consideration for cycling facilities along Regional roads. The Peel AT Plan re-affirms the cycling routes identified in the Cycling Master Plan and notes that there are very few opportunities for cycling facilities along Regional roads that have not already been identified for implementation through integrated infrastructure planning.

The Peel AT Plan proposes to build on the existing and proposed network and recommends making all Regional roads and communities favourable for walking, cycling and accessibility. Where additional cycling routes are proposed in the Peel AT Plan, over and above the network identified in the Cycling Master Plan, City staff recommend that these routes be implemented in the longer-term time frame (post 20 years).

In addition, the Peel AT Plan recommends that the City and the Region undertake future policy discussions on the following design strategies for the cycling network:

- The possible use of segregated bicycle lanes along some sections of Cawthra Road where the frequency of driveways may pose a constraint regarding the development of a multi-use trail in the boulevard due to safety concerns. Discussions regarding this

opportunity will take place as part of the Region's future Environmental Assessment for Cawthra Road.

- Where feasible, a proposal for multi-use trails along both sides of Regional roads. City staff have expressed initial concern regarding this proposal due to additional costs and operational considerations of multi-use trails on both sides of Regional roads. Further discussion will need to take place on this proposal.
- The approach of replacing sidewalks along Regional roads with multi-use trails when such sidewalks are in need of reconstruction in the long term. City staff recommend that this approach be considered where appropriate. However, application of this approach may be limited since sidewalk replacement often occurs in very short sections where repairs are found to be needed in specific locations, rather than replacing an entire section of sidewalk that is otherwise in good condition. Without full reconstruction of sidewalks to multi-use trails, gaps in trails may exist.

#### Funding Strategy

Infrastructure improvements account for the majority of the cost of implementing the Peel AT Plan. The majority of capital costs related to the proposed multi-use trails and sidewalks along Regional roads in Mississauga would be expected to be identified in City and Region capital budgets as component costs within planned roadway widening or reconstruction costs or as part of the City's Cycling Program capital budget forecast.

The Peel AT Plan does identify some proposed active transportation infrastructure improvements that are currently unfunded. It is proposed that a portion of the Region's federal gas tax allocation be directed toward these infrastructure projects, subject to Regional Council approval. The Regional funds would come from the 17% Regional gas tax allocation which the Region has traditionally retained. In Mississauga, this would represent an additional investment by the Region of approximately \$18.6 million in Active Transportation infrastructure over the short and medium term (within 20 years). It is our understanding this funding source would not



impact Mississauga's allocation of Federal Gas Tax from the Region.

The Region proposes to fund some active transportation facilities along Regional roads that are needed to fill gaps to complete the network, as well as intersection improvements and pedestrian enhancements (e.g. landscaping, rest areas) along Regional roads in priority areas where identified in the Peel AT Plan. The Region also proposes to fund certain active transportation facilities on their easements.

In consultation between staff at the Region and area municipalities, a strategy for cost-sharing is also being proposed for off-road trails that have been identified to be of regional significance as well as currently unfunded major trail/cycling grade separations. Subject to Regional Council approval, cost-sharing on these projects will represent a significant contribution to funding off-road trails and major grade separations that were included in the City's Cycling Master Plan. In addition, a proposed partnership funding arrangement between the Region, area municipalities and the Province is being considered for interchange improvements to improve pedestrian and cyclist safety at these locations.

Implementation of individual projects identified within the Peel AT Plan, as well as the associated funding arrangements, will be subject to approval through the capital budget process, public consultation and environmental assessment where applicable.

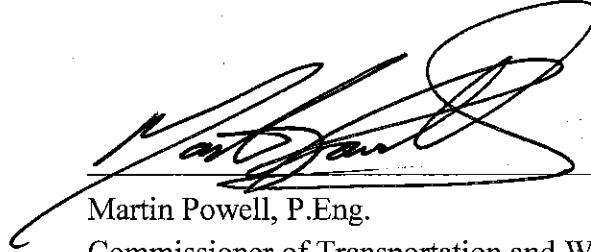
**FINANCIAL IMPACT:** Not applicable.

**CONCLUSION:** The Peel AT Plan was developed in collaboration with area municipal staff. As the first region-wide active transportation plan for Peel, the plan embodies a coordinated approach, having been developed through working collaboratively with area municipalities and building on their existing pathways, trails, and cycling master plans. City staff support the Regional Council request that Council endorse the Peel AT Plan.

**ATTACHMENTS:**

Appendix 1: Regional Council Resolution 2012-270

Appendix 2: Regional Council Report – Peel Region Active  
Transportation Plan and Implementation Strategy



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Martin Powell, P.Eng.

Commissioner of Transportation and Works

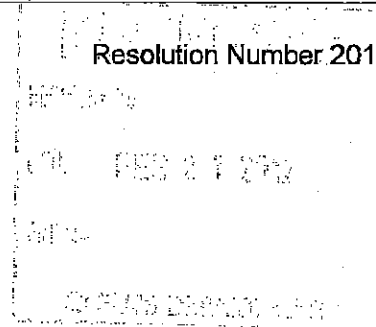
*Prepared by: Jacquelyn Hayward Gulati, Manager  
Cycling Office, Transportation Asset  
Management*

R-3(g)

February 15, 2012

Resolution Number 2012-270

Ms. Crystal Greer  
City Clerk  
City of Mississauga  
300 City Centre Drive  
Mississauga, ON L5B 3C1



**Subject: Peel Region Active Transportation Plan and Implementation Strategy**

I am writing to advise that Regional Council approved the following resolution at its meeting held on Thursday, February 9, 2012:

Resolution 2012-270:

That the Active Transportation Plan (AT Plan) and Implementation Strategy as summarized in the joint report of the Commissioners of Public Works and Health Services, Chief Financial Officer and Commissioner of Corporate Services and Medical Officer of Health, dated January 10, 2012, titled "Peel Region Active Transportation Plan and Implementation Strategy", be approved;

And further, that a copy of the subject report be forwarded to the Cities of Brampton and Mississauga, and Town of Caledon for their endorsement and direction to staff to work collaboratively with Peel Region to implement the AT Plan;

And further, that a copy of the subject report be forwarded to the Toronto and Region Conservation Authority, Conservation Halton, Credit Valley Conservation, Peel District School Board, Dufferin-Peel Catholic District School Board, Toronto French School Board, Regions of York and Halton, Town of Halton Hills, County of Wellington, Dufferin County, Town of Orangeville, Simcoe County, City of Toronto, Ministry of Transportation, and Metrolinx, for information.

A copy of the subject report is forwarded to the area municipalities for endorsement of the Peel Region Active Transportation and Implementation Strategy.

Stephanie Jurrius  
Legislative Specialist

c: Dan Labrecque, Commissioner, Public Works, Region of Peel

R-3 (h)

PW-A1-1



**REPORT**  
**Meeting Date: February 9, 2012**  
**Regional Council**

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**DATE:** January 10, 2012

**REPORT TITLE: PEEL REGION ACTIVE TRANSPORTATION PLAN AND IMPLEMENTATION STRATEGY**

**FROM:** Dan Labrecque, Commissioner of Public Works  
Janette Smith, Commissioner of Health Services  
David L. Mowat, MBChB, MPH, FRCPC, Medical Officer of Health  
Norma Trim, Chief Financial Officer and Commissioner of Corporate Services

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#### **RECOMMENDATION**

**That the Active Transportation Plan (AT Plan) and Implementation Strategy as summarized in the joint report of the Commissioners of Public Works and Health Services, Chief Financial Officer and Commissioner of Corporate Services and Medical Officer of Health, dated January 10, 2012, titled "Peel Region Active Transportation Plan and Implementation Strategy", be approved;**

**And further, that a copy of the subject report be forwarded to the Cities of Brampton and Mississauga, and Town of Caledon for their endorsement and direction to staff to work collaboratively with Peel Region to implement the AT Plan;**

**And further, that a copy of the subject report be forwarded to the Toronto and Region Conservation Authority, Conservation Halton, Credit Valley Conservation, Peel Region District School Board, Peel Catholic District School Board, Toronto French School Board, Regions of York and Halton, Town of Halton Hills, County of Wellington, Dufferin County, Town of Orangeville, Simcoe County, City of Toronto, Ministry of Transportation, and Metrolinx for information.**

January 10, 2012

**PEEL REGION ACTIVE TRANSPORTATION PLAN AND IMPLEMENTATION STRATEGY****REPORT HIGHLIGHTS**

- Regional Council endorsed the recommendations of a staff report on active transportation on April 19, 2007. In accordance with Council direction, the Region's first active transportation plan was developed in collaboration with area municipal staff, and with input from internal and external stakeholders including the general public.
- The AT Plan supports the Region's Official Plan, Corporate Strategic Plan, Term of Council priorities, and area municipal plans.
- The AT Plan sets out new comprehensive policies aimed at making Peel communities more pedestrian and bicycle-friendly, recommends active transportation improvements to the existing cycling and pedestrian networks, and recommends developing programs to shift travel behaviour.
- The estimated investment to implement the proposed additional pedestrian and cycling networks for the next 5 years is \$13.5 million and over the next 20 years is \$52.1 million. To achieve this initiative, funding will be required from multiple partners including the Region, area municipalities, MTO, and others. The Region's share is estimated to be \$7.9 million for the next 5 years and \$30 million (annual average of \$1.5 million) over the next 20 years (up to 2031). In addition to the capital requirements, a budget of \$200,000 to deliver education and outreach programs has been included in the 2012 Region's budget.
- Construction of active transportation facilities is eligible for Federal Gas Tax funding under the "Public Transit" category.
- The AT Plan will be reviewed and updated every five (5) years, and an annual progress report will be prepared to inform Council on the progress of active transportation in Peel.

**DISCUSSION****1. Background**

Regional Council adopted the recommendations of a staff report titled, "Active Transportation Plan for the Region of Peel" at its April 19, 2007 meeting. As per Council direction (Resolution 2007-490), the Active Transportation Leadership Group (ATLG) was formed with staff from Region of Peel Public Works and Public Health and the area municipalities. The ATLG facilitated the development of the Peel Active Transportation Initiative.

The initiative is comprised of two phases:

- Phase 1 included the development of an Active Transportation Communication/Social Marketing Strategy (ATCS). The strategy was completed in January 2009 and recommendations were endorsed by Council at its June 4, 2009 meeting (Resolution 2009-595). Through the implementation of the ATCS, Public Works and Public Health staff, in collaboration with area municipal staff, have initiated a number of communication elements and programs to encourage Peel residents and employees to walk and cycle. These initiatives are highlighted in Appendix I.

R-3(j)

January 10, 2012

## PEEL REGION ACTIVE TRANSPORTATION PLAN AND IMPLEMENTATION STRATEGY

- Phase 2 included the development of an integrated Peel AT Plan and implementation strategy. With inputs from internal and external stakeholders including the general public, the AT Plan and implementation strategy has now been completed. A copy of the AT Plan and implementation strategy reports is available at the Office of the Regional Clerk. The executive summary of the reports is attached in Appendix II.

### 2. Highlights of the AT Plan

The AT Plan is the Region's first active transportation plan and it has taken a region-wide, coordinated approach, working collaboratively with area municipalities and building on their pathways, trails, and cycling master plans. Consultation with internal and external stakeholders including the general public has taken place throughout the process of the plan.

Through the consultation process, the following active transportation mandate for the Region was developed: *"To create a place where walking, cycling and rolling are safe, convenient, appealing and accessible options for everyone"*.

#### AT Plan Recommendations

The AT Plan meets the following objectives:

- sets out new comprehensive policies aimed at making Peel communities more pedestrian and bicycle-friendly;
- strengthens partnerships with stakeholders to enhance programs to shift travel behaviour; and
- recommends active transportation infrastructure improvements to the existing cycling and pedestrian networks that support the area municipal plans and fill in gaps within the network (Map series 9 and 10 are included in the Office of the Regional Clerk and in Appendix II).

The AT Plan recommends revisions to the Regional Official Plan (ROP) policies and an additional set of supportive policies within the AT Plan to clarify and enhance ROP policies relating to active transportation. These AT Plan policies are organized around four key themes: 1) building knowledge and design strategies; 2) implementing the AT Plan; 3) shifting the Regional road character; and 4) creating active transportation-friendly developments and communities.

The recommended strategies for education and outreach programs will seek to promote daily active travel to destinations that are in close proximity to residences and neighborhoods. These include continuing to deliver and monitor the Walk and Roll Peel program, annual stakeholders workshop to identify joint efforts, assist in the delivery of the Region's five year Transportation Demand Management Social Marketing Plan, provide support to the area municipalities on high level review for public bike systems, and to work with area municipalities on conducting community-based social marketing efforts. The Region in collaboration with area municipalities will continue to plan, fund, deliver and evaluate programming to promote active transportation.

The approach and strategy taken to develop the active transportation network in Peel, and new design strategies to be considered in the Region are outlined in section 4 and section 5.1 of Appendix II. The maintenance of multi-use trails and sidewalks will remain a local municipal responsibility.

January 10, 2012

## PEEL REGION ACTIVE TRANSPORTATION PLAN AND IMPLEMENTATION STRATEGY

The AT Plan recognizes the built environment must support active transportation in daily routine in order to achieve significant behaviour change. Land-use mix and density are critical factors that influence the distance to and between various types of destinations to increase walking and cycling. The AT Plan recommends Public Works and Public Health staff work with the area municipalities, school boards, and other key stakeholders to explore options to further enhance active transportation infrastructure in new and existing areas in Peel. An example of a new project could be an assessment of school or neighborhood areas to identify potential improvements to the active transportation network and facilities, and ways to incorporate walkable and cycling design concepts so residents of Peel can be active daily in traveling to destinations of school, work and play.

Currently, five per cent (approximately 115,000 trips) of total daily trips made by Peel residents are walking/cycling to work and school per day. In the next five years, as a result of the network improvement and education and outreach programs, the plan targets an increase from five per cent to seven per cent of total trips for walking/cycling. In the longer term, the plan targets to double the share from five per cent to 10 per cent.

As stated in the AT Plan, the Region's role in active transportation include: policy development, promotion and education, and network development. These are outlined in section 1.1 of Appendix II.

### **Benefits in Implementing the AT Plan**

The benefits of walking and cycling include increasing mobility and accessibility, reducing travel costs, reducing traffic congestion, improving air quality and reducing greenhouse gas emissions. The implementation of the AT Plan will also help to improve residents' health by greater physical activity and reduce rates of diabetes and obesity through increase in physical activity.

All transit trips are linked to walking or cycling, to or from a transit stop or station. All buses are equipped with bike racks to accommodate bicyclists. The AT Plan supports the cities of Brampton and Mississauga transit initiatives, and GO Transit services by providing pedestrian and cycling connections to and from transit corridors and nodes.

### **3. The AT Plan Implementation Strategy**

The AT Plan is a long term strategy that consists of three implementation phases. The first two phases (1-5 years and 6-20 years) form a recommended 20-year implementation plan (up to 2031). The third phase forms the longer term strategy (2031+). The AT Plan recommends that the plan be updated every five years and an annual progress report will be prepared to inform Council on the progress of active transportation in Peel Region.

### **Implementing the Active Transportation Policies and Programs**

The Region's next Official Plan update will include updated active transportation policies to reflect the vision developed in this study. The Region will provide leadership on the active transportation plan policies by way of the ATLG in partnership with the area municipalities.

R-3(1)

January 10, 2012

**PEEL REGION ACTIVE TRANSPORTATION PLAN AND IMPLEMENTATION STRATEGY**

The Region has about \$200,000 earmarked in the 2012 budget for promotional and outreach programs aimed at shifting travel behaviour.

**Implementing the Proposed Active Transportation Network**

To ensure that the implementation of the AT Plan is as efficient as possible, the implementation will be coordinated with the current capital program (e.g. road reconstruction and widening), operational improvements (e.g. signal installations, crosswalks replacements, etc), transit improvements, and area municipal pathways, trails, and cycling master plans. The proposed phasing strategy is summarized in Appendix III.

Infrastructure needs and improvements account for the majority of the AT Plan's estimated cost. A majority of capital costs related to the proposed multi-use trails (MUT) and sidewalks have been identified and included as component costs within planned roadway widening and reconstruction projects. Most of paved shoulders along rural Regional roads are included in the annual resurfacing program. The Cities of Mississauga and Brampton, and Town of Caledon also have programs for pedestrian and cycling infrastructure improvements. As a result, the total preliminary estimated additional investment (excluding the improvements identified in the Region's capital infrastructure construction and resurfacing programs and the area municipalities pedestrian and cycling infrastructure improvements programs) required to complete the proposed active transportation network for the next five years is \$13.5 million and over the next 20 years is \$52.1 million. To implement the overall proposed long term active transportation network will require additional investment of \$78 million. This estimated amount will require funding contributions from multiple partners such as MTO, the Region and area municipalities, and others.

Exhibit 1: Estimated Cost to Implement the Recommended Active Transportation (AT) Network by Phase (2011 Dollars)

	Phase 1 (Year 1-5)	Phase 2 (Year 6-20)	Phase 1 & 2 (up to 2031)
Planned Program Funding	\$21.1 M	\$52.7M	\$73.8M
Additional Funding Required to complete the proposed AT network	\$13.5M	\$38.6M	\$52.1M
Total estimated Funding	\$34.6M	\$91.3M	\$125.9M

Note: Details and assumptions for the above cost estimate can be found in Appendix IV

**Proposed Funding Strategy for Completing the Active Transportation Network**

The proposed additional active transportation network improvements include active transportation facilities in the network that are needed to fill gaps (e.g. missing sidewalks, boulevard MUT, signed/marked routes and bike lanes to complete the network), regional trail corridors (off-road MUT), trail crossings, freeway interchange improvements, bike lanes / paved shoulders in rural communities, boulevard trails, sidewalks and bikeways in future rapid transit or intensification corridors, intersection improvements, and pedestrian enhancements along Regional roads in priority areas identified in the proposed pedestrian network.



January 10, 2012

## PEEL REGION ACTIVE TRANSPORTATION PLAN AND IMPLEMENTATION STRATEGY

In consultation with area municipal staff, the following key principles for funding the additional active transportation infrastructure improvements are established.

- Peel will provide funding to active transportation facilities along Regional roads necessary to complete the network, intersection improvements and minor trail crossings along Regional roads as well as pedestrian enhancements areas as identified in the proposed active transportation network. Peel will also provide funding to active transportation facilities on Regional rights-of-way such as Regional easements.
- Area municipalities and Peel will cost share for regional trail corridors (off road MUT) as identified in the proposed active transportation network.
- Area municipalities and Peel will cost share for major trail crossings (mainly located in the City of Mississauga) as identified in the proposed active transportation network. We have also made the assumption that there is potential in partnering with the MTO for the QEW/Credit river crossing.
- A partnership funding program with MTO/others, area municipalities, and Peel is being considered for the interchange improvements. The MTO is currently studying how to accommodate vulnerable users at interchanges within the Greater Golden Horseshoe Area and Niagara Region.

Cost sharing assumptions for the above noted active transportation infrastructure improvements are outlined in Appendix V. Area municipal staff have been consulted, and are in principal, supportive of the cost sharing arrangement in implementing the active transportation network as proposed in the AT Plan. Approval of cost shared projects will be subject to budget coordination at a staff level and project approval by both Regional and local councils through their budget process.

Based on the above key principles, it is estimated that the preliminary total additional investment for the Region to implement the proposed network will be \$7.9 million for the next five years and \$30 million (annual average of \$1.5 million) over the next 20 years. The capital forecast anticipates \$1.6 billion for road improvements over the same 20 year period. The active transportation works represent two per cent of the proposed road budget. Partnership arrangement for each individual project will be determined on a project by project basis and implementation will be dependent on receiving municipal/provincial approval as required. The Region will work with the area municipalities, and MTO/others to establish partnership through the capital budget process.

The maintenance and operation of sidewalks, multi-use trails and the pedestrian amenities would remain the responsibility of the lower-tier municipalities.

### **Construction of Active Transportation Facilities is Eligible for Federal Gas Tax Funds**

Construction of active transportation facilities is eligible for Federal Gas Tax funding under the "Public Transit" category (section 4.1.a of the Federal Gas Tax agreement). Funding of the proposed active transportation infrastructure improvements will require access to a portion of federal/provincial gas tax funds. Since all transit trips are linked to walking and cycling, improvement in active transportation facilities can help encourage more transit usage.

January 10, 2012

## PEEL REGION ACTIVE TRANSPORTATION PLAN AND IMPLEMENTATION STRATEGY

### 4. Alignment with the Region Official Plan, Corporate Strategic Plan and other Initiatives

The AT Plan supports the Region's Official Plan, Corporate Strategic Plan and Term of Council priorities.

Regional Official Plan Amendment 22 states that the Region is to promote a sustainable, safe, efficient, effective and integrated multi-modal transportation system and encourage the increased use of sustainable modes of transportation.

The vision in the Corporate Strategic Plan states that Peel is a safe, healthy, prosperous, sustainable and inclusive community that protects its quality of life. The AT Plan responds to the following key goals and strategic actions:

- to protect, enhance and restore the environment by improving air quality, mitigate and adapt to climate change;
- to support and influence sustainable transportation systems by supporting an improved and integrated active transportation, transit and land use systems to effectively move people and goods throughout Peel;
- to maintain and improve the health of Peel's community by influence healthy living through community design; and
- to strive for continued excellence as a municipal government by strengthening coordination between area municipalities and the Region, as well as other levels of government and community partners.

In addition, the AT Plan supports the Term of Council priorities and outcomes which include:

- increasing active transportation by reducing the proportion of trips generated by cars, thereby reducing green house gas emissions and improving citizen health.
- promoting a supportive environment for healthy weights by reducing overweight/obesity, diabetes and cardiovascular disease through increased physical activity.

The AT Plan aligns with Federal and Provincial guides for infrastructure planning, such as Ontario's Places to Grow (2006), Provincial Policy Statement (2005), and the Metrolinx's regional transportation plan (The Big Move (2008)).

The AT Plan also compliments and supports area municipal plans that support active transportation, including Mississauga's strategic plan, Town of Caledon's community based strategic plan, and area municipal cycling, trails, pathways master plans.

### FINANCIAL IMPLICATIONS

Phase 1 of the AT Plan requires additional funding of \$7.9 million. Federal Gas Tax funds retained by the Region are currently available to be used to support the AT Plan. The estimates in the AT Plan are at a network level. Estimates will be refined based on detailed design; and specific projects will be presented in future capital budgets for Regional Council approval.

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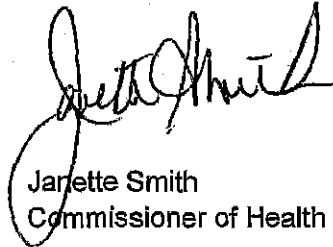
**PEEL REGION ACTIVE TRANSPORTATION PLAN AND IMPLEMENTATION STRATEGY**

**CONCLUSION**

Benefits in active transportation include reduction in traffic congestion, improved air quality, and increased physical activity. Including active transportation modes into daily commuting habits promotes a healthy and active lifestyle. The AT Plan supports the Region's Official Plan objectives, vision and goals of the Peel Corporate strategic plan, Term of Council priorities, Federal and Provincial plans, and area municipal plans. Area municipal staff support the AT Plan. Regional Council's leadership in adopting this AT Plan and implementation strategy will directly increase mobility and accessibility, and improve the overall health of Peel residents.



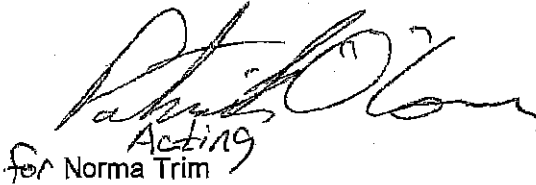
Dan Labrecque  
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PEEL REGION ACTIVE TRANSPORTATION PLAN AND IMPLEMENTATION STRATEGY  
APPENDIX I

**Active Transportation Communication elements and programs initiated as part of the Active Transportation Communication / Social Marketing Strategy.**

- a) Walk and Roll Peel website, [www.walkandrollpeel.ca](http://www.walkandrollpeel.ca), launched in May 2010.
- b) Walk and Roll Peel Feature Trail Maps, launched in June 2010.
- c) Walk and Roll Peel branding was incorporated into municipal trailhead and trail signage.
- d) Peel Active and Safe Routes to School (PASRTS), Stepping It Up pilot project, and Transportation Demand Management (TDM) High School Pilot Project promote active daily travel to and from school.
- e) CAN BIKE program to provide on-road cycling skill education and techniques to help Peel residents feel safe and confident while riding their bikes.

Regional staff will continue to work with area municipalities on active transportation communication elements and programs to raise awareness and increase the active modes of transportation. Program expansion will occur in accordance with the AT plan.

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PEEL REGION ACTIVE TRANSPORTATION PLAN AND IMPLEMENTATION STRATEGY  
APPENDIX II



The Region of Peel's

# Active Transportation Study

## ACTIVE TRANSPORTATION PLAN

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EXECUTIVE SUMMARY

NOVEMBER 2011



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# 1 Introduction

*This is the first time Region of Peel has created an Active Transportation Plan—a co-ordinated approach region-wide, working collectively with area municipalities, and building on their plans.*

**Active Transportation** means using human power to get from place to place. It promotes daily physical activity that links residents to their everyday destinations of work, school, and recreation.

An **accessible** active transportation environment, i.e., smooth and sufficiently-wide sidewalks, detectable signs/signals, adequate street crossings, access ramps, connectivity to local destinations, etc., is one that is universally accessible and allows for unencumbered travel by all users.

**Priority populations** are groups with greater risk of being excluded from the active transportation network due to varying mobility levels and needs. Children, youth, older adults, persons with disabilities, and other priority populations often experience added challenges or barriers in being able to successfully access and navigate facilities for walking and bicycling/rolling. Obstacles that exist for these priority populations must be addressed in planning processes for active transportation.

The Region of Peel undertook a study to prepare an Active Transportation Plan as

part of ongoing efforts to meet the diverse and evolving needs of the region and to support a balanced, integrated and sustainable transportation system. The Active Transportation Plan responds to the following key goals and strategic actions in the Region of Peel's Strategic Plan 2011-2014:

- *To protect, enhance and restore the environment by improving air quality, mitigate and adapt to climate change;*
- *To support and influence sustainable transportation systems by supporting an improved and integrated active transportation, transit and land-use systems to effectively move people and goods throughout Peel;*
- *To maintain and improve the health of Peel's community by influence healthy living through community design; and*
- *To strive for continued excellence as a municipal government by strengthening coordination between area municipalities promote a supportive environment for healthy weights by reducing overweight/obesity, diabetes and cardiovascular disease through increased physical activity.*

The **vision for active transportation** in the Region of Peel is to create a place where walking, cycling and rolling are safe, convenient, appealing and accessible options for all citizens, especially children, youth, older adults, persons with disabilities, and other priority populations.

The Region of Peel will coordinate closely with evolving municipal initiatives in and around the Region of Peel and all levels of government and agencies to create a Regional Active Transportation Plan that meets the following **objectives**:

- Sets out policies that direct the practices of the Region of Peel to support more walking and cycling;
- Recommends active transportation infrastructure improvements along Regional Roads that support the area municipal plans and fill in gaps in the network; and
- Establishes partnerships with key stakeholders such as Peel Health, Smart Commute, Peel district school boards to develop programs to help shift travel behaviour of target audiences to travel by active transportation, such as providing education in promoting benefit of active transportation, safety and skills training.

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In addition, this Plan supports the Region's Term of Council priorities and outcomes: to increase active transportation by reducing auto trips, thereby reducing green house gas emissions and improving citizen health; and to promote a supportive environment for healthy weights by reducing overweight/obesity, diabetes and cardiovascular disease through increased activity.

This first-ever Peel Active Transportation Plan builds upon existing and ongoing plans from the area municipalities, neighbouring municipalities and other agencies. The development of the Peel Active Transportation Plan, and subsequent improvements to make walking and bicycling viable transportation choices, will be the key elements in achieving the Region of Peel's objectives for long-term growth and for a more healthy, liveable community.

The Region of Peel Active Transportation Study was directed by a Steering Committee with staff from Region of Peel and the local municipalities of Brampton, Caledon and Mississauga. Their insights and recommendations were guided by consultation with other government representatives, stakeholders and members of the public through consultation events. Exhibit 1 illustrates the range key stakeholders involved in the study.

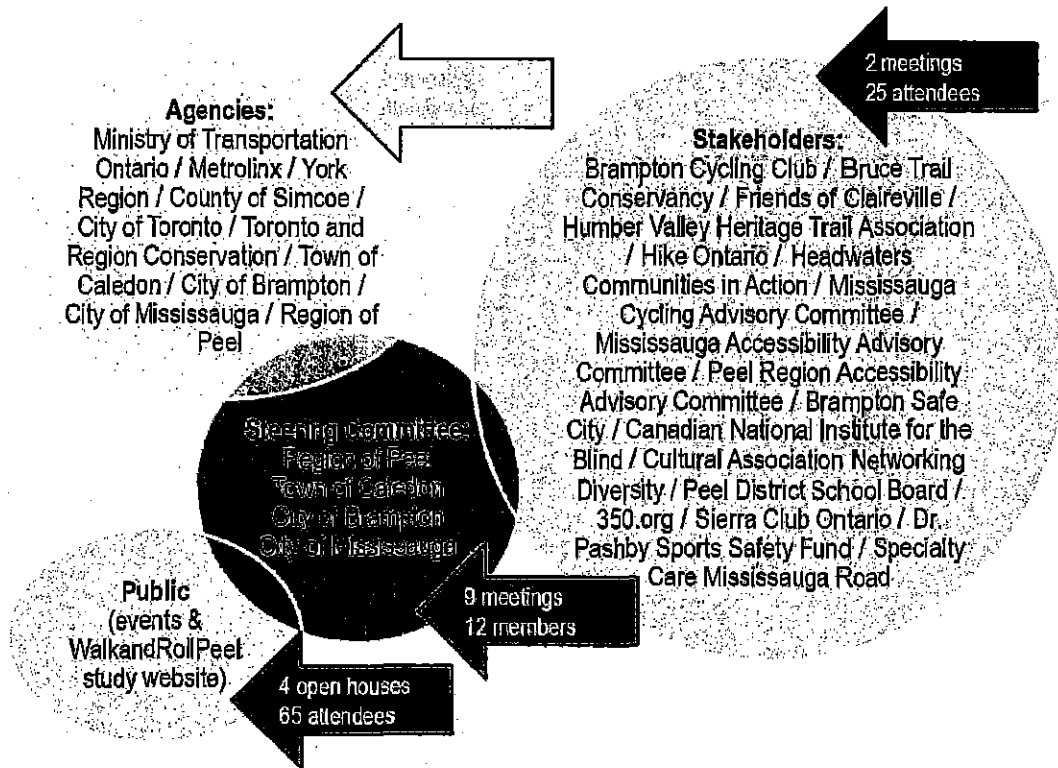


Exhibit 1: Representative Stakeholders Consulted during the Active Transportation Study



## 1.1 Role and Responsibility for the Region of Peel in Active Transportation

**New roles for the Region of Peel have emerged.** Similar to other master plans, the Active Transportation Plan should be reviewed every 5 years to determine its applicability and provide any necessary updates to the plan. The Region of Peel's responsibilities will be reviewed and updated through that process.

Three roles for the Region of Peel in active transportation have emerged in policy development, promotion and marketing, and network development, as follows:

- **Policy development**—The Region of Peel will continue to refine Regional official plan policies, elaborate on active transportation policies at a regional level through this Plan. The Region will also encourage

policy improvement in area municipal Official Plan policies and provincial policies, and ensure the regional policies comply and strengthen policies at all levels of government.

- **Promotion / marketing**—The Region of Peel will continue to take the lead role to plan, fund, deliver, and evaluate the programs to promote active transportation (e.g. Walk and Roll Peel Initiative), working together with area municipalities, various provincial ministries and Metrolinx to strengthen the behavioural shift programs.
- **Network development**—According to the Municipal Act, sidewalks are the responsibility of the lower-tier municipalities. Currently, sidewalks and multi-use trails along Regional roads are municipal assets. The proposed new role for the Region of Peel in network development, through this Active Transportation Plan, is to:
  - Work closely with area municipalities to plan and implement the active transportation facilities on Regional rights-of-way to ensure that they fill gaps in the existing network, are integrated with the planned local active transportation network, and meet Provincial accessibility guidelines / standards.
  - Work closely with neighbouring municipalities to interconnect their active transportation networks and facilities along Regional roads.



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- Research and develop best practices in accessible pedestrian facilities and bikeway design, such as intersection treatments  
  
(bike boxes, detection, detectable warnings, etc.), cycle tracks, maintenance procedures, signage, etc.
- Consult and coordinate with internal stakeholders (e.g. Public Works, Finance, Peel Health, Peel Police, Accessibility Committee, etc.), all levels of government (e.g. MTO, Metrolinx / GO Transit, and area and adjacent municipalities, Brampton Transit and Mississauga Transit), agencies (Toronto Region Conservation Authority and Credit Valley Conservation), external stakeholders (e.g. NGOs, cycling and trail clubs, school boards), and members of the public on regionally-led network development projects and the Region's future updates of the active transportation plan.
- Facilitate the exchange of knowledge and information.
- Monitor and evaluate the implementation efforts.

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## 2 Active Transportation Policies

The Region of Peel has clearly adopted strategic directions that align with active transportation becoming a viable transportation choice for residents of the Region.

Active transportation policies were added to the Regional Official Plan through Amendment 22. The Active Transportation Plan includes recommendations to strengthen and align those policies to reflect the vision. These will be incorporated into the future update of the Peel Region Official Plan and the need for an active transportation schedule will be reviewed at that time. One important new policy recommended is for the Region of Peel to work with all levels of government, non-governmental community groups and the private sector to increase the active transportation modal share through health promotion and educational strategies that target the needs of residents and employees in the Region of Peel.

Additional supportive active transportation policies are recommended to provide elaboration and specificity on the Regional Official Plan Policies in active transportation. These policies are organized around four key themes: **Build Knowledge and Design Strategies; Implement the AT Plan; Shift the Regional Road Character; and Create AT-friendly Developments and Communities.** Some of these policies will require further discussion and refinement, while others can be put into action with the adoption of this plan. The Region of Peel's Public Works and Public Health departments will jointly provide the leadership to the Active Transportation Plan Policies by way of the Active Transportation Leadership Working Group in partnership with the area municipalities.

### 3 Programming

A good active transportation plan provides a **balance of facilities and programs**. Facilities and programs go together—like providing minor sports services. The administration and promotion of teams and leagues is as critical as supplying quality sports facilities. So it is with walking and cycling: one needs attractive places to walk and cycle in order to encourage people to do so, and programming to raise awareness of the viability. **Programming efforts must focus on areas in the Region of Peel where active transportation facilities exist, expanding as the network expands.**

One of the key existing programs linked to the Active Transportation Plan is the Walk and Roll Peel campaign, a product of the Active



Transportation Communications and Social Marketing Strategy. In May 2010, the Region of Peel launched Walk and Roll Peel (also known as Walk+Roll Peel) and its website, [www.walkandrollpeel.ca](http://www.walkandrollpeel.ca). It will be a cycling and walking hub with its library of information for residents to get started in cycling and walking, or learn about the network. Walkandrollpeel.ca will also support and communicate efforts to advance active transportation, such as the work of cycling committees, public consultation meetings, and special events.

Recommended short-term behavioural shift program strategies for the Region of Peel's Walk and Roll Team, with delivery in year 1 and onward include:

- Deliver and monitor the Walk + Roll Peel campaign
- Meet annually with stakeholders regarding Walk + Roll Peel
- Assist in the delivery of the Region of Peel's Five Year TDM Social Marketing Plan
- Develop an annual business plan for the above
- Work with the area municipalities to review the options and feasibility of experiential marketing and guerrilla efforts near and on active transportation infrastructure
- Encourage area municipalities to provide marketing and communications support for the Walk + Roll Peel campaign

**Recommended medium to long-term behavioural shift program strategies with delivery in year 2 and onward consist of the Region of Peel conducting community-based social marketing (CBSM) efforts amongst neighbourhoods and/or activity centres with access to existing active transportation infrastructure.** This should be done in

Similar to car-sharing programs, **public bike systems** make bikes available to subscribers at strategic locations city-wide. Patrons access a bike with an electronic card, use it as needed, and return it to the same or another parking rack when finished. Charges to riders are often free for the first half hour and increase thereafter.

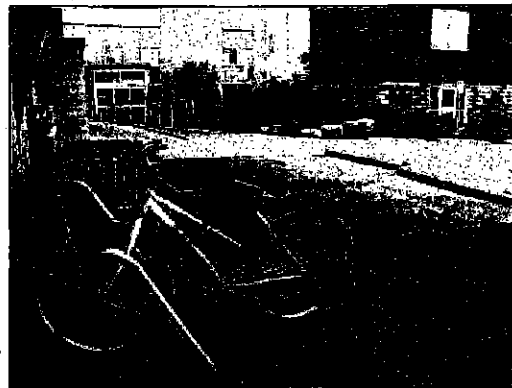
collaboration and partnership with the area municipalities, including program development, implementation and evaluation.

Public bicycle programs have significantly increased the number of trips made by bicycle in cities that have launched major programs. Before implementing a public bike program, a business strategy is required that examines: anticipated usage, economic analysis, fare structure and pricing, and an operating model and impacts for each model. **It is recommended that the Region of Peel support area municipalities in the monitoring the implementation of public bike**

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systems in North America and provide support for a high-level feasibility review over the next five years, where feasible and possible.

Supporting walking and cycling can enhance several sectors of the economy, including supporting recreational activities of residents with the investment remaining local, attracting tourists to explore and enjoy a more vibrant community, and creating an activity-based tourism sector. **The Region of Peel and area municipalities should work within the Regional Tourism Organizations to promote active transportation tourism in the region, with the Region's AT Co-ordinator leading the communication on these efforts.**



Several studies suggest that fear of bicycle theft may discourage bicycle use and that many bicycle theft victims do not buy a replacement. Combating bicycle theft is therefore a necessary step toward increasing the use of this form of active transportation.

Bicycle parking can encourage people to bike because they have a place to lock their bicycle at their destination. Designated bicycle parking installed properly in a good location is more orderly, prevents damage to

trees, street furniture and prevents bikes from blocking the sidewalk or other pedestrian or vehicular paths. It also helps legitimize cycling as transportation and supports economic development.

It is recommended that the Region of Peel assist in providing bicycle parking and other end-of-trip facilities through the following initiatives:

- Encourage the area municipalities to adopt design guidelines for bicycle parking and shower / change rooms and amenities.
- Encourage the area municipalities to revise zoning by-laws and development policies, as required, for all land uses other than single family to address the need for bicycle parking, change rooms / showers and related amenities.
- Provide end-of-trip facilities at all Regional-owned properties as appropriate.
- Work with the area municipalities to develop a bicycle parking program to encourage the retrofit of bicycle racks at existing developments including schools, considering bulk-purchase, subsidy, advisory services on locating the racks, or other mechanisms.

## 4 Recommended Active Transportation Network

The approach to developing an active transportation network for the Region of Peel is based on:

- Active transportation should be accommodated within all Regional road corridors to provide access to adjacent land uses and destinations, such as housing, employment, retail services, community services and institutions, where possible and feasible;
- Active transportation facilities along Regional roads generally need to provide separate space for users to address safety and comfort, such as sidewalks and boulevard trails for pedestrians; and boulevard trails, bike lanes, segregated bike lanes and paved shoulders (on rural roads) for cyclists, where possible and feasible; and
- Proposed active transportation facilities should generally be provided within the existing / planned Regional road rights-of-way width, where possible and feasible in order to contribute to creating more compact, multi-modal corridors;
- Where possible, it is recommended that the Regional active transportation network connect or integrate with existing and planned transit services, stops and stations;
- Although the basic need of pedestrians should be provided for along all Regional roads in developed areas, it is recommended that additional enhancements to the pedestrian environment be implemented in areas where there is a high potential for walking trips to entice more people to walk for short trips.

### 4.1 Caledon

The recommended pedestrian network strategy in Caledon is as follows:

- Provide accessible sidewalks on both sides of Regional roads within the existing settlement areas and planned development by filling in the gaps in the existing sidewalk system.
- In some communities where a key destination such as a school, community centre or service lies just outside a settlement area, extend the sidewalk on one side of the Regional road to that single destination.
- Where splash strips or paved shoulders currently accommodate pedestrians in settlement areas, upgrade to fully accessible sidewalks in the long term as rural Regional roads are urbanized.
- Enhance the pedestrian experience in Bolton on Queen Street south of King Street to the railway through the provision of amenities such as landscaping, shade, rest areas, etc.

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The recommended cycling network in Caledon incorporates the following:

- Take advantage of capital projects to implement paved shoulders on all rural Regional roads where feasible (e.g. a structurally adequate sub-base can be provided without negatively impact adjacent environment).
- Where steep terrain or environmentally sensitive lands constrain the width of the rural Regional road, provide shared-use lane markings if the operating speed is 60 km/h or less, and provide "Share the Road" signage.
- Undertake policy discussions at future opportunities for their potential implementation or when other planning studies arise regarding providing bike lanes as a continuation of paved shoulders in settlement areas when the Regional roads are urbanized.



Common to both the pedestrian and cycling networks are recommended trail improvements. These include:

- Extend the Etobicoke Creek Trail farther north into the Town of Caledon (mapping of alignment pending).
- Improve the safety and visibility of the Caledon Trailway crossings of Regional roads. Increasing the visibility of the crossing to motorists and trail users is important along with techniques to reduce speeds and exposure can be applied on a site-by-site basis.



The recommended pedestrian and cycling networks along Regional roads in the Town of Caledon are illustrated on Maps 9a and 10a.

## 4.2 Brampton

The recommended strategy for the active transportation network in Brampton, to integrate the City's PathWay system with destinations along Regional roads, is as follows:

- On Regional roads that will be widened or reconstructed according to the Capital Improvement Program for the next 20 years, provide a sidewalk on one side and a multi-use trail on the other side.

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- Fill in the gaps in the existing sidewalk and multi-use trail network along Regional roads that are fully built out.
- Enhance the pedestrian experience along some sections of Bovaird Drive, Queen Street Steeles Avenue, Kennedy Road and Dixie Road through the provision of amenities such as landscaping, shade, rest areas, etc.
- Assist the City of Brampton in collaborating with the Ministry of Transportation, Ontario in improving freeway crossings, and seeking opportunities to build grade-separated pedestrian / cycling crossings where the frequency of roadway crossings and improvement alternatives are limited.
- Include the east-west pathway along the hydro corridor south of Highway 407 from the City's western boundary, crossing the freeway to the Claireville Conservation Area. This trail provides a connection across the entire City and will require multiple partners to implement.
- Undertake policy discussions at future opportunities for their potential implementation or when other planning studies arise regarding the following new design strategies:
  - Segregated bike lanes along some sections of Queen Street and Mississauga Road where future pedestrian-oriented development, intensification or higher-order transit is being planned. Note that a narrow section of Queen Street with fronting development east of McLaughlin would have conventional bike lanes compatible with the business district to the east.
  - Where feasible, providing multi-use trails on both sides to provide access to developments on both sides of the road where on-road bikeways are not present / planned.
  - Replacing sidewalks that require reconstruction in the long term with multi-use trails where on-road bikeways are not present / planned.



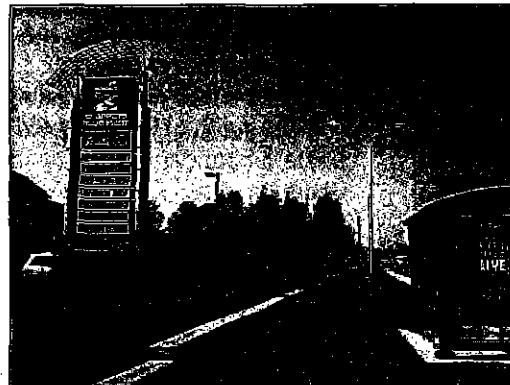
The recommended pedestrian and cycling networks along Regional roads in the City of Brampton are illustrated on Maps 9b and 10b.



## 4.3 Mississauga

The recommended strategy for developing a pedestrian and cycling network in Mississauga, to integrate the City's cycling network with destinations along Regional roads, is as follows:

- Fill in the gaps in the existing sidewalk and multi-use trail network along Regional roads that are fully built out.
- Consider special active transportation facility designs where routes intersect with nodes identified in the City of Mississauga's Official Plan, that is:
  - Erin Mills Parkway at Queensway, Burnhamthorpe and Eglinton
  - Dixie Road at Dundas and Burnhamthorpe
- Enhance the pedestrian experience along some sections of Derry Road, Britannia Road, the Queensway, Cawthra Road and Dixie Road through the provision of amenities such as landscaping, shade, rest areas, lighting, etc.
- Assist the City of Mississauga in collaborating with the Ministry of Transportation, Ontario in improving freeway crossings, and seeking opportunities to build grade-separated pedestrian / cycling crossings where the frequency of roadway crossings and improvement alternatives are limited.
- Include the east-west pathways along the hydro corridors south of the QEW crossing the Credit River, and south of Highway 403. These trails span a significant portion of the City and will require multiple partners to implement.
- Collaborate with the City of Mississauga in developing pedestrian / cycling crossings of the Credit River partway between the Queensway and Lake Ontario.
- Undertake policy discussions at future opportunities for their potential implementation or when other planning studies arise regarding the following new design strategies:
  - The potential for bike lanes or segregated bike lanes along some sections of Cawthra Road where numerous driveways may preclude the development of a multi-use trail in the boulevard due to safety concerns.
  - Where feasible, providing multi-use trails on both sides to provide access to developments on both sides of the road where on-road bikeways are not present / planned.



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- Replacing sidewalks that require reconstruction in the long term with multi-use trails where on-road bikeways are not present / planned.

The recommended pedestrian and cycling networks along Regional roads in the City of Mississauga are illustrated on Maps 9c and 10c.

## 5 ACTIVE TRANSPORTATION FACILITIES REFERENCE GUIDE

Active transportation infrastructure includes a number of different types of facilities to accommodate the wide range of abilities, skills and experience of pedestrians, in-line skaters, cyclists, pedestrians with mobility devices, visual, hearing or cognitive impairments, skateboarders, etc. The basic facilities on which they travel consist of sidewalks for pedestrians, child cyclists and small-wheeled users like in-line skaters and skateboarders; multi-use trails that essentially accommodate all active transportation modes; and bikeways such as bike lanes for cyclists only.

General design guidance and design criteria for various types of active transportation facilities are presented in Part 1: The Active Transportation Plan report.

Roads under the jurisdiction of the Region of Peel are multi-lane, higher speed, widely spaced arterial roadways and have been built or are planned to accommodate the mobility of motorists and commercial vehicles. This presents a challenge in that the space required to accommodate these regional transportation needs necessitates a wider Right-of-Way (ROW). While there is a temptation to simply increase the width of the ROW to accommodate active transportation needs, this approach should be avoided. Increasing Regional road rights-of-way beyond 45 m (typical Regional road ROW width) will only serve to increase the separation of activities within a corridor and reduce the percentage of the ROW which is dedicated to non-motorized transportation. **It is recommended that the proposed active transportation facilities be provided within the existing / planned Regional road rights-of-way widths (no additional width required), where feasible and possible.** Future policy discussions on design

strategies will need to consider the active transportation requirements within the context of other evolving roadway strategies such as lane widths, higher-order transit strategies, intersection innovations, transportation demand strategies, etc. **At intersections, design strategies to improve the comfort and safety for cyclists and pedestrians need to be considered not only to improve access to active transportation facilities on Regional roads but also for local active transportation facilities intersecting Regional roads.**

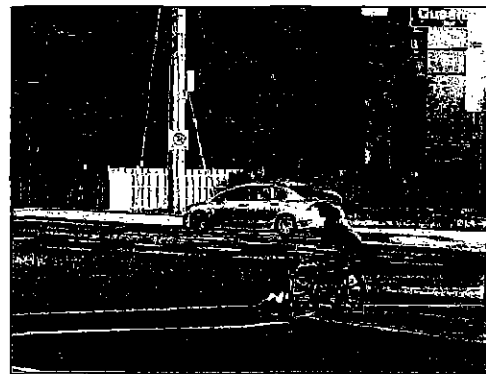
Recommended design guidelines for the planning and design of accessible pedestrian facilities, accessible multi-use trails, bikeways and bicycle parking are provided in Part 1 of the Active Transportation Plan. Design criteria for application in the Region of Peel are also provided.

### 5.1 New Design Strategies

In the Region of Peel, current design strategies for active transportation involve providing sidewalks and multi-use trails along urban Regional roads and paved shoulders along rural Regional roads. In order to consider design strategies outside the current practice, it is recommended that policy discussions occur at future opportunities for their potential implementation or when other planning studies arise at which the benefits and trade-offs can be discussed with the various stakeholders. The resulting policy recommendation may be implemented on a project-by-project, as opportunities arise within the Region of Peel Capital Improvement Program, or in the long-term (beyond 2031). These design strategies are summarized below:

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- **Multi-use boulevard trails on BOTH sides of Regional Roads where on-road bikeways are not present / planned:** Investigate the impact of providing multi-use boulevard trails along Regional Roads on both sides. The need is based on providing direct access for cyclists to destinations on both sides of Regional roads. Otherwise mid-block crossings or sidewalk riding may need to be accommodated.
- **Multi-use boulevard trails to REPLACE deteriorated sidewalks on one or both sides of Regional Roads where on-road bikeways are not present / planned:** Investigate the impact of replacing deteriorating sidewalks with multi-use boulevard trails along Regional Roads on one or both sides.
- **Segregated bike lanes along Regional roads:** Investigate the potential to provide segregated bike lanes along four to six-lane arterials that will undergo reconstruction with front-lotted development, or in areas planned for mixed-use, compact development where the built environment is intended to promote walking, cycling, and transit use. In intensification corridors with higher order transit, the segregated bike lane would separate cyclists from pedestrians where more walking and cycling trips are desirable; and provide improved function over boulevard trails, and increased comfort over conventional bike lanes and shared trails.
- **Sidewalks and bike lanes on Regional roads in rural communities:** Investigate the potential to provide fully accessible sidewalks and bike lanes on both sides of Regional roads when such roads are being redeveloped from rural to urban cross-sections in rural settlement areas. Bike lanes through communities will maintain the continuity of paved shoulders along rural Regional roads that exist outside / approaching the communities.
- **Retrofitting bike lanes where boulevard trails are not appropriate:** Investigate the impact of providing bike lanes, or segregated bike lanes where multi-use boulevard trails along Regional roads are not appropriate due to safety concerns, i.e., more than one driveway / intersection every 300 m.



A number of design solutions to enhance the provision of active transportation facilities are presented in Part 1: The Active Transportation Plan report. These include accessible street crossings for pedestrians; intersection treatments for bikeways, roundabout design for accommodating pedestrians and cyclists, interchange design for vulnerable users, pedestrian enhancements such as benches and rest areas, landscaping, shade trees, etc.; a co-ordinated network signage strategy; and site organization and layout guidelines for site development that promotes sustainable transportation.

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## 6 Implementation

The Active Transportation Plan is not intended to be a static document. It must be regularly reviewed to ensure it meets the needs of the Region of Peel. Changing community expectations or growth and development patterns can necessitate a re-investigation of the Plan. Annual updates will be undertaken through the Region of Peel's 20-year Capital Improvement Program and budgeting process. An annual staff report to Council will be prepared on active transportation conditions, behaviours, needs and trends, including an annual implementation budget with joint input from the area municipalities.

Developing an active transportation network takes time. Implementation has to be both opportunistic, taking advantage of efficiencies in co-ordinating with capital projects or operational improvements and related funding sources, and systematic, filling in gaps in the network over time outside of the other project opportunities.

The phasing of the network is tied to the 20-year Capital Improvement and Resurfacing Programs, future rapid transit or intensification projects, longer-term urbanization of rural roads in rural communities in Caledon, replacement of deteriorating sidewalks, filling gaps or critical links not covered by these other programs, regional trails based on local plans. Interchange improvements will be a separate program partnered with the area municipalities and Ministry of Transportation, Ontario to be defined through this partnership. New design strategies, such as multi-use trails on both sides of Regional roads, bike lanes and segregated bikes lanes, outside the current practice may be implemented at any time based on opportunities to discuss, evaluate and incorporate in corridor projects or as demonstration projects.

Demonstration projects are to be implemented in the short term (1 to 5 years) consisting of a pedestrian enhancement project in each area municipality, retrofitting cross-rides on a boulevard multi-use trail along a Regional in Brampton and Mississauga, and bicycle intersection improvements at key intersections in each area municipality.

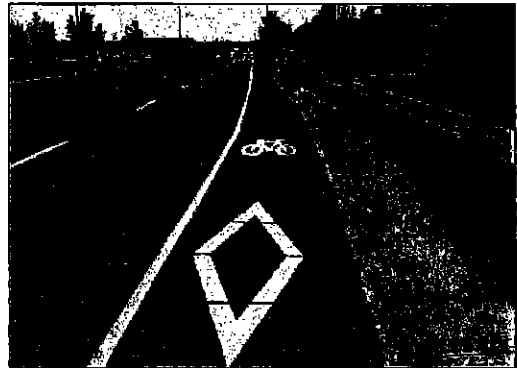
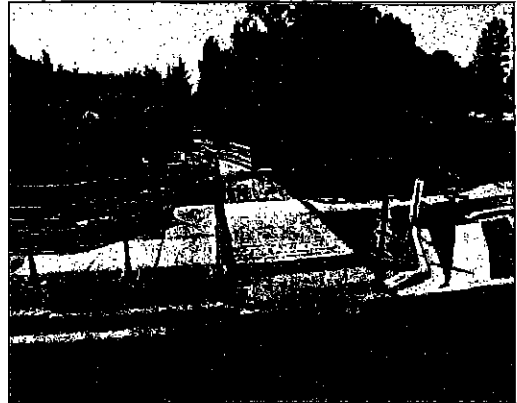
### 6.1 Financial Structure for the Region of Peel Active Transportation Plan

Infrastructure needs and improvements account for the majority of the Active Transportation Plan's estimated cost. A majority of the construction of multi-use trails and sidewalks as proposed in the pedestrian and cycling networks has been identified as component costs within planned Regional road widening projects as part of the road construction program. The majority of the construction of paved shoulders along rural Regional roads would be part of the annual resurfacing program. The Cities of Mississauga and Brampton, and Town of Caledon also have programs for pedestrian and cycling infrastructure improvements. As a result, the total estimated investment (excluding the improvements identified in the Region and municipal capital infrastructure construction programs) to implement the proposed pedestrian and cycling networks is about \$52 M over the next 20 years, an annual average expenditure of about \$2.6 M. These proposed improvements will require multiple partners to implement and include Region of Peel, area municipalities, MTO, and other as identified through alternative funding sources.

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The proposed Active Transportation Plan network improvements without planned funding include:

- **Long-term sidewalk replacement** (replacement of deteriorating sidewalks in the long-term with boulevard multi-use trails along Regional roads not in the Capital Improvement Plan)—Consider area municipal asset management funds. Partial funding from the Region of Peel is rationalized so that the cycling network that would typically be accommodated on the road but is provided in the boulevard of Regional roads can be completed. Funding can also be potentially leveraged by Provincial and Federal infrastructure funding programs and consider the Gas Tax Fund for these projects.
- **Regional Trail Corridors** (multi-jurisdictional and regional trail projects)—Consider partnering with the area municipalities to complete these regional trails. Consider establishing an annual funding program jointly with the area municipalities and Region of Peel with potential for inclusion in development charges (as currently done in Mississauga for sidewalks along major roads) and leveraged by Provincial and Federal infrastructure funding programs and consider the Gas Tax Fund for these projects.
- **Filling gaps and Critical links** (active transportation facilities that will fill gaps that are less than 1 km long and complete the network), and **intersection improvements**—Consider an annual capital program funded jointly by the area municipalities and Region of Peel with potential for inclusion in development charges (as currently done in Mississauga for sidewalks along major roads) and leveraged by Provincial and Federal infrastructure funding programs.
- **Interchange improvements**—Consider a funding program partnered with the area municipalities and the Ministry of Transportation, Ontario (MTO) in completing these improvements, with potential Gas Tax Funding.
- **Pedestrian enhancements areas**—Developers should be encouraged to include pedestrian enhancements as part of their site plans and subdivisions and be review and approve as part of the development application process. The Region may also consider working in collaboration with the area municipalities in providing pedestrian enhancements areas, and consider the Gas Tax Fund. The local municipalities will be required to maintain these areas. Enhancements focus on streetscape elements, and may include a combination of upgrading accessibility (e.g. curb ramp retrofits with



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detectable warnings); addressing street crossing improvements; widening sidewalks if required; gateways; street furniture such as benches or seating walls, signage, water fountains, trash receptacles, lighting, shade or wind breaks, plantings, public art, etc.

- **Rapid transit or intensification corridors** (sidewalks, boulevard multi-use trails and bikeways in future rapid transit or intensification corridors)— Use transit and developer financing for developments within these corridors, and/or leveraged by Provincial and Federal infrastructure funding programs.
- **Long-term rural improvements** (bike lanes and sidewalks in the rural communities in the Town of Caledon when rural Regional roads are urbanized)—Consider incorporating into future development charge by-laws and Capital and Resurfacing programs, and /or leveraged by Provincial and Federal infrastructure funding programs.

Alternative sources of funding to the tax levy and development charge funds include Provincial and Federal government programs and grants; private investment and donations, user pay such as the Gas Tax Fund, public-private partnerships and joint developments , and tax incremental financing. To assist in reducing taxpayer costs and pressure on development charges, the Region should pursue these and other funding opportunities.

The Region of Peel's current funding for programs is \$150,000 annually. As programs are further defined, the cost for developing, executing, maintaining and monitoring the programs should be included in an annual business plan as part of the overall Transportation Demand Management program.

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## 7 Tools for Implementation

In the next five years, as a result of the network improvements and educational / promotional programs, the Region of Peel is aiming to increase the total trips for active transportation from five percent to seven percent, and double it to ten percent in the longer term. These targets are estimated based on the potential short distance trips by automobile that could otherwise be travelled by walking or bicycling.

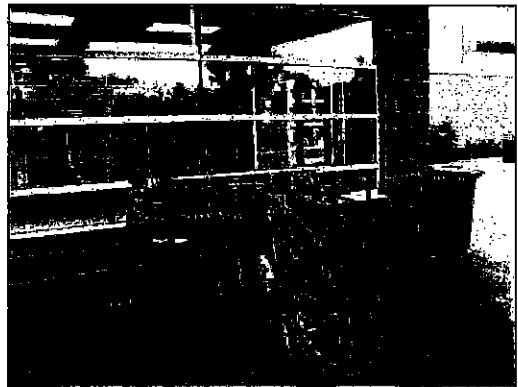
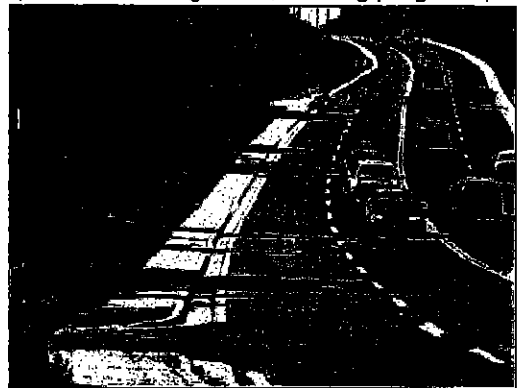
All levels of government spend considerable time and effort to develop policies, to ensure that policies are in the best interests of the public and other stakeholders, and that they are achievable publically, politically, financially and institutionally. All policies require as a minimum budget allocation for staff to administer the policy, and many require additional resources to undertake actions to meet objectives, whether it is collecting data, communicating ideas, running programs, or building and maintaining infrastructure.

It is recommended that the Region of Peel adopt both an institutional and

performance monitoring approach to make progress on the implementation of the Active Transportation Plan. Such processes should align with Regional and Departmental processes. In addition, they should consider incorporating metrics that assess the progress towards increasing the share of trips made by active transportation.

The **institutional structure** recommended models itself on internal resources with explicit responsibilities for the plan, coupled with internal and external co-ordinating bodies:

- Allocate Region of Peel staff to oversee the implementation of the education and promotional programming and oversee the implementation of the network. There is already an Active Transportation Coordinator in the Transportation Planning section of the Public Works Department and staff in Peel Public Health's Chronic Disease and Injury Prevention division assigned. A new staff position is recommended within Public Works Department to oversee the implementation of the active transportation network and related improvements. This person will be required to introduce new approaches into the current practices of Public Works staff responsible for capital and operational projects on Regional roads. The Region of Peel should undertake a





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review of staff time commitment and make adjustments as required to support the management and coordination of expanded active transportation planning and programming.

- Continue the Active Transportation Leadership Working Group comprised of staff from Region of Peel Public Works and Public Health Departments in partnership with the area municipalities. This team can review, recommend and evaluate policy development, and behaviour shift programming and network implementation.
- In order to build interest and support for the plan, it is recommended that the Active Transportation Co-ordinators play a communication role with civic societies in Peel region.

There are several options available to the Region of Peel in terms of implementing a performance monitoring process:

- Integrate the Active Transportation Plan performance monitoring into the performance monitoring of the Region's Long Range Transportation Plan. In this way it is strategically placed within a larger data gathering, analysis and evaluation framework and can be compared to performance of other modes.
- Develop a mini performance monitoring "report card" with checklists associated with the Active Transportation Plan goals and objectives, and remarks on the progress being made towards those goals. This is a process that can be undertaken by the Active Transportation Co-ordinators, and reported to the Active Transportation Leadership Working Group and civil societies for review and confirmation before being reported to Council.

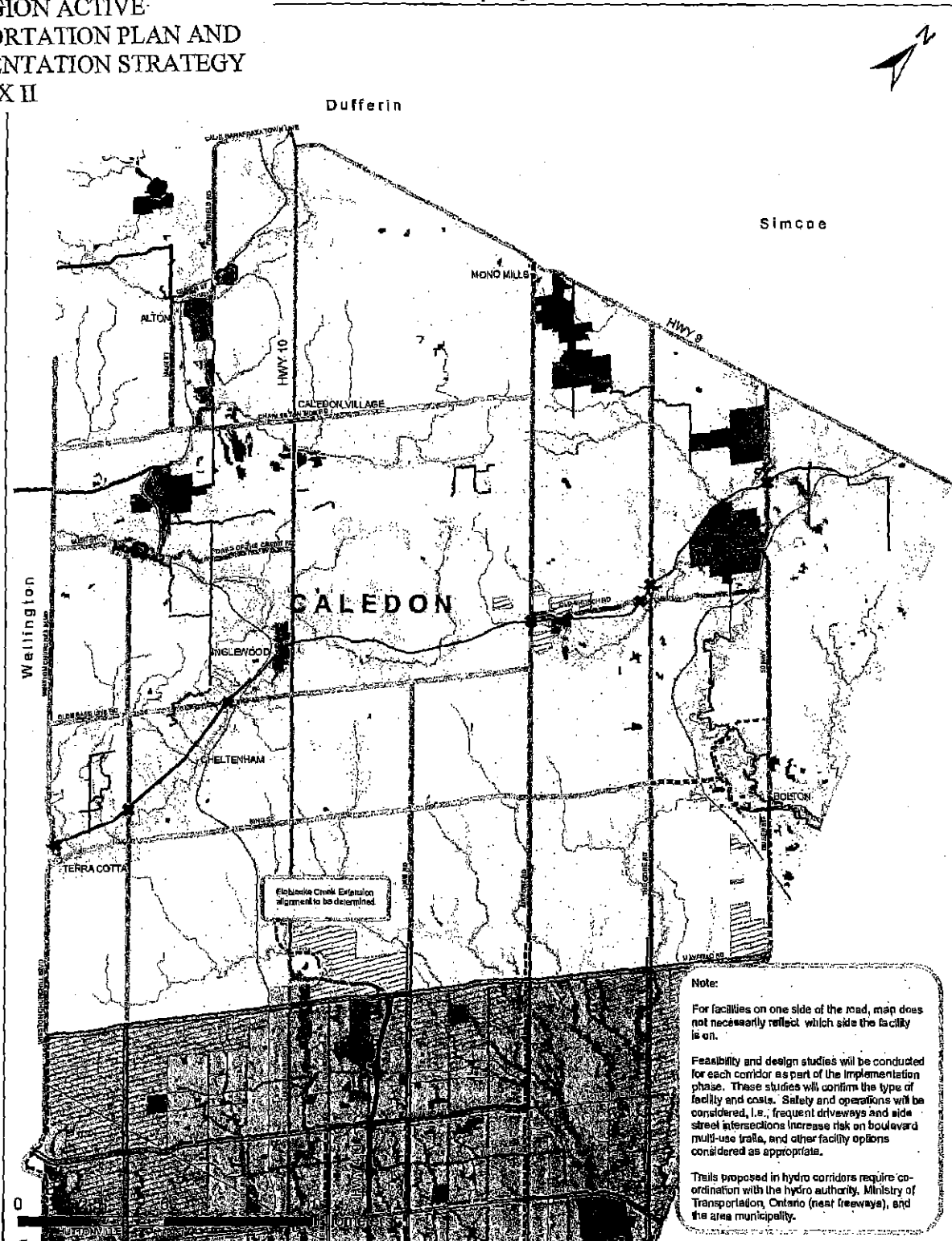
## 8 Conclusion

During the presentation to agency, area municipal and MTO staff of the draft Active Transportation Plan on June 21, 2011, Ms. Gayle Bursey, Director, Chronic Disease and Injury Prevention, Peel Public Health had three key messages:

*Collectively, the Region of Peel and area municipalities are making great strides to meet **healthy community and sustainability goals.***

1. *Call to action to slow the rate of increase in chronic diseases:* Obesity and diabetes rates are on the rise in Peel; people are aware of the benefits of physical activity; it is the environment in which we live that present barriers to active living; and there is a need to focus on building an active transportation network that supports utilitarian uses for physical activity, getting people to where they need to go, not just a network for recreation.
2. *We will be held accountable as civil servants and need to keep our eye on the ball:* Small, "one-off" changes will not make the difference needed; there is a need to focus on larger, co-ordinated efforts to make a significant impact.
3. *The time has come:* There is public interest reflected in the media for building sustainable and healthy communities.

The Region of Peel Active Transportation Plan will make all Regional roads accessible, walkable and bicycle-friendly for everyone: residents and visitors of Peel communities, and priority populations from youth to seniors, and for people with disabilities.



Map 9a: Proposed Long-Term Regional Pedestrian Network - Caledon

- |  |   |   |
|--|---|---|
| <p><b>Existing Pedestrian Facilities</b></p> <ul style="list-style-type: none"> <li>— Sidewalk (One side)</li> <li>— Sidewalk (Two sides)</li> <li>— Multi-Use Trail</li> <li>— Hiking Trail</li> </ul> <p><b>Region Capital Program and Other Facilities*</b></p> <ul style="list-style-type: none"> <li>— Planned Multi-Use Trail</li> <li>— Planned Sidewalk</li> <li>— Municipal Path*</li> <li>— Planned Municipal Path*</li> </ul> | <p><b>Proposed Pedestrian Facilities</b></p> <ul style="list-style-type: none"> <li>--- Sidewalk (One side)</li> <li>=== Sidewalk (Two sides)</li> <li>--- Multi-Use Trail</li> </ul> <p><b>Other Pedestrian Facilities</b></p> <ul style="list-style-type: none"> <li>Amenity Improvements (see Section 8.8)</li> <li>+ Trail Crossings (see Section 8.6)</li> </ul> | <p><b>Other Features</b></p> <ul style="list-style-type: none"> <li>— Rivers</li> <li>— Rail Corridor</li> <li>■ Parks</li> <li>● Valleylands</li> <li>▨ Designated Greenfield</li> </ul> |
|--|---|---|

**Note:**

For facilities on one side of the road, map does not necessarily reflect which side the facility is on.

Feasibility and design studies will be conducted for each corridor as part of the implementation phase. These studies will confirm the type of facility and costs. Safety and operations will be considered, i.e., frequent driveways and side street intersections increase risk on boulevard multi-use trails, and other facility options considered as appropriate.

Trails proposed in hydro corridors require co-ordination with the hydro authority, Ministry of Transportation, Ontario (near freeways), and the area municipality.

**Data Sources:**

- Road Network - Navteq
- Parks, Waterways, Rail Corridor - Region of Peel Municipal Plan - Town of Caledon, City of Brampton

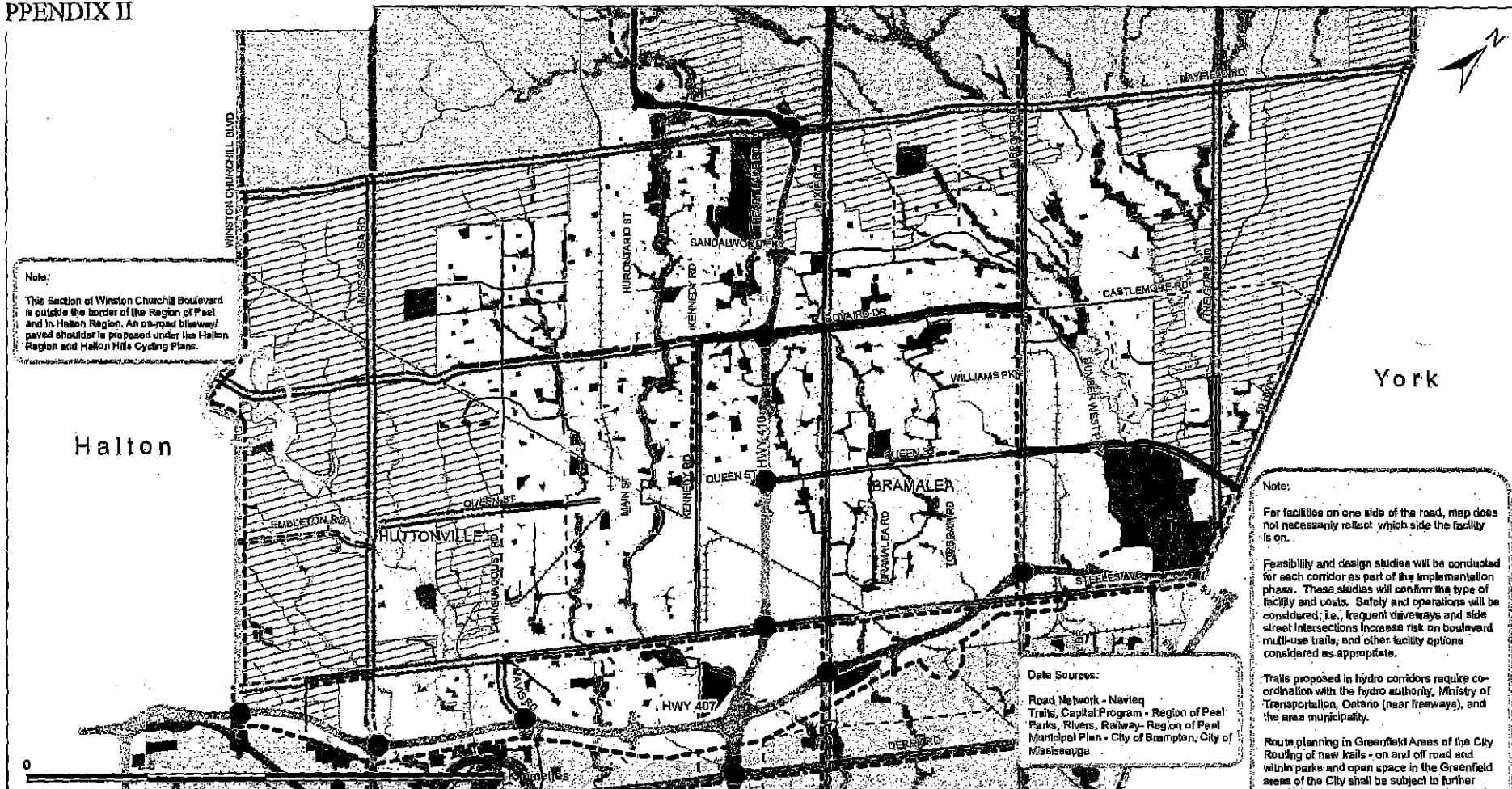
Date: 12/21/2011



\*Existing and planned municipal paths are shown for reference purposes. Refer to local active transportation, cycling or trail plans and maps for route details of municipal paths.  
 \*Region Capital Program is listed on 2011 Region Capital Plan

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Note:  
 This section of Winston Churchill Boulevard is outside the border of the Region of Peel and in Halton Region. An on-road bike-way/paved shoulder is proposed under the Halton Region and Halton Hills Cycling Plans.

Note:  
 For facilities on one side of the road, map does not necessarily reflect which side the facility is on.

Feasibility and design studies will be conducted for each corridor as part of the implementation phase. These studies will confirm the type of facility and costs. Safety and operations will be considered, i.e., frequent driveways and side street intersections increase risk on boulevard multi-use trails, and other facility options considered as appropriate.

Trails proposed in hydro corridors require coordination with the hydro authority, Ministry of Transportation, Ontario (near freeways), and the area municipality.

Route planning in Greenfield Areas of the City. Routing of new trails - on and off road and within parks and open space in the Greenfield areas of the City shall be subject to further detailed planning through the secondary and block plan process.

Data Sources:  
 Road Network - Navteq  
 Trails, Capital Program - Region of Peel  
 Parks, Rivers, Railway - Region of Peel  
 Municipal Plan - City of Brampton, City of Mississauga

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Map 9b: Proposed Long-Term Regional Pedestrian Network - Brampton

<p><b>Existing Pedestrian Facilities</b></p> <ul style="list-style-type: none"> <li>— Sidewalk (One side)</li> <li>— Sidewalk (Two sides)</li> <li>— Multi-Use Trail</li> </ul>	<p><b>Region Capital Program and Other Facilities*</b></p> <ul style="list-style-type: none"> <li>— Planned Sidewalk</li> <li>— Planned Multi-Use Trail</li> <li>— Municipal Path*</li> <li>— Planned Municipal Path*</li> </ul>	<p><b>Proposed Pedestrian Facilities</b></p> <ul style="list-style-type: none"> <li>--- Sidewalk (One side)</li> <li>--- Sidewalk (Two sides)</li> <li>--- Multi-Use Trail</li> </ul>	<p><b>Other Pedestrian Facilities</b></p> <ul style="list-style-type: none"> <li>● Amenity Improvements (see Section 8.9)</li> <li>● Interchange Improvements (see Section 8.8)</li> </ul>	<p><b>Other Features</b></p> <ul style="list-style-type: none"> <li>— Rivers</li> <li>— Rail Corridor</li> <li>■ Parks</li> <li>□ Valleylands</li> <li>▨ Designated Greenfield</li> </ul>
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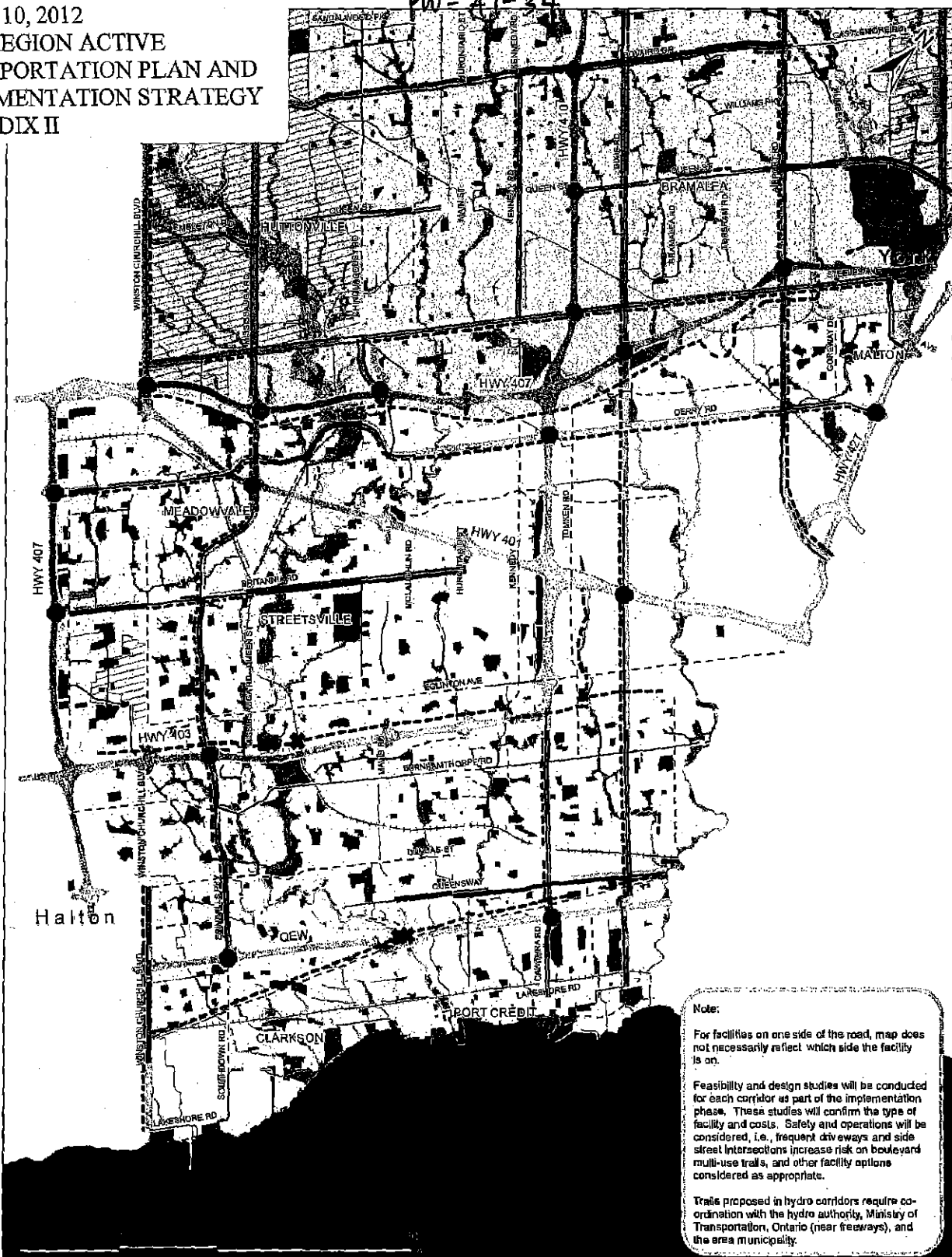
\*Existing and planned municipal paths are shown for reference purposes. Refer to local active transportation, cycling or trail plans and maps for more details of municipal paths.  
 \*Region Capital Program is based on 2011 Region Capital Plan

Date: 12/21/2011

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**Note:**  
 For facilities on one side of the road, map does not necessarily reflect which side the facility is on.  
 Feasibility and design studies will be conducted for each corridor as part of the implementation phase. These studies will confirm the type of facility and costs. Safety and operations will be considered, i.e., frequent driveways and side street intersections increase risk on boulevard multi-use trails, and other facility options considered as appropriate.  
 Trails proposed in hydro corridors require coordination with the hydro authority, Ministry of Transportation, Ontario (near freeways), and the area municipality.

**Map 9c: Proposed Long-Term Regional Pedestrian Network - Mississauga**

<p><b>Existing Pedestrian Facilities</b></p> <ul style="list-style-type: none"> <li>— Sidewalk (One side)</li> <li>— Sidewalk (Two sides)</li> <li>— Multi-Use Trail</li> </ul> <p><b>Region Capital Program and Other Facilities*</b></p> <ul style="list-style-type: none"> <li>— Planned Sidewalk</li> <li>— Planned Multi-Use Trail</li> <li>— Municipal Path*</li> <li>— Planned Municipal Path*</li> </ul>	<p><b>Proposed Pedestrian Facilities</b></p> <ul style="list-style-type: none"> <li>— Sidewalk (One side)</li> <li>— Sidewalk (Two sides)</li> <li>— Multi-Use Trail</li> </ul> <p><b>Other Pedestrian Facilities</b></p> <ul style="list-style-type: none"> <li>● Amenity Improvements (see Section 8.9)</li> <li>● Interchange Improvements (see Section 8.8)</li> <li>⊕ Trail Crossings (see Section 8.6)</li> </ul>	<p><b>Other Features</b></p> <ul style="list-style-type: none"> <li>— Rivers</li> <li>— Rail Corridor</li> <li>■ Parks</li> <li>▨ Valleylands</li> <li>▨ Designated Greenfield Area</li> </ul>
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\*Municipal and planned municipal paths are shown for reference purposes. Refer to local municipalities' transportation, cycling or trail plans and maps for route details of municipal paths.

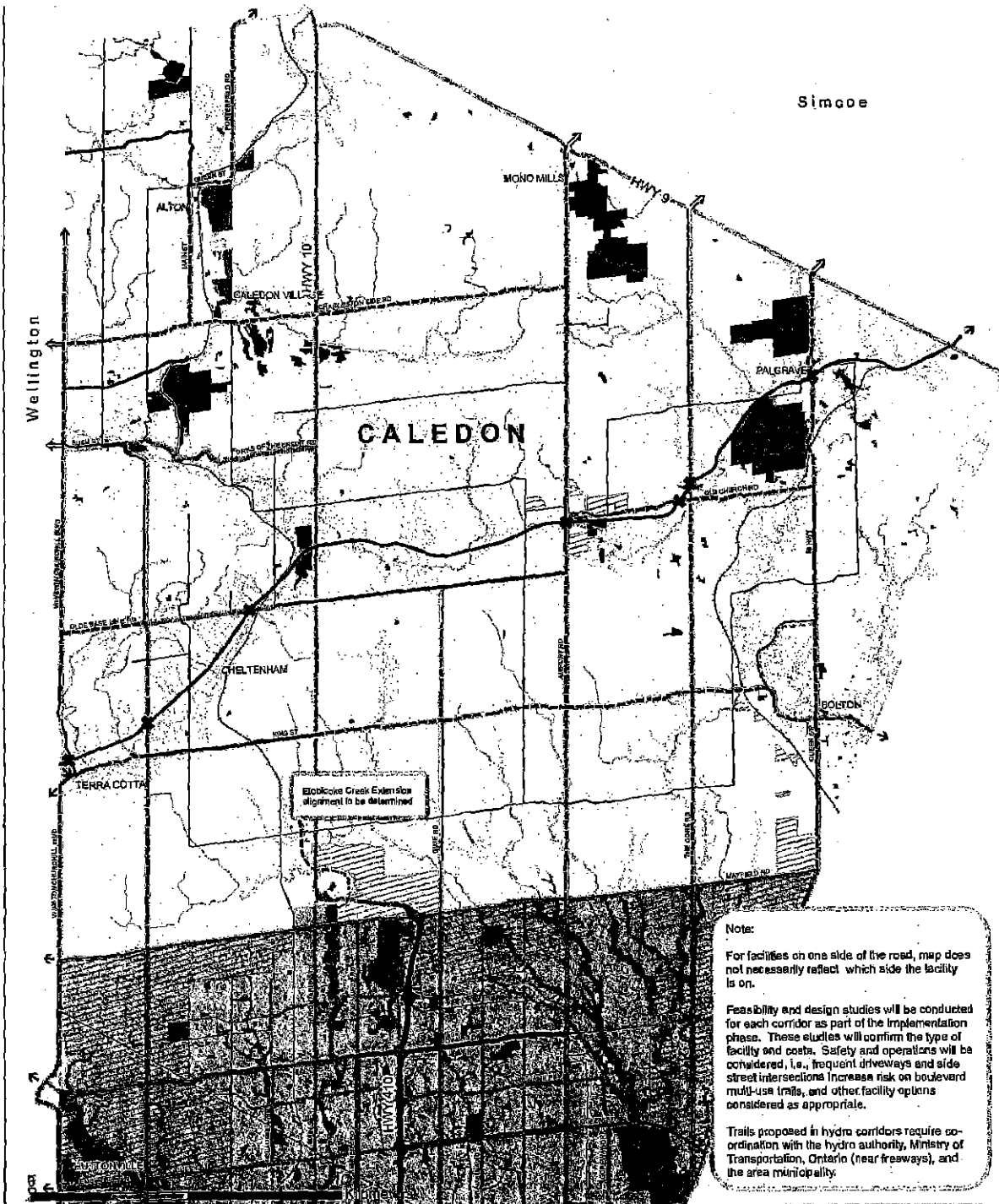
**Data Sources:**  
 Road Network - Navteq  
 Trails, Capital Program, Parks, Rivers, Rail - Region of Peel  
 Municipal Plan - City of Brampton, City of Mississauga

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**Note:**

For facilities on one side of the road, map does not necessarily reflect which side the facility is on.

Feasibility and design studies will be conducted for each corridor as part of the implementation phase. These studies will confirm the type of facility and costs. Safety and operations will be considered, i.e., frequent driveways and side street intersections increase risk on boulevard multi-use trails, and other facility options considered as appropriate.

Trails proposed in hydro corridors require coordination with the hydro authority, Ministry of Transportation, Ontario (near freeways), and the area municipality.

**Map 10a: Proposed Long-Term Regional Cycling Network - Caledon**

- |  |   |   |
|--|---|---|
| <p><b>Existing Cycling Facilities</b></p> <ul style="list-style-type: none"> <li>— Paved Shoulder</li> <li>— Multi-Use Trail</li> </ul> <p><b>Region Capital Program and Other Facilities*</b></p> <ul style="list-style-type: none"> <li>— Planned Paved Shoulder</li> <li>— Planned Multi-Use Trail</li> <li>— Municipal Path*</li> <li>— Planned Municipal Path*</li> </ul> | <p><b>Proposed Cycling Facilities</b></p> <ul style="list-style-type: none"> <li>--- Bike Lanes</li> <li>--- Paved shoulder</li> <li>--- Multi-Use Trail</li> <li>--- Signed/Marked Share Lanes</li> </ul> <p><b>Other Cycling Features</b></p> <ul style="list-style-type: none"> <li>+ Trail Crossings (see Section 6.6)</li> </ul> | <p><b>Adjacent AT Networks</b></p> <ul style="list-style-type: none"> <li>↑ Multi-use trail</li> <li>↑ Paved shoulder</li> <li>↑ Proposed Connection</li> </ul> <p><b>Other Features</b></p> <ul style="list-style-type: none"> <li>— Rivers</li> <li>— Rail Corridor</li> <li>■ Parks</li> <li>□ Valleylands</li> <li>▨ Designated Greenfield</li> </ul> |
|--|---|---|

**Data Sources:**

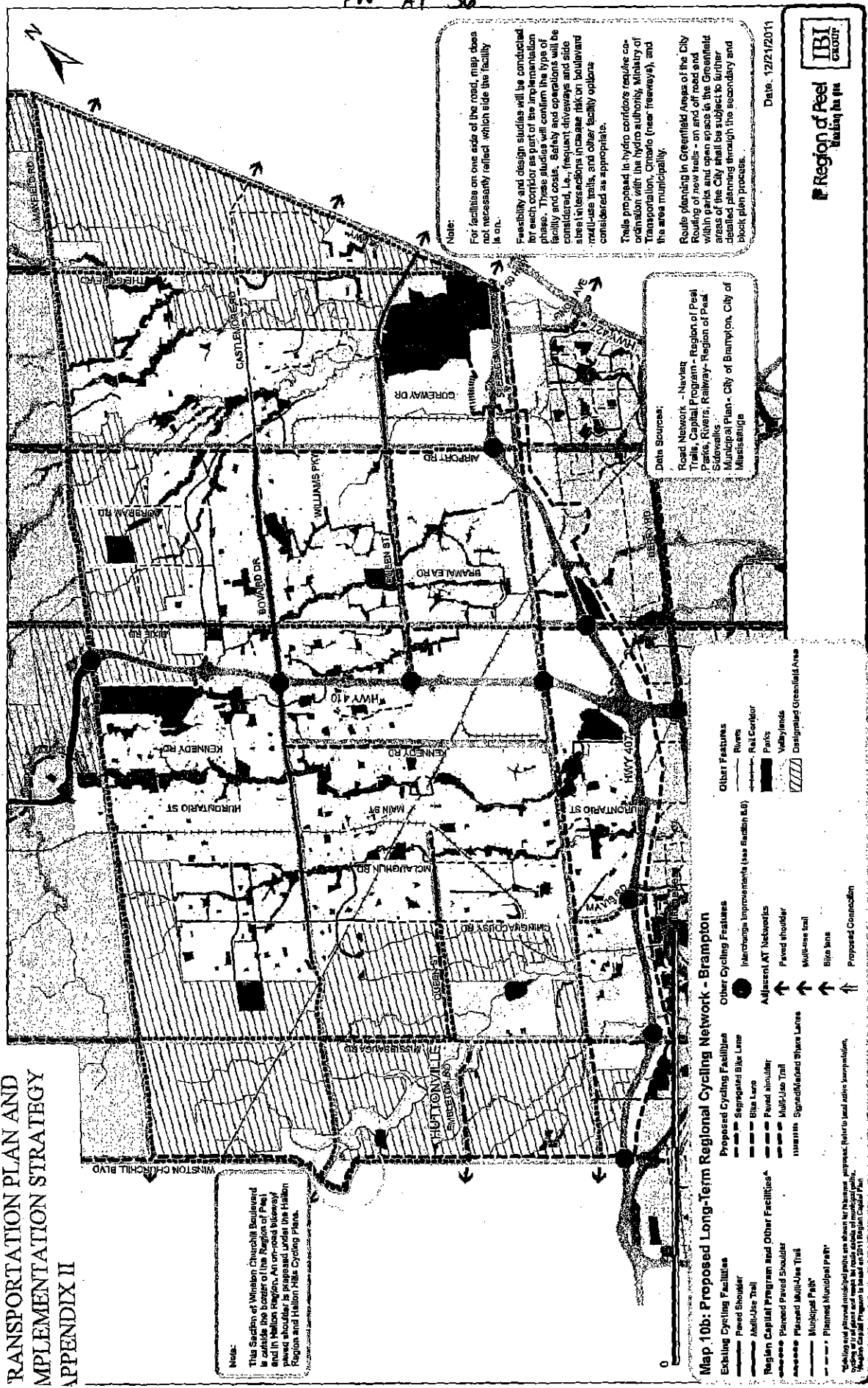
Road Network - Newtec  
 Trails, Capital Program - Region of Peel  
 Parks, Rivers, Railway - Region of Peel  
 Municipal Plan - City of Brampton, City of Mississauga

Date: 12/21/2011



\*Existing and planned municipal paths are shown for reference purposes. Refer to local active transportation, cycling or trail plans and maps for more details of municipal paths. Region Capital Program is based on 2011 Region Capital Plan.

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Note:  
 This Section of Winston Churchill Boulevard is outside the limits of the Region of Peel and in Halton Region. An on-road bikeway paved shoulder is proposed under the Halton Region and Halton Hills Cycling Plans.

Note:  
 For facilities on one side of the road, map does not necessarily reflect which side the facility is on.  
 Feasibility and design studies will be conducted for each corridor as part of the implementation phase. These studies will confirm the type of facility and costs. Safety and operations will be considered, i.e., frequent driveways and side streets in intersections in close proximity to boulevard multi-use trails, and other facility options considered as appropriate.  
 Trails proposed in hydro corridors require coordination with the hydro authority, Ministry of Transportation, Ontario (near freeways), and the area municipality.  
 Route planning in Greenfield Areas of the City of Peel will be subject to further detailed planning through the secondary and book plan process.

Date Sources:  
 Road Network - Navteq  
 Trails, Capital Program - Region of Peel  
 Parks, Rivers, Railway - Region of Peel  
 Sidewalks  
 Municipal Plan - City of Brampton, City of Mississauga

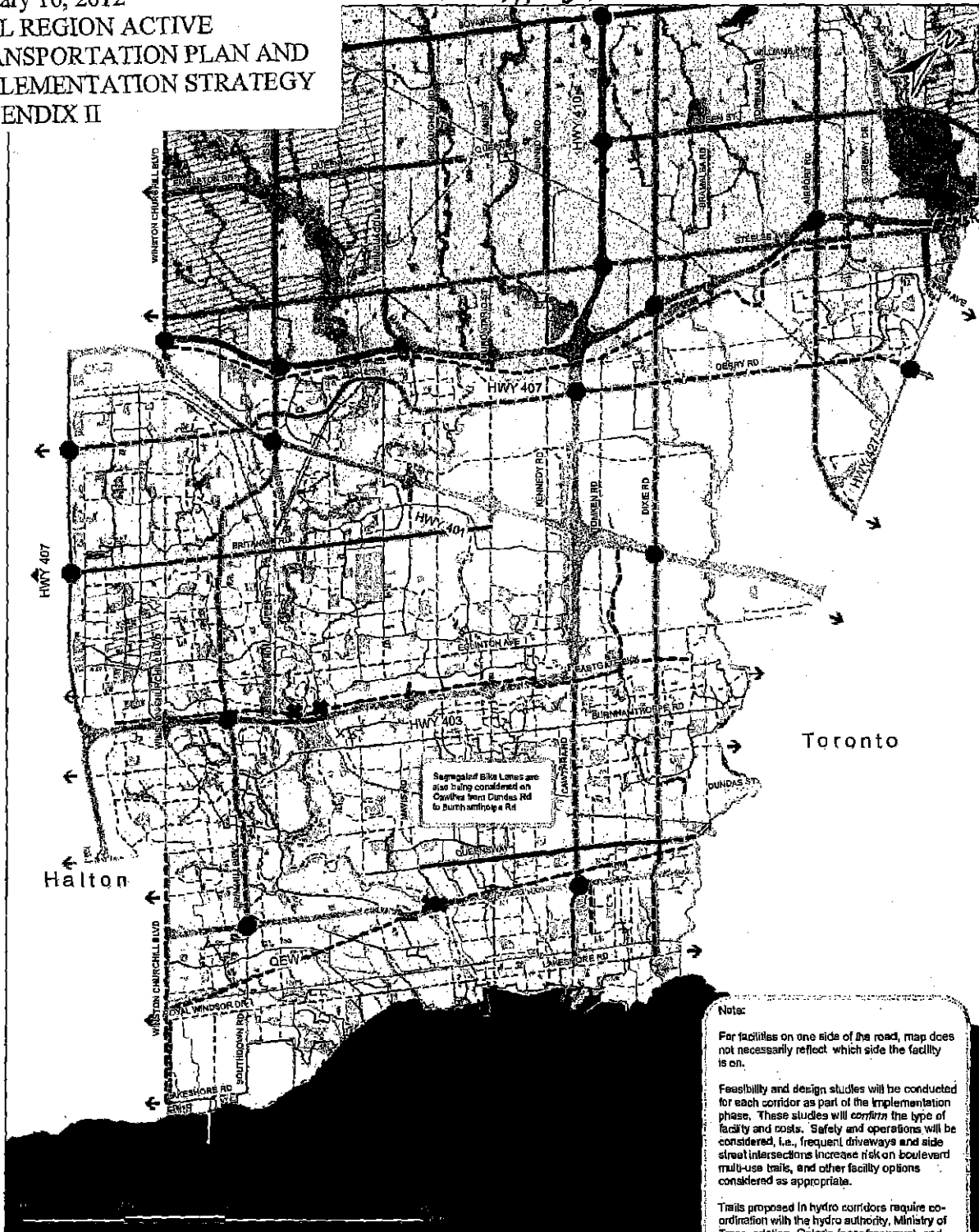
Date: 12/21/2011



- Map 10b: Proposed Long-Term Regional Cycling Network - Brampton**
- Existing Cycling Facilities**
    - Paved Shoulder
    - Multi-Use Trail
    - Region Capital Program and Other Facilities\*
    - Paved Shoulder
    - Planned Multi-Use Trail
    - Municipal Park
    - Planned Municipal Park
  - Proposed Cycling Facilities**
    - Segregated Bike Lane
    - Bike Lane
    - Paved Shoulder
    - Multi-Use Trail
    - Planned Multi-Use Trail
    - Planned Municipal Park
  - Other Cycling Features**
    - Interchange Improvements (see Station B.B)
    - Alignment AT Networks
    - Paved Shoulder
    - Multi-Use Trail
    - Bike Lane
    - Proposed Connection
  - Chart Features**
    - Rivers
    - Rail Corridor
    - Parks
    - Valleys
    - Designated Greenfield Area
- \*Scheduling and proposed implementation dates are shown with the map for information purposes. Refer to local active transportation plans for more details. Region Capital Program is based on 2011 Region Capital Plan.

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Map 10c: Proposed Regional Cycling Network - Mississauga

Existing Cycling Facilities

— Multi-Use Trail

Region Capital Program and Other Facilities\*

--- Planned Multi-Use Trail

--- Planned Paved Shoulder

— Municipal Path\*

--- Planned Municipal Path\*

Proposed Cycling Facilities

— Segregated Bicycle Lane

— Paved shoulder

— Bicycle Lane

— Multi-Use Trail

— Signed/Marked Share Lanes

Other Cycling Features

● Interchange Improvements (see Section 8.6)

⊕ Trail Crossing Improvement (see Section 8.6)

Adjacent AT Networks

↑ Bike lane

↑ Paved shoulder

↑ Multi-use trail

↑ Unspecified on-road

↑ Proposed connection

Other Features

— Rivers

++ Rail Corridor

⊕ Parks

⊕ Valleylands

⊕ Designated Greenfield

Note:

For facilities on one side of the road, map does not necessarily reflect which side the facility is on.

Feasibility and design studies will be conducted for each corridor as part of the implementation phase. These studies will *confirm* the type of facility and costs. Safety and operations will be considered, i.e., frequent driveways and side street intersections increase risk on boulevard multi-use trails, and other facility options considered as appropriate.

Trails proposed in hydro corridors require coordination with the hydro authority, Ministry of Transportation, Ontario (near freeways), and the area municipality.

Data Sources:

Road Network - Navteq  
 Trails, Capital Program - Region of Peel  
 Parks, Rivers, Railway - Region of Peel  
 Sidewalks, Municipal Plan - City of  
 Brampton, City of Mississauga

\*Existing and planned municipal paths are shown for reference purposes. Refer to local active transportation, cycling or trail plans and maps for route details of municipal paths.  
 \*Region Capital Program is based on 2011 Region Capital Plan



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**Proposed Active Transportation Network Phasing Strategy**

The recommended active transportation network for Region of Peel can be categorized and phased as follows:

- **Capital Improvement Program:** Sidewalks, boulevard multi-use trails and paved shoulders planned as part of Regional road projects in the 20-year Capital Improvement Program and resurfacing program. Phasing of these facilities is tied to the phasing of these programs.
- **Rapid transit or intensification corridors:** Sidewalks, boulevard multi-use trails and bikeways (including segregated bike lanes) in future rapid transit or intensification corridors that will undergo change to accommodate higher-order transit and development intensification. Phasing of these facilities will be tied to corridor improvements for transit and will be in the medium to long term.
- **Long-term rural improvements:** Bike lanes, and one section of paved shoulder and multi-use trail in the rural communities in the Town of Caledon will be implemented beyond the 20-year capital planning horizon, i.e. in the long-term.
- **Long-term sidewalk replacement:** Replacement of deteriorating sidewalks in the long-term with boulevard multi-use trails along Regional roads not in Capital Improvement Plan will be implemented beyond the 20-year capital planning horizon, i.e. in the long term.
- **Filling gaps and critical links:** Other active transportation facilities that will fill gaps and complete the network, not part of the above programs, are assumed to be implemented in the short and medium terms, where possible and feasible.
- **Regional trails:** Regional trail projects will be implemented according to the timing of area municipal plans.

Improvements such as pedestrian countdown signals, high visibility crosswalks, 'crossrides', bicycle detection, pedestrian enhancements, etc. are assumed to be part of the above projects. Interchange improvements will be a separate program partnered with the area municipalities and Ministry of Transportation, Ontario to be defined through this partnership.

New design strategies, such as multi-use trails on both sides of Regional roads, bike lanes and segregated bikes lanes, outside the current practice may be implemented at any time based on opportunities to discuss, evaluate and incorporate in corridor projects or as demonstration projects. They are placed in the long-term implementation phase. However, it should be recognized that as active transportation policies are implemented that build knowledge and shift current philosophies and practices, such projects may be implemented in a nearer term.

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The length of the various types of facilities proposed in the active transportation network by phase is presented below by municipality.

## Proposed Active Transportation Facilities (Km) by Phase

Caledon	Phase 1 (1-5 years)	Phase 2 (6 to 20 years)	Phase 3 (beyond 20 years)	Total
Sidewalk (linear km)	3	23	1	27
Multi-Use Trail (linear km)	5	4	2	11
Paved Shoulder (centreline km)	34	90	14	138
Bike Lane (centreline km)			19	19
Shared Use Signs/Markings (centreline km)	12			12
Pedestrian Enhancements (centreline km)	1			1
<b>Total Length AT Facilities</b>	<b>55</b>	<b>117</b>	<b>36</b>	<b>208</b>
Trail Crossings to Improve (no.)	3	4		7

Brampton	Phase 1 (1-5 years)	Phase 2 (6 to 20 years)	Phase 3 (beyond 20 years)	Total
Sidewalk (linear km)	24	51	5	80
Multi-Use Trail (linear km)	28	94	25	147
Bike Lane (centreline km)			4	4
Segregated Bike Lane (centreline km)			12	12
Pedestrian Enhancements (centreline km)	9	12		21
<b>Total Length AT Facilities</b>	<b>61</b>	<b>157</b>	<b>46</b>	<b>264</b>
Interchange Improvements (no.)		5	4	9

Mississauga	Phase 1 (1-5 years)	Phase 2 (6 to 20 years)	Phase 3 (beyond 20 years)	Total
Sidewalk (linear km)	15	6	6	27
Multi-Use Trail (linear km)	44	38	25	107
Bike Lane (centreline km)		5		5
Pedestrian Enhancements (centreline km)	6	8		14
<b>Total Length AT Facilities</b>	<b>65</b>	<b>57</b>	<b>31</b>	<b>153</b>
Trail Crossing (no.)	1	3		4
Interchange Improvements (no.)		5	4	9

<b>Proposed Active Transportation Infrastructure 20 Year Investment Estimates</b>			
	<b>Phase 1 (Year 1-5)</b>	<b>Phase 2 (Year 6-20)</b>	<b>20 Year Total (Phase 1 &amp; 2)</b>
	<b>Cost (\$ millions)</b>	<b>Cost (\$ millions)</b>	<b>Cost (\$ millions)</b>
<b>Planned Funding<sup>1</sup></b>	21.1	52.7	73.8
<b>Developer funding<sup>2</sup></b>		1.4	1.4
<b>Additional Active Transportation Projects:</b>			
<b>ITEM</b>	<b>Phase 1 (Year 1-5)</b>	<b>Phase 2 (Year 6-20)</b>	<b>20 Year Total (Phase 1 &amp; 2)</b>
	<b>Cost (\$ millions)</b>	<b>Cost (\$ millions)</b>	<b>Cost (\$ millions)</b>
Boulevard MUT/Bike Lanes/Sidewalks/signed routes/Water main (off road) trails (Region ROW)	0.3	6.0	6.3
trail crossings-in Caledon (on Regional roads)	0.4	0.6	1.0
Trail crossings - in Mississauga	5.0	15.0	20.0
Pedestrian Amenities	1.6	1.9	3.5
Regional Trail corridors (off road trails)	6.2	12.6	18.8
MTO Interchange improvements	0.0	2.5	2.5
<b>Total Additional Funds Required<sup>3</sup></b>	<b>13.5</b>	<b>38.6</b>	<b>52.1</b>
			<b>or 2.6 annually</b>
Peel ROW <sup>4</sup>	0.7	6.6	7.3
Estimated Peel Share in Partnership Projects <sup>5</sup>	7.2	15.5	22.7
Estimated local municipal Share in Partnership Projects <sup>6</sup>	5.6	13.6	19.2
Estimated MTO Share in Partnership Projects <sup>7</sup>	0.0	2.9	2.9
<b>Estimated Additional Funds Required for Peel</b>	<b>7.9</b>	<b>22.1</b>	<b>30.0</b>
			<b>or 1.5 annually</b>

PW - A1-40

**Notes:**

- 1- Based on Region 2011 Capital Forecast, Includes Region's Capital and resurfacing programs estimates (% of total planned funded by Region is 58% for phase 1&2), City of Brampton 2011 Capital Forecast (% of total planned funded by Brampton for phase 1 & 2 is 26%), Mississauga DC for missing sidewalks (% of total planned funded by Mississauga is 6% for phase 1 and 2), and Caledon DC for sidewalks and trails (% of total planned funded by Caledon is 10% for phase 1 & 2); does not include Mississauga's annual cycling capital budget funding
- 2 - Etobicoke Creek extension north of Mayfield Road as identified in Caledon DC (alignment to be determined) will be funded by developer
- 3- Multiple partners required to implement: Region of Peel, area municipalities, MTO, and/or others to be identified
- 4 - investment in capital cost for active transportation facilities that need to fill gaps and complete the network (e.g. Boulevard MUT, Bike lanes, sidewalks, signed routes, water main (off road trails)
- 5 -Based on 50% for regional trail corridors, 50% for trail crossings in Mississauga (1/3 for the trail crossings at QEW/Credit River), 25% for freeway interchange improvements, and investment for pedestrian enhancement areas
- 6 - partnership arrangement for each individual project will be determined on a project by project basis and implementation will be dependent on receiving municipal approval
- 7 - will need to work with MTO; MTO is currently studying integrating vulnerable users at interchanges within the Greater Golden Horseshoe Area and Niagara Region

**Additional Notes:**

The above cost estimates are at a network level and it will be refined based on detailed design and specific projects will be presented in future capital budgets for Regional Council approval  
 Assumptions in estimated unit cost of construction for active transportation infrastructure is on Exhibit 4 in the AT Plan implementation strategy  
 The phase 3 longer term strategy projects (2031+) are not included in the 20 year plan, an additional of \$25.6M (with Peel's share to be \$24.1M) will be required for Phase 3.  
 Therefore, the estimated additional investment to implement the overall proposed long term active transportation network is \$78 million  
 For phase 1 and 2, an estimate of \$74M (\$75M include the developer fund of \$1.4M) of the recommended facilities (approximately 60% of total estimated cost of implementation) have planned funding.  
 For phase 1 and 2, an estimate of additional \$52M is required to complete the proposed AT network (approximately 40% of total estimated cost of implementation).

R-3(30)(3)

## REPORT 9 - 2012

COUNCIL AGENDA

MAY 09 2012

TO: THE MAYOR &amp; MEMBERS OF COUNCIL

General Committee of Council presents its ninth Report of 2012 and recommends:

## GC-0312-2012

That the Communications Master Plan attached as Appendix 1 to the Corporate Report dated April 18, 2012 from the Commissioner of Corporate Services and Treasurer be approved.

## GC-0313-2012

1. That the Corporate Report dated April 19, 2012 from the Commissioner of Community Services regarding revisions to the Recreation and Parks Divisions Rental Fees from January 1, 2013 to December 31, 2013 be referred to staff for more information and that staff report back to General Committee.
2. That the deputation from David Huctwith, President, Mississauga Southwest Baseball Association regarding the Recreation and Parks Divisions Rental Fees be received.

## GC-0314-2012

1. That the Streetsville Main Street Square project (PN12-331) be established by transferring \$60,000 of allocated Ward 11 funding for this project from the 2009 Special Project Capital Reserve Fund (Account # 35574) to the project (PN12-331).
2. That all necessary by-laws be enacted.  
(Ward 11)

## GC-0315-2012

1. That the report entitled "*Inspiration Port Credit*" dated April 20, 2012 from the City Manager and Chief Administrative Officer be received for information.
2. That the Strategic Community Initiatives section proceed with the *Inspiration Port Credit* project including stakeholder and public engagement and report back to the Planning and Development Committee at appropriate project milestones.  
(Ward 1)

## GC-0316-2012

That the proposed 2012 Sidewalk and Multi-Use Trail Construction Programs, as outlined in the report titled "2012 Sidewalk and Multi-Use Trail Construction Programs" from the Commissioner of Transportation and Works dated April 18, 2012, be approved, as amended.  
(Wards 1, 2, 3, 4, 5, 6, 7, 8, 9, 10)

## GC-0317-2012

That the City of Mississauga assume the municipal works as constructed by the developer under the terms of the Servicing Agreement for SP-98/167, *Westpen Properties Ltd. (5825 Explorer Drive)*, (lands located South of Highway 401, West of Explorer Drive, East of Etobicoke Creek and North of Matheson Boulevard East), and that the Letter of Credit in the amount of \$99,498.60 be returned to the developer.

(Ward 5)

## GC-0318-2012

That the Corporate Report entitled "2011 Mississauga Culture Report Card" dated April 17, 2012 from the Commissioner of Community Services, be received for information.

## GC-0319-2012

1. That PN 12-330, Parkland Over-Dedication Compensation, be established with a gross and net budget of \$2,550,000 in order to compensate the developer for the over-dedication of parkland resulting from the registration of application T-M11005, and that funds of \$2,550,000 be allocated from the Cash-in-Lieu of Parkland Dedication Reserve Fund (Account 32121) into the Parkland Over-Dedication Compensation project (PN 12-330).

2. That all necessary by-laws be enacted.

(Ward 10)

## GC-0320-2012

That a Temporary Borrowing By-law that delegates authority to the Treasurer to authorize the temporary borrowing of monies, as required, in any given year, until taxes and other revenues are collected, be enacted and Temporary Borrowing By-law 0052-2003 be repealed.

## GC-0321-2012

1. That the status of the Capital Works-in-Progress and required adjustments as outlined in the report dated April 19, 2012 from the Commissioner of Corporate Services and Treasurer, including Appendices 1 to 4, be approved.

2. That the necessary by-laws be enacted.

## GC-0322-2012

That the proposed revision to Corporate Policy and Procedure - Civic Recognition Program, attached as Appendix 1 to the report dated April 23, 2012 from the Commissioner of Corporate Services and Treasurer, be approved.

## GC-0323-2012

1. That the revised Corporate Policy - Elected Officials' Expenses Policy (04-05-04) as outlined in the report dated April 18, 2012 from the Commissioner of Corporate Services and Treasurer be amended, and implemented immediately;
2. That the revised Corporate Policy - Procurement Cards Policy (04-05-10) as outlined in the report dated April 18, 2012 from the Commissioner of Corporate Services and Treasurer be amended, and implemented immediately;
3. That the Corporate Policy – Credit Cards (04-06-05) be rescinded immediately.

## GC-0324-2012

That a by-law be enacted authorizing the Commissioner of Community Services and the City Clerk to execute and affix the corporate seal to a Lease Amending Agreement, and all documents ancillary thereto, between The Corporation of the City of Mississauga as Sublandlord and Mississauga Parent-Child Resource Centres as Subtenant, for a drop-in centre providing a toy library, playground area and resource centre, containing an area of approximately 143 square metres (1,535 square feet), located within the Meadowvale Branch Library at 6677 Meadowvale Town Centre Circle, east of Winston Churchill Boulevard and north of Battleford Road, and is located on lands legally described as Parcel 1-2, Section M-182, being part of Lot 1, Plan M-182, City of Mississauga, Regional Municipality of Peel, designated as Parts 1, 2, 3, 4, 5 and 6 on Reference Plan 43R-6079, Save and Except that Part of Lot 1 on Plan M-182 designated as Parts 7 and 10 on Reference Plan 43R-21640, in the City of Mississauga, in the Regional Municipality of Peel, in Ward 9, for the term commencing on March 31, 2012 and terminating on March 30, 2015.

(Ward 9)

## GC-0325-2012

That a By-law be enacted to appoint Diana Rusnov, as Deputy Clerk of the Corporation of the City of Mississauga, to have all the powers and duties of the City Clerk under the *Municipal Act, 2001* and any other Acts, effective May 14, 2012, and that By-law 0061-2009 be repealed.

## GC-0326-2012

That the report titled "Appointment of Integrity Commissioner – Update" dated April 10, 2012 from the City Solicitor be received for information.

(GOV-0011-2012)

## GC-0327-2012

That the letter from Grant Isaac, resident with respect to the appointment of an Integrity Commissioner on the April 16, 2012 Governance Committee agenda be received for information.

(GOV-0012-2012)

GC-0328-2012

That the minutes from the Accessibility Advisory Committee meeting dated February 6, 2012, be approved.

(AAC-0008-2012)

GC-0329-2012

That the Increasing Safeguards for Adults Who Are Vulnerable To Abuse and Neglect - Central West Region Project Information Package, be received.

(AAC-0009-2012)

GC-0330-2012

That the Memorandum, dated April 10, 2012, from Diana Simpson, Accessibility Coordinator, with respect to the City of Mississauga Accessibility Plan: 2011 Annual Report and 2012– 2017 Initiatives, be received.

(AAC-0010-2012)

GC-0331-2012

That the Memorandum dated April 23, 2012 from Karen Morden, Legislative Coordinator, Office of the City Clerk, advising that Corporate Policy (06-04-01), Civic Recognition Program, has been reviewed by staff with respect to Citizen Members who are unable to complete their terms of service, be received.

(AAC-0011-2012)

GC-0332-2012

1. That the computer model presentation of the Fusion Centre (Bell Gairdner) redevelopment, located at 2700 Lakeshore Road East, as provided and presented by Mark J. Driedger, Associate, ATA Architects Inc., to the Facility Accessibility Design Subcommittee on February 13, 2012, be received for information and;
2. That the Facility Accessibility Design Subcommittee is satisfied with the computer model presentation of the Fusion Centre (Bell Gairdner), as presented.

(AAC-0012-2012)

GC-0333-2012

1. That the Powerpoint presentation regarding the accessibility design of The Woodlands Library located at 1030 McBride Avenue in Mississauga, Ontario, as provided and presented by Kendall Wayow, Facilities and Property Management and Steve Burrows, Associate, +VG Architects to the Facility Accessibility Design Subcommittee on February 13, 2012, be received for information and;
2. That the Facility Accessibility Design Subcommittee is satisfied with the presentation and plan for The Woodlands Library Accessibility Design, as presented.

(AAC-0013-2012)

## GC-0334-2012

1. That the Civic Centre Conservatory Redevelopment Powerpoint Presentation, as presented to the Facility Accessibility Design Subcommittee on February 13, 2012, be received for information and;
2. That the Facility Accessibility Design Subcommittee is satisfied with the Civic Centre Conservatory Redevelopment, as presented.

(AAC-0014-2012)

## GC-0335-2012

That the pending work plan items, dated April 23, 2012 be received.

(AAC-0015-2012)

## GC-0336-2012

That the Road Safety Handbook be printed on the thinner stock paper (60lb) instead of the thicker stock paper (80lb).

(RSM-0006-2012)

## GC-0337-2012

1. That staff be directed to order portable message signs with the following Road Safety messages for May 2012:
  - a) Drivers put the phone down. It's the law.
  - b) Slow Down, Speed Kills.
2. That staff be directed to order portable message signs with the following Road Safety messages for October 2012:
  - a) Slow Down, Speed Kills.
  - b) Watch for Pedestrians.

(RSM-0007-2012)

## GC-0338-2012

That staff and members of the Road Safety Mississauga Advisory Committee Road Safety Canada Day Organizing Committee be authorized to utilize up to \$3000 from the 2012 Road Safety Mississauga Advisory Committee budget to purchase promotional items for Canada Day.

(RSM-0008-2012)

## GC-0339-2012

That the Mississauga Road Watch program statistics for January 2012 and February 2012 be received for information.

(RSM-0009-2012)



## GC-0340-2012

That the Road Safety Mississauga Advisory Committees Terms of Reference be amended to change the requirements of quorum to state that a minimum of 3 (three) citizen members is required to make quorum.

(RSM-0010-2012)

## GC-0341-2012

1. That the Crossing Guard currently located at the intersection of Confederation Parkway and Fairview Road for students attending Fairview Public School, 3590 Joan Drive and St. Philip Catholic School, 345 Fairview Road West, be removed in June 2012 at the end of the 2012 school year as the warrants for a Crossing Guard are no longer met.

2. That the Principals of Fairview Public School and St. Philip Catholic School be requested to notify the affected students of the timing of the removal of the Crossing Guard.

(TSC-0060-2012)

(Ward 7)

## GC-0342-2012

That the Site Inspection Subcommittee of Traffic Safety Council be requested to conduct a site inspection to review the warrants for placing a Crossing Guard at the intersection of Hazelton Place and Plantation Place for students attending Divine Mercy Catholic School, 2840 Duncairn Drive.

(TSC-0061-2012)

(Ward 9)

## GC-0343-2012

That the Site Inspection Subcommittee of Traffic Safety Council be requested to conduct a site inspection to review the warrants for placing a Crossing Guard at the intersection of Atwater Avenue and Cawthra Road for students attending Janet I. McDougald Public School, 1500 Ogden Avenue, Ward 1.

(TSC-0062-2012)

(Ward 1)

## GC-0344-2012

1. That the email dated April 12, 2012 from Tracy Fry, School Bus Driver, with respect to traffic concerns along Dundas Street West, east of The Credit Woodlands and west of Old Carriage Road be received.

2. That the Peel Regional Police be requested to enforce traffic infractions along Dundas Street West, east of The Credit Woodlands and west of Old Carriage Road between 3:30 p.m. and 3:55 p.m.

3. That the Traffic Safety Council Legislative Coordinator be directed to request that the Region of Peel install Mobile Signs along Dundas Street West, east of The Credit Woodlands and west of Old Carriage Road to communicate to drivers that they must stop for school busses and the applicable fines for non-compliance.
4. That Student Transportation of Peel Region be requested to review the location of the school bus stop in the area of Dundas Street West, east of The Credit Woodlands and west of Old Carriage Road recognizing that the location poses a safety risk due to non-compliance of school bus signal stopping.

(TSC-0063-2012)

(Ward 6)

GC-0345-2012

1. That the email dated April 19, 2012 from Councillor Sue McFadden, Ward 10, with respect to traffic congestion, parking infractions and traffic violations in the vicinity of Oscar Peterson Public School, 5120 Perennial Drive be received.
2. That Parking Enforcement be requested to do the following at Oscar Peterson Public School:
  - a. Conduct a multi day blitz to enforce parking infractions in the vicinity of the school between 8:40 a.m. and 9:10 a.m. and between 3:10 p.m. and 3:40 p.m.
  - b. Coordinate the Parking Enforcement blitz at Oscar Peterson Public School with Peel Regional Police so that parking infractions and traffic infractions are enforced during the same time period.
3. That Peel Regional Police be requested to enforce traffic infractions in the vicinity of Oscar Peterson Public School between 8:40 a.m. and 9:10 a.m. and between 3:10 p.m. and 3:40 p.m.

(TSC-0064-2012)

(Ward 10)

GC-0346-2012

That the School Zone Safety (Kiss and Ride) Report for the month of April 2012 be received.

(TSC-0065-2012)

GC-0347-2012

That Student Transportation of Peel Region (STOPR) be requested to direct all school bus driver's to pull up to the Stop Bars painted on the pavement, when unloading and loading students at Thorn Lodge Public School, 2730 Thorn Lodge Drive.

(TSC-0066-2012)

(Ward 2)

GC-0348-2012

That the Peel District School Board be requested to re-paint the School Zone Safety (Kiss and Ride) pavement markings at Champlain Trail Public School, 895 Ceremonial Drive.

(TSC-0067-2012)

(Ward 5)

GC-0349-2012

1. That as the School Walking Routes Program is being implemented at St. Gertrude Catholic School, 815 Ceremonial Drive, the Dufferin – Peel Catholic District School Board be requested to install Private Property: No Trespassing on School Property signs at the following locations:

- a. The woodlot at the rear of the school property.
- b. The entrance to the school property on the south side from Patriot Drive.
- c. The entrance to the school property from the park on the north side of the school.

2. That the Community Services Department, Recreation and Parks Division be requested to install maze gates at the walkway between Esprit Crescent and Landsborough Avenue and install the missing maze gate at the walkway on Sunray Drive from Palomar Crescent.

(TSC-0068-2012)

(Ward 5)

GC-0350-2012

That the Dismissal Report for the month of April 2012 be received.

(TSC-0069-2012)

GC-0351-2012

That Parking Enforcement be requested to enforce parking infractions in front of St. Valentine Catholic School, 5610 Heatherleigh Avenue, between 2:50 p.m. and 3:10 p.m.

(TSC-0070-2012)

(Ward 6)

GC-0352-2012

That the Site Plan Review Subcommittee of Traffic Safety Council and the Supervisor of Preventative Maintenance for the Peel District School Board be requested to review Ellengale Public School, 3480 Ellengale Drive, to determine if a School Zone Safety (Kiss and Ride) can be established on the school site at a Peel District School Board Maintenance meeting.

(TSC-0071-2012)

(Ward 6)

## GC-0353-2012

That the Traffic Safety Council be authorized to use up to \$4300.00 for the purchase of Traffic Safety Council Safety Cones, weights and stop signs and that \$1300.00 originally allocated for the purchase of safety vests in the Traffic Safety Council's 2012 Budget, be used for the purchase of Traffic Safety Council Safety Cones, weights and stop signs as safety vests will not be purchased by Traffic Safety Council in 2012.

(TSC-0072-2012)

## GC-0354-2012

That the email dated April 5, 2012, from Laurel Schut, Acting Manager, Public Affairs, with respect to the Spring Road Safety Radio Campaign being broadcast on CKOC Oldies 1150 AM be received.

(TSC-0073-2012)

## GC-0355-2012

That the Memorandum from the Manager of Parking Enforcement reporting on parking enforcement in school zones for the month of March 2012 be received.

(TSC-0074-2012)

## GC-0356-2012

1. That the Site Inspection Subcommittee of Traffic Safety Council be requested to conduct a site inspection to review the warrants for removing the Crossing Guard currently located at the intersection of Rathburn Road and Willowbank Trail for students attending St. Vincent de Paul Catholic School, 665 Willowbank Trail, in September 2012.
2. That the Transportation and Works Department be requested to re-paint the crosswalk lines at the intersection of Rathburn Road and Willowbank Trail.
3. That the email dated April 25, 2012 from Anthony McLoughlin, Principal, St. Vincent de Paul, with respect to concerns regarding the possible removal of the Crossing Guard at Rathburn Road and Willowbank Trail be received.
4. That the email dated April 25, 2012 from Councillor Chris Fonseca, Ward 3, with respect to concerns regarding the possible removal possible removal of the Crossing Guard at Rathburn Road and Willowbank Trail be received.

(TSC-0075-2012)

(Ward 3)

## GC-0357-2012

That the Site Inspection Subcommittee of Traffic Safety Council be requested to conduct a site inspection to review the warrants for removing the Crossing Guard currently located at Golden Orchard Drive and Rathburn Road for students attending St. Basil Catholic School, 4235 Golden Orchard Drive, in September 2012, as the volume of turning traffic between the site inspections conducted at the intersection on April 10, 2012 and April 19, 2012 is inconsistent when students are crossing.

(TSC-0076-2012)

(Ward 3)

## GC-0358-2012

1. That the request for a Crossing Guard at the intersection of Bristol Road and Heatherleigh Avenue for students attending St. Valentine Catholic School 5610 Heatherleigh Avenue be denied as Traffic Safety Council does not recommend a Crossing Guard at this location until traffic controls are installed for through traffic on Bristol Road and for turning traffic from Heatherleigh Road on the north side of the intersection.
2. That the Site Inspection Subcommittee of Traffic Safety Council be requested to re-inspect the intersection of Bristol Road and Heatherleigh Avenue after Bristol Road is re-configured to a two lane road with bike lanes and a centre turning lane.
3. That Student Transportation of Peel Region (STOPR) be requested to retain bussing for students living south of Bristol Road until road improvements have been completed and the Site Inspection Subcommittee of Traffic Safety Council has had the opportunity to re-inspect the intersection of Bristol Road and Heatherleigh Avenue.

(TSC-0077-2012)

(Ward 6)

## GC-0359-2012

1. That the request for a Crossing Guard at the intersection of Burnhamthorpe Road and Creditview Road/ Central Parkway West for students attending Queenston Drive Public School, 3520 Queenston Drive, be denied as the warrants have not been met, the signalized intersection provides protection for crossing students and the Traffic Safety Council mandate is for the placement of Crossing Guards for students in kindergarten to grade five (5).
2. That the Principal of Queenston Drive Public School, direct students to do the following:
  - a. Cross the road at the intersection of Burnhamthorpe Road and Creditview Road/ Central Parkway West.

- b. To use the sidewalk on the south side of Burnhamthorpe Road to access The Credit Woodlands and Queenston Drive Public School as the sidewalk is in good repair.

(TSC-0078-2012)

(Ward 6)

GC-0360-2012

1. That the Transportation and Works Department be requested to review the signage along Plum Tree Crescent and remove the Emergency No Parking signs on the boulevard on the east side of Plum Tree Crescent.
2. That the School Zone Safety (Kiss and Ride) Subcommittee of Traffic Safety Council be requested to meet with the Supervisor of Preventative Maintenance for the Peel District School Board at a Peel District School Board Maintenance meeting to review the School Zone Safety (Kiss and Ride) configuration at Plum Tree Park Public School, 6855 Tenth Line West.
3. That the Walk to School subcommittee of Traffic Safety Council be requested to work with Plum Tree Park Public School to implement the School Walking Routes Program at the school.
4. That once signage is installed along Plum Tree Crescent, Parking Enforcement be requested to conduct a multi day blitz to enforce parking infractions along Plum Tree Crescent between 8:45 a.m. and 9:10 a.m. and 3:30 p.m. and 3:50 p.m.

(TSC-0079-2012)

(Ward 9)

GC-0361-2012

1. That the email dated April 23, 2012 from Kathryn Wigham, Principal, Settler's Green Public School, requesting a site inspection to review the warrants for placing a Crossing Guard in front of Settler's Green Public School be received.
2. That the site inspection subcommittee of Traffic Safety Council be requested to conduct a site inspection to review the warrants for placing a Crossing Guard in front of Settler's Green Public School, 5800 Montevideo Road.
3. That the School Zone Safety (Kiss and Ride) subcommittee of Traffic Safety Council be requested to conduct an inspection of the School Zone Safety (Kiss and Ride) Lanes at Settler's Green Public School.

(TSC-0080-2012)

(Ward 9)

GC-0362-2012

That the Memorandum dated April 20, 2012 from the Legislative Coordinator outlining expenditures incurred in 2012 by the Walk to School Subcommittee of Traffic Safety Council for the implementation of the School Walking Routes Program be received.

(TSC-0081-2012)

GC-0363-2012

1. That the email dated April 19, 2012, from Sheelagh Duffin, Crossing Guard Supervisor requesting that School Walking Routes promotional t-shirts be ordered for the Walk to School Subcommittee of Traffic Safety Council be received.
2. That the Walk to School subcommittee of Traffic Safety Council be authorized to use up to \$4000.00 of the Walk To School Subcommittee's budget allocation in the 2012 Traffic Safety Council Budget for the purchase of School Walking Routes promotional t-shirts.

(TSC-0082-2012)

GC-0364-2012

1. That the email dated April 19, 2012, from Sheelagh Duffin, Crossing Guard Supervisor requesting that forty (40) We Are a Walking School signs be printed and laminated for use by the Walk to School Subcommittee of Traffic Safety Council be received.
2. That the Walk to School subcommittee of Traffic Safety Council be authorized to use up to \$150.00 of the Walk To School Subcommittee's budget allocation in the 2012 Traffic Safety Council Budget to produce forty (40) We are a Walking School sings.

(TSC-0083-2012)

GC-0365-2012

That the Traffic Safety Council Site Inspection Calendar for May 2012 and associated site inspection packages be received.

(TSC-0084-2012)

GC-0366-2012

That the email dated April 10, 2012 from Stephanie Smith, Legislative Coordinator with respect to Traffic Safety Council's participation in the Road Safety Show on July 1, 2012 from 1:00 p.m. to 4:00 p.m. be received.

(TSC-0085-2012)

GC-0367-2012

That the report dated March 2012 from the Transportation and Works Department advising of the actions taken regarding recommendations from Traffic Safety Council be received.

(TSC-0086-2012)

April 18, 2016



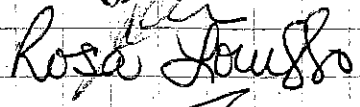
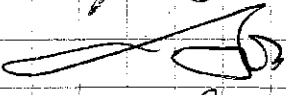
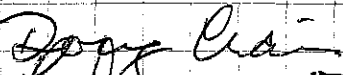
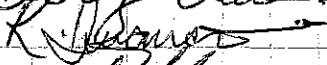
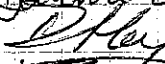
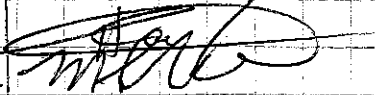
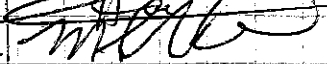
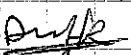

THE RESIDENTS LIVING ON BRISTOL ROAD WEST.

DO NOT WANT THE NORTH SIDE OF THE STREET WIDENED 1.5 METRES AND 1.5 METRE ON THE SOUTH SIDE. WE DO NOT WANT OUR STREET WIDENED AT ALL!

COUNCIL AGENDA  
MAY 09 2012

SIGNATURE	NAME	ADDRESS
<i>A. Soares</i>	A. KONNIDOURAKIS-SOARES	1618 BRISTOL RD. W
<i>Wayne W. Wodoshin</i>	Wayne W. Wodoshin	1593 Bristol Rd. W
<i>P. Scott-DeClou</i>	PAMELA DECLOU	1597 BRISTOL RD W
<i>Raymond Declou</i>	Raymond Declou	1597 BRISTOL RD W
<i>Fatema &amp; Ghulam Ghous Habibzi</i>	Fatema & Ghulam Ghous Habibzi	1601 Bristol Rd W
<i>Fauzi alki</i>	Fauzi alki	1605 BRISTOL RD W
<i>Christine Orndele</i>	Christine Orndele	1613 Bristol Rd. W.
<i>Hayit Sidan, Jaspal sidan</i>	Hayit Sidan, Jaspal sidan	1617 BRISTOL RD W
<i>Teean Young</i>	Teean Young	1637 Bristol Rd. W
<i>Zorki ANA SPTANASKA</i>	Zorki ANA SPTANASKA	1645 BRISTOL RD. WEST
<i>Kaishali Kashyap</i>	Kaishali Kashyap	1649 Bristol Rd west
<i>LARRY DO</i>	LARRY DO	1653 BRISTOL RD W.
<i>BNRS SRINIVASARAO</i>	BNRS SRINIVASARAO	1661 Bristol Rd. W.
<i>CAMARIA</i>	CAMARIA	1678 BRISTOL RD. W
<i>Scott Le</i>	Scott Le	1682 BRISTOL RD W
<i>S. Margetson</i>	S. Margetson	1674 BRISTOL RD W
<i>Janus Lam</i>	Janus Lam	1666 Bristol Road West
<i>Alex Hin</i>	Alex Hin	
<i>Karla Nielsen</i>	Karla Nielsen	1658 Bristol Rd west
<i>Gyn Muller</i>	Gyn Muller	
<i>Barbara Carany</i>	Barbara Carany	1626 BRISTOL RD. WEST



NAME	SIGNATURE	ADDRESS
OMAR ZAMIR		1642 BRISTOL RD.
JUDY MAZUR		1630 BRISTOL A
ROSA LORUSSO		1621 Bristol Rd. W.
JANUARIO AGNELLO LOBO		1609 BRISTOL R. Wes
DOUG CRAIG		1622 BRISTOL RD W
RICHARD IWANOWSKI		1641 BRISTOL RD W
DAVOUT HONG		641-585-6228
ARYIND SELVA		905. <del>673-9592</del> 3405
MARVETH STONE		1654 Bristol Rd.
DIVJOT KAUN		1650 Bristol Rd
ARJEEP AZAR		1638 BRISTOL RD

# Memorandum



COUNCIL AGENDA  
MAY 09 2012

**TO:** Mayor and Members of Council

**FROM:** Crystal Greer, City Clerk

**DATE:** April 30, 2012

**SUBJECT:** **Clarification – Council Minutes March 7, 2012**  
**GC-0106-2012**

We have identified an error in the minutes of the March 7, 2012 Council meeting which should be corrected.

The approved minutes state:

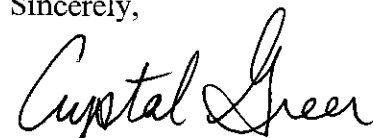
GC-0106-2012  
 That the request for an exemption from Section 22 (2) of the Animal Care and Control By-law 0098-04, as amended, to permit an existing Pigeon Enclosure located in the rear yard of **3292 Oakglade Crescent**, a detached residential property owned by **Mr. Leszek Chrusciak**, be denied.  
**(Ward 6)**

The minutes should read:

GC-0106-2012  
 That the request for an exemption from Section 22 (2) of the Animal Care and Control By-law 0098-04, as amended, to permit an existing Pigeon Enclosure located in the rear yard of **453 Fergo Avenue**, a detached residential property owned by **Mr. Leszek Chrusciak**, be denied.  
**(Ward 7)**

In order for this amendment to be made to the Council Minutes for March 7, 2012, we request that Council pass a motion to amend the minutes from the above mentioned date.

Sincerely,

  
 Crystal Greer  
 City Clerk

# Memorandum



COUNCIL AGENDA  
MAY 09 2012

**TO:** Mayor and Members of Council

**FROM:** Crystal Greer, City Clerk

**DATE:** May 1, 2012

**SUBJECT:** Request by Councillor Saito – Update Council April 11, 2012 Minutes

There has been a request to update the minutes of April 11, 2012 Council meeting.


The approved minutes state:

PRESENT:	Mayor Hazel McCallion	
	Councillor Jim Tovey	Ward 1
	Councillor Pat Mullin	Ward 2
	Councillor Chris Fonseca	Ward 3
	Councillor Frank Dale	Ward 4
	Councillor Bonnie Crombie	Ward 5
	Councillor Ron Starr	Ward 6
	Councillor Nando Iannicca	Ward 7
	Councillor Katie Mahoney	Ward 8
	Councillor Pat Saito	Ward 9 (left at 10:49 a.m.)
	Councillor Sue McFadden	Ward 10
	Councillor George Carlson	Ward 11

The minutes should read:

PRESENT:	Mayor Hazel McCallion	
	Councillor Jim Tovey	Ward 1
	Councillor Pat Mullin	Ward 2
	Councillor Chris Fonseca	Ward 3
	Councillor Frank Dale	Ward 4
	Councillor Bonnie Crombie	Ward 5
	Councillor Ron Starr	Ward 6
	Councillor Nando Iannicca	Ward 7
	Councillor Katie Mahoney	Ward 8
	Councillor Pat Saito	Ward 9 (left at 10:49 a.m. due to Other Municipal Business)
	Councillor Sue McFadden	Ward 10
	Councillor George Carlson	Ward 11

Sincerely,

  
 Crystal Greer  
 City Clerk

Royal Canadian Legion  
Branch #582  
456 Hensall Circle  
Mississauga, ON L5A 1X7

I-1

March 28, 2012

COUNCIL AGENDA  
MAY 09 2012

to  
Crystal Greer  
City of Mississauga Office of  
City Clerk

This is a request for a letter from your office stating that you have no objections against our Legion having a temporary liquor licence for our Deer Patio on the following days

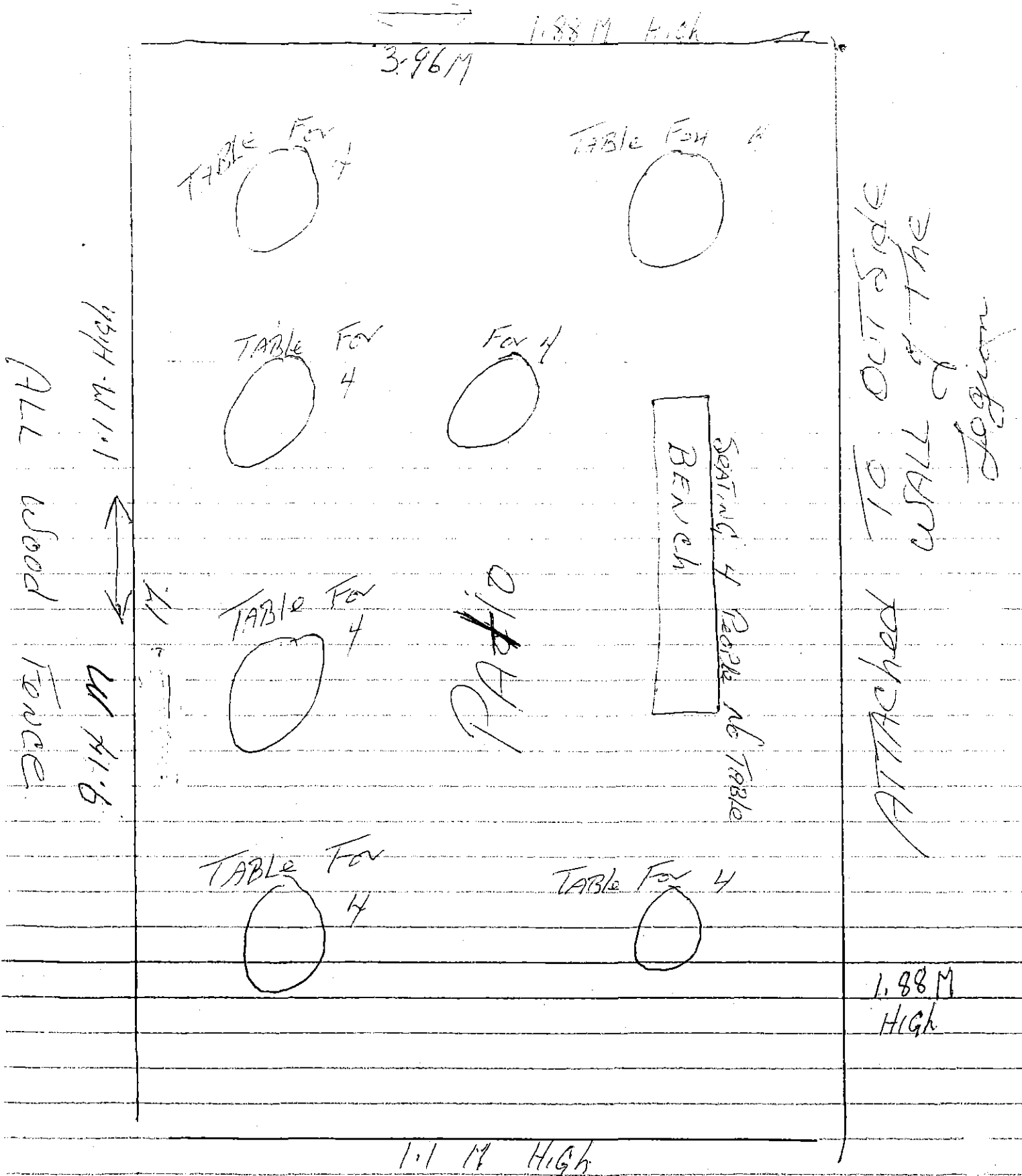
		Time
May 18-31	— Victoria Day	12 Noon 12 Midnight
July 1-14	— Canada Day	12 " 12 "
Aug 3-16	— Civic Holiday	12 " 12 "
Sept 16-22	— Legion Week	12 " 12 "

A Diagram of the Patio with measurements and seating capacity in accordance with the Liquor Licensing Board

Signed  
Carsten MacKay  
1st Vice President Branch 582

<input checked="" type="checkbox"/> Receive	<input checked="" type="checkbox"/> Resolution
<input type="checkbox"/> Direction Required	<input type="checkbox"/> Resolution / By-Law
<input type="checkbox"/> Community Services	For
<input type="checkbox"/> Corporate Services	<input type="checkbox"/> Appropriate Action
<input type="checkbox"/> Planning & Building	<input type="checkbox"/> Information
<input type="checkbox"/> Transportation & Works	<input type="checkbox"/> Reply
	<input type="checkbox"/> Report

I-1(a)



ATTACHED TO OUTSIDE WALL OF THE Loggia

1.88 M High

1.1 M High

I-2

Minister of Industry  
and Minister of State (Agriculture)



Ministre de l'Industrie  
et ministre d'Etat (Agriculture)

Ottawa, Canada K1A 0H5

COUNCIL AGENDA

MAY 09 2012

APR - 5 2012

Her Worship Hazel McCallion, C.M., LL.D.  
Mayor of the Corporation of the City of Mississauga  
300 City Centre Drive  
Mississauga, Ontario L5B 3C1

<input checked="" type="checkbox"/> Receive	<input type="checkbox"/> Resolution
<input type="checkbox"/> Direction Required	<input type="checkbox"/> Resolution / By-Law
<input type="checkbox"/> Community Services <input type="checkbox"/> Corporate Services <hr/> <input type="checkbox"/> Planning & Building <input type="checkbox"/> Transportation & Works	For <input type="checkbox"/> Appropriate Action <input checked="" type="checkbox"/> Information <input type="checkbox"/> Reply <input type="checkbox"/> Report

Dear Madam Mayor:

Thank you for your letters of January 9 and 25, 2012, conveying the Corporation of the City of Mississauga's concerns about the siting of telecommunications towers and requesting that Industry Canada impose a six-month moratorium on new towers in order to improve the process for consultation. I appreciated receiving your views on this matter.

Radiocommunication services are important for all Canadians and are used daily by the public, safety and security organizations, government, wireless service providers, broadcasters, utilities and businesses. While there is a certain measure of flexibility in the placement of antenna systems, it is constrained by the need to achieve acceptable coverage for the service area, the availability of sites, technical limitations and safety.

As you know, Industry Canada's Client Procedures Circular 2-0-03, Issue 4, *Radiocommunication and Broadcasting Antenna Systems*, describes the process for proponents to follow when installing a radiocommunication site. The procedures can be found in full at [www.ic.gc.ca/eic/site/smt-gst.nsf/eng/sf08777.html](http://www.ic.gc.ca/eic/site/smt-gst.nsf/eng/sf08777.html). The development of these antenna siting procedures was a multi-year process that considered comments from the public, government, industry and the Federation of Canadian Municipalities. Should future amendments be made to these procedures, rest assured that the Department will take all views into consideration.

Once again, thank you for bringing the Corporation of the City of Mississauga's concerns to my attention. Please accept my best wishes.

Yours sincerely,

The Honourable Christian Paradis, P.C., M.P.

**RECEIVED**

REGISTRY No. 1394

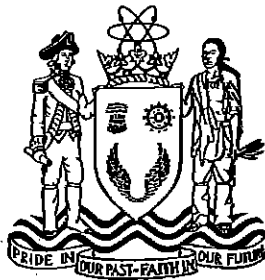
DATE APR 11 2012

FILE No.

**MAYORS OFFICE**

Canada

I-2(a)



OFFICE OF THE MAYOR

January 9, 2012

The Honourable Christian Paradis  
Minister of Industry and Minister of State (Agriculture)  
C. D. Howe Building  
235 Queen Street  
Ottawa, Ontario  
K1A 0H5

Dear Mr. Minister:

Re: Telecommunication Towers

The establishment of telecommunication towers is becoming extremely active and is causing a crisis situation in residential areas in our city because of the inadequate process which the applications go through.

We are well aware of the fact that the municipality does not have jurisdiction in regard to the establishment of telecommunication towers. We disagree with this policy because it causes a major interference with the extensive planning process we go through in establishing a residential area in our city and telecommunications towers were never considered.

The telecommunication towers are having a major impact on our well planned residential areas and the citizens are very upset about this invasion into their community.

The telecommunication tower applicant enters into negotiations with the landowner and the City is only advised when the official application is made to your ministry for approval. Our only involvement is to be advised by the applicant that they have followed the procedure outlined by your ministry, a procedure which needs to be revised.

The distribution of the notification that the applicant is required to implement is not satisfactory. The distance covered is unacceptable as is evident from the concerns that have been raised by the citizens to date. The notice distributed to the citizens should be done by registered mail to ensure the receipt of such notification and we would highly recommend that the distance the City uses when advising the community of development applications, which is 400 feet, should also be adopted for telecommunication tower applicants.



Unfortunately, when MPs are contacted by the citizens they often respond advising that it is the responsibility of the City to decide whether or not the application is approved which is contrary to the legislation.

It is important that any application that is received by your ministry for the establishment of a telecommunication tower should be immediately sent to the MP so that the federal representative is aware of the application and they should be calling a public meeting of the citizens affected in order to hear their concerns and to report back to your ministry. This is not being done at the present time and I strongly recommend that this process be implemented immediately.

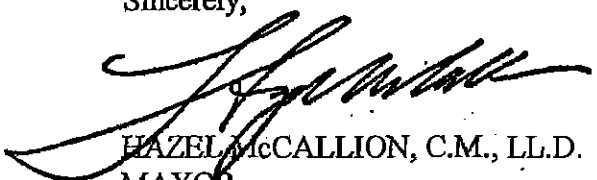
The above-noted recommendations do not require legislative changes but changes to the process currently followed.

I request your immediate attention to this issue and by copy of this letter to the MPs representing Mississauga, I am requesting that they follow up with your ministry to ensure that these changes are implemented.

Unfortunately, the telecommunication companies are concentrating on religious sites in which to locate their towers and are causing controversy between the community and various religious organizations as a result.

I look forward to your response.

Sincerely,

  
HAZEL McCALLION, C.M., LL.D.  
MAYOR

ch

- cc: Eve Adams, MP, Mississauga Brampton South
- Brad Butt, MP, Mississauga Streetsville
- Wladyslaw Lizon, MP, Mississauga East-Cooksville
- Stella Ambler, MP, Mississauga South
- Balgit Gosal, MP, Bramalea-Gore-Malton
- Bob Dechert, MP, Mississauga Erindale
- Members of Council



I-2(c)



OFFICE OF THE MAYOR

January 25, 2012

The Honourable Christian Paradis  
Industry Canada  
C.D. Howe Building  
235 Queen Street  
Ottawa, Ontario  
K1A 0H5

Dear Mr. Minister:

Re: Telecommunication Towers

The Council of the Corporation of the City of Mississauga at its meeting on January 18, 2012, adopted the enclosed Resolution 0005-2012 with respect to amending the current process and legislation to allow the City of Mississauga or its residents to raise concerns about the location, size or design of telecommunication towers.

Residents have been contacting City Councillors with respect to objections and concerns with the current process of notifying residents of proposed telecommunication towers, and more specifically, the area for notification is not consistent with the City's development applications. I am very concerned that the citizens who may be affected by the proposed telecommunication towers are not given the opportunity at a public meeting to express their concerns to their local Members of Parliament. Furthermore, City of Mississauga Council is concerned that the current notification to citizens is not being provided to them by registered mail.

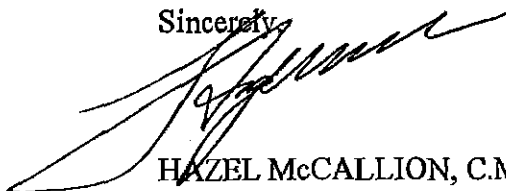
On behalf of the members of Council, I urge Industry Canada to impose a minimum six month moratorium on the approval of telecommunication towers improve and implement a process for consultation. The members of Mississauga Council request that the local Members of Parliament support this request for a moratorium and work with Industry Canada to have the moratorium implemented and effect immediate and real change in the Industry Canada process. I look forward to your favourable reply.



I-2(d)

-2-

Sincerely,

A handwritten signature in black ink, appearing to read 'Hazel McCallion', written over the word 'Sincerely,'.

HAZEL McCALLION, C.M., LL.D.  
MAYOR

cc: Mississauga MPs  
Members of Council  
Federation of Canadian Municipalities

Enc.

I-2(e)



**RESOLUTION 0005-2012  
adopted by the Council of  
The Corporation of the City of Mississauga  
at its meeting on January 18, 2012**

---

**0005-2012 Moved by: Pat Mullin**

**Seconded by: Katie Mahoney**

**Whereas the approval of telecommunication towers ("cell towers") is under the jurisdiction of the Federal Government through Industry Canada;**

**And Whereas the local planning authority is provided with an opportunity to comment on certain cell tower applications but the local planning authority cannot regulate or control the location of such towers through Zoning By-laws or any other planning instruments;**

**And Whereas the establishment of cell towers is becoming extremely active and is causing a crisis situation in residential areas of the City of Mississauga due to the inadequate process established by Industry Canada;**

**And Whereas the Minister of Industry and Minister of State (Agriculture), The Honourable Christian Paradis, is aware of the City's concerns and to that end is in receipt of Mayor Hazel McCallion 's letter dated January 9, 2012;**

**And Whereas the current process requires that in some cases the cell tower proponent seek a letter of concurrence from the City of Mississauga for submission to Industry Canada yet the content of that letter is restricted by the fact that Industry Canada will not consider comments about health issues, property values or zoning;**

**And Whereas the proponent enters into negotiations with the potential host of a cell tower often long before it comes to the City's or citizens' attention which is in part due to the fact that the current notification requirements are not satisfactory and there is no notification required for certain types of applications;**

And Whereas the process established by Industry Canada needs to be amended to include, at a minimum: that notification be given to citizens within an specified distance of the proposed cell tower, regardless of the height of the tower; that the notice be given to citizens by registered mail; that the area for notification should be at least 400 feet from the property of the proposed cell tower, which distance is consistent with the City's practice for development applications; that the local Member of Parliament must be notified immediately of any application to establish a cell tower; that the local MP be required to call a public meeting of the citizens who may be or will be affected by the application in order to hear their concern and the results of the public meeting shall be reported back to Industry Canada to take into account in every application;

And Whereas these recommended changes can be made without legislative amendment and are needed immediately given that the current process is flawed and unsatisfactory as it does not allow the City, nor its residents to raise any real concerns about the location, size or design of a cell tower;

Now Therefore the City of Mississauga requests that Industry Canada impose a minimum six month moratorium on the approval of cell towers until such time as Industry Canada improves its process for consultation and shall implement, at a minimum, the changes to its process noted above. A review of the process must take into account the concerns of the community and that as part of the change to the process that Industry Canada encourage proponents to investigate and employ better and less invasive technology and that Industry Canada work with the industry to develop less invasive technology that can be used on existing structures;

Further that the City of Mississauga requests that the local Members of Parliament support this request for a moratorium and work with Industry Canada to have the moratorium implemented and effect immediate and real change in the Industry Canada process.

**Carmela Radice**

**From:**  
**Sent:** 2012/04/30 11:20 AM  
**To:** Carmela Radice  
**Subject:** 6671 Ninth Line - 22 units

**COUNCIL AGENDA**  
MAY 09 2012

I would like to voice my opposition to this development.

Any additional housing in Mississauga negatively impacts car traffic in the city, a situation that the municipality is already having great difficulty reconciling. Until traffic congestion and the negative impact it is having on business in the municipality can be adequately addressed, we should not be adding any housing of any kind in the city at this time.

This particular development also does not meet the requirements of the Ontario Growth Strategy.

Yours truly,

Gareth Skipp  
3454 Autumnleaf Crescent  
Mississauga, ON L5L 1K5

<input checked="" type="checkbox"/> Receive	<input type="checkbox"/> Resolution
<input type="checkbox"/> Direction Required	<input type="checkbox"/> Resolution / By-Law
<input type="checkbox"/> Community Services <input type="checkbox"/> Corporate Services <input checked="" type="checkbox"/> Planning & Building <input type="checkbox"/> Transportation & Works	For <input checked="" type="checkbox"/> Appropriate Action <input type="checkbox"/> Information <input type="checkbox"/> Reply <input type="checkbox"/> Report

Please be informed of a proposed development  
in your neighbourhood



I-4

This is to inform you that the landowner at 5660 Heatherleigh Avenue, west side of Heatherleigh Avenue, south of Matheson Boulevard West has applied to the City to permit 70 semi-detached dwellings and 2 detached dwellings on a common element condominium private road. Below is a short description of the application. The City will be processing the application as required by the Provincial *Planning Act* and we would welcome any comments you may have.

COUNCIL AGENDA  
MAY 09 2012

**Proposal:** To change the zoning for the subject lands from "RM2-26" (Semi-Detached Dwellings) to "RM3 - Exception" (Semi-Detached Dwellings on a Common Element Condominium - Private Road) to permit 70 semi-detached dwellings and 2 detached dwellings on a common element condominium private road.

**File:** OZ 12/004 W6

**Applicant:** James Lethbridge Planning Inc.

**Owner:** Summit Heatherleigh Inc.

**More Information:** Jonathan Famme, City Planner, Planning & Building Department at 905-615-3200 Ext. 4229 or by e-mail at [jonathan.famme@mississauga.ca](mailto:jonathan.famme@mississauga.ca)

**Notice Date:** April 24, 2012

The following studies/information were submitted in support of the application:

- Concept Plan
- Context Plan
- Draft Reference Plan
- Planning Justification Report
- Environmental Noise Study
- Municipal Serviceability Report
- Building Elevations and Floor Plans
- Green Features
- Draft Zoning By-law

To Be Received

**Planning Act Requirements:**

The *Planning Act* requires that all complete applications be processed.

The above-noted application is now being circulated to City Departments and Public Agents for technical review.

Once this has been completed, a report summarizing the development and the comments received will be prepared by staff and presented at a Public Meeting.

Notice of the Public Meeting will be given in accordance with the *Planning Act* requirements.

A recommendation on the application will not be presented until after the Public Meeting and all technical comments have been received.

Please contact Mississauga City Council, c/o Diana Haas, Office of the City Clerk, in writing by mail at 300 City Centre Drive, Mississauga ON L5B 3C1 or by e-mail at [diana.haas@mississauga.ca](mailto:diana.haas@mississauga.ca) if:

- you would like to forward your views on the proposed development. Written submissions will become part of the public record; or
- you wish to be notified of any upcoming meetings.

**More Information:**

Contact the person responsible for the file (noted above) for further details on the actual proposal.

The public may view planning documents and background material at the Planning and Building Department, 3<sup>rd</sup> floor, Mississauga Civic Centre between 8:30 a.m. and 4:30 p.m., Monday through Friday.

For residential applications, information regarding education and school accommodation is available from the Peel District School Board at 905-890-1099 or the Dufferin-Peel Catholic District School Board at 905-890-1221.

Marilyn Ball, Director  
Development and Design Division  
Planning and Building Department



## COUNCIL AGENDA

MAY 09 2012

Katie Mahoney  
May 2, 2012

Whereas the Refreshment Vehicle Licensing Bylaw, Section 43 (8) reads that every Refreshment Vehicle Driver licensed under the bylaw shall not stop at any one Location on private property for more than thirty (30) minutes in any one (1) hour period without a valid Stationary Refreshment Vehicle License, Special Events License or Park Permit, and that there are requests from the Refreshment Vehicle Industry to implement a trial which will allow for a longer stopping period to provide time for set-up, sales and clean-up; and

Now therefore be it resolved, that staff be directed to prepare a Corporate Report for consideration by Council outlining a method for a maximum of six refreshment vehicles to operate on private property in the summer of 2012, up to a three-hour maximum, on a six-month trial basis, and subject to appropriate conditions to ensure public safety; and

That staff consider the following with respect to a pilot project for refreshment vehicles stopping times on private property:

- a) The pilot project will be set for a six month timeframe, with review of the project upon completion;
- b) The pilot project will have a maximum of six extended time refreshment vehicles licensed;
- c) The business will be limited to a maximum of three hours per location to provide time for set-up, sales and clean-up;
- d) The location of the business will be restricted to industrial/commercial areas where the mobile business will be more than 500 meters from any fixed eatery business.
- e) The location on the site will be clearly defined on a site plan supplied to Mobile Licensing Enforcement. Mobile Licensing Enforcement will ensure compliance with any other legislation;
- f) The operating business will obtain written consent from the property owner to operate at the location and the time frame; and
- g) That staff report back at the conclusion of the trial period on the outcome of the pilot project.