



AGENDA

GENERAL COMMITTEE

THE CORPORATION OF THE CITY OF MISSISSAUGA
www.mississauga.ca

WEDNESDAY, JUNE 27, 2012 – 9:00 A.M.

COUNCIL CHAMBER – 2nd FLOOR – CIVIC CENTRE
300 CITY CENTRE DRIVE, MISSISSAUGA, ONTARIO, L5B 3C1

Members

Mayor Hazel McCallion	
Councillor Jim Tovey	Ward 1
Councillor Pat Mullin	Ward 2 (Chair)
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
Councillor Sue McFadden	Ward 10
Councillor George Carlson	Ward 11

Contact: Sacha Smith, Legislative Coordinator, Office of the City Clerk
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INDEX – GENERAL COMMITTEE – JUNE 27, 2012

CALL TO ORDER

DECLARATIONS OF DIRECT (OR INDIRECT) PECUNIARY INTEREST

APPROVAL OF THE AGENDA

PRESENTATIONS

DEPUTATIONS

- A. Brenda Osborne, Manager of Environment and Simone Banz, Planning Manager – Performance Measuring and Reporting, Region of Peel with respect to Let Your Green Show Campaign
- B. Deidre Wilson, Adopt Me Canada with respect to the banning of unnecessary cosmetic procedures to animals and issues related to Item #34
- C. Item 34 Dean Maher
- D. Item 34 Rob Goddard, President, Helping Homeless Pets
- E. Item 34 Ewa Demianowicz and Nick Wright, Humane Society International
- F. Item 34 Perry Saul, Owner, Pet Mart
- G. Item 34 John Ghousy and Kathy Ghousy, ANG Pets

MATTERS TO BE CONSIDERED

- 1. Emerald Ash Borer Management Plan
- 2. Bicycle Lanes – Bristol Road (Wards 5, 6 and 11)
- 3. Restricting Vehicular Passage along City Centre Drive through Mississauga Celebration Square (Ward 4)
- 4. Temporary Road Closure – Rotary Ribfest – Princess Royal Drive (Ward 4)

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5. Additional Information Request for Traffic Control Signals – Erin Centre Boulevard at Churchill Meadows Boulevard (Ward 10)
6. All-Way Stop – Commerce Boulevard and Skymark Avenue/Citation Place (Ward 5)
7. Lower Driveway Boulevard Parking – Cedar Hedge Rise (Ward 10)
8. Reduced Speed Limits in Designated Construction Zones – All Wards
9. Speed Limits – Old Derry Road (Ward 11)
10. Leading Pedestrian Interval (LPI)
11. 2012 Traffic Signal Installation Program (Wards 2, 5, 6, 8, and 9)
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13. 2012 Intersection Capital Works Program (Wards 2, 4, 7, 8, 9)
14. 2012 Post-Top Streetlighting Replacement Program (Wards 7 and 8)
15. Full Service Food Trucks Pilot Project
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17. Mississauga Bus Rapid Transit (BRT) Project – Canada Strategic Infrastructure Fund (CSIF) Agreement Amendment and Procurement
18. Authorization to Commit to Procure 2013 Bus Replacement Buses in 2012, Prior to Capital Budget Approval
19. Authority to Enter into an Agreement with Metrolinx for Bus Shelter Installation (Ward 11)
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27. Amendment and Renewal of Contract for Coffee and Other Hot Beverage Products and Equipment
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33. Single Source Procurement for Hewlett Packard (HP) Storage Area Network (SAN) and Backup/Recovery Solutions
34. Single Source Contract Awards for “City Standard” Building Automation System Maintenance and Support and Upgrades as Required
35. Request for a Review of Schedule 20, of the Business Licensing By-law 1-06, as amended, to Include a Provision Banning the Sale of Cats and Dogs from Licensed Pet Shops

ADVISORY COMMITTEE REPORTS

Governance Committee – Report 5-2012 - June 11, 2012

Mississauga Cycling Advisory Committee – Report 6-2012 - June 12, 2012

Towing Industry Advisory Committee – Report 2-2012- June 18, 2012

Mississauga Celebration Square Events Committee – Report 6-2012 - June 18, 2012

Museums of Mississauga Advisory Committee – Report 3-2012 – June 18, 2012

Heritage Advisory Committee – Report-6-2012 – June 19, 2012

Road Safety Mississauga Advisory Committee – Report 3-2012 – June 19, 2012

Traffic Safety Council – Report 6-2012 – June 20, 2012

COUNCILLORS' ENQUIRIESCLOSED SESSION

(Pursuant to Subsection 239 (2) of the *Municipal Act, 2001*)

- A. The security of the property of the municipality or local board – Management and Operations Agreement with Distress Centre Peel at 25 Pinetree Way (Ward 1)
- B. The security of the property of the municipality or local board – Environmental Site Assessment at J.R. Miller Training Centre (Ward 5)
- C. A proposed or pending acquisition or disposition of land by the municipality or local board Agreement of Purchase and Sale – Erindale Community Hall – 1620 Dundas Street East (Ward 7)
- D. Litigation or potential litigation, including matters before administrative tribunals, affecting the municipality or local board - Dowling House, 2285 Britannia Road West (Ward 11)

ADJOURNMENT

CALL TO ORDER

DECLARATIONS OF DIRECT (OR INDIRECT) PECUNIARY INTEREST

APPROVAL OF THE AGENDA

PRESENTATIONS

DEPUTATIONS

- A. Brenda Osborne, Manager of Environment and Simone Banz, Planning Manager – Performance Measuring and Reporting, Region of Peel with respect to Let Your Green Show Campaign
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- C. Item 34 Dean Maher
- D. Item 34 Rob Goddard, President, Helping Homeless Pets
- E. Item 34 Ewa Demianowicz and Nick Wright, Humane Society International
- F. Item 34 Perry Saul, Owner, Pet Mart
- G. Item 34 John Ghousy and Kathy Ghousy, ANG Pets

MATTERS TO BE CONSIDERED

1. Emerald Ash Borer Management Plan

Corporate Report dated June 10, 2012 from the Commissioner of Community Services with respect to the Emerald Ash Borer Management Plan.

RECOMMENDATION

- 1. That staff be authorized to use funding in the amount of \$100,000 from the 2012 Forestry operating budget to implement a treatment program to protect selected ash trees from the Emerald Ash Borer (EAB), as outlined in the Corporate Report dated June 10, 2012 from the Commissioner of Community Services.

- (1.)
2. That the Active Management Plan for the control of Emerald Ash Borer be endorsed in principle, subject to long term budget funding.

2. Bicycle Lanes – Bristol Road (Wards 5, 6 and 11)

Corporate Report dated June 13, 2012 from the Commissioner of Transportation and Works with respect to Bicycle Lanes on Bristol Road.

RECOMMENDATION

1. That the installation of bicycle lanes on both sides of Bristol Road between Church Street and Kennedy Road be approved, as outlined in the report to General Committee dated June 13, 2012 from the Commissioner of Transportation and Works.
 2. That a by-law be enacted to amend Traffic By-law 555-2000, as amended, to implement the necessary changes to Schedule 3 (No Parking), Schedule 5 (Parking for Restricted Periods), Schedule 15 (Lane Designation) and Schedule 34 (Bicycle Lanes) as outlined in Appendix 2 attached to the report dated June 13, 2012 from the Commissioner of Transportation and Works.
3. Restricting Vehicular Passage along City Centre Drive through Mississauga Celebration Square (Ward 4)

Corporate Report dated June 8, 2012 from the Commissioner of Transportation and Works with respect to restricting vehicular passage along City Centre Drive through Mississauga Celebration Square.

RECOMMENDATION

1. That a by-law be enacted under the authority of Section 35 of the Municipal Act, 2001 to restrict vehicular passage along a portion of City Centre Drive, between Duke of York Boulevard and Living Arts Drive.
2. That the Community Services Department report back to the Mississauga Celebration Square Events Committee on design proposals to conform with the provisions of the proposed by-law relating to City Centre Drive.
3. That no new parking lay-bys be constructed for drop-off and pick-up activities at Mississauga Celebration Square.

4. Temporary Road Closure – Rotary Ribfest – Princess Royal Drive (Ward 4)

Corporate Report dated June 6, 2012 from the Commissioner of Transportation and Works with respect to a Temporary Road Closure on Princess Royal Drive for the Rotary Club of Mississauga Ribfest.

RECOMMENDATION

That a by-law be enacted to implement a temporary road closure of Princess Royal Drive from Living Arts Drive to Duke of York Boulevard commencing at 6:00 a.m., Wednesday, July 18, 2012 and ending at 5:00 p.m., Monday, July 23, 2012, for the placement of a carnival in conjunction with the Rotary Club of Mississauga Ribfest.

5. Additional Information Request for Traffic Control Signals – Erin Centre Boulevard at Churchill Meadows Boulevard (Ward 10)

Corporate Report dated June 14, 2012 from the Commissioner of Transportation and Works providing additional information for a traffic control signals request for the intersection of Erin Centre Boulevard and Churchill Meadows Boulevard.

RECOMMENDATION

1. That a traffic control signal not be installed at the intersection of Erin Centre Boulevard at Churchill Meadows Boulevard as warrants have not been satisfied.
2. That the Transportation and Works Department monitor the vehicle operating speeds on Erin Centre Boulevard in the vicinity of Churchill Meadows Boulevard and request the cooperation of Peel Regional Police in monitoring the area for excessive speeds.

6. All-Way Stop – Commerce Boulevard and Skymark Avenue/Citation Place (Ward 5)

Corporate Report dated June 12, 2012 from the Commissioner of Transportation and Works with respect to an All-Way Stop at the intersection of Commerce Boulevard and Skymark Avenue/Citation Place.

RECOMMENDATION

That a by-law be enacted to amend By-law 555-2000, as amended, to implement an all-way stop at the intersection of Commerce Boulevard and Skymark Avenue/Citation Place.

7. Lower Driveway Boulevard Parking – Cedar Hedge Rise (Ward 10)

Corporate Report dated June 4, 2012 from the Commissioner of Transportation and Works with respect to Lower Driveway Boulevard Parking on Cedar Hedge Rise.

RECOMMENDATION

That a by-law be enacted to amend By-law 555-2000, as amended, to implement lower driveway boulevard parking between the curb and sidewalk, at anytime, on Cedar Hedge Rise.

8. Reduced Speed Limits in Designated Construction Zones – All Wards

Corporate Report dated June 1, 2012 from the Commissioner of Transportation and Works with respect to reduced speed limits in designated construction zones.

RECOMMENDATION

1. That a by-law be enacted to amend By-law 555-2000, as amended, to delegate the Commissioner of Transportation and Works, or designate, to have authority to designate construction zones on a highway and to set a lower speed limit for motor vehicles driven in the designated construction zone in accordance with the provisions of the Highway Traffic Act (HTA).
2. That a copy of this report be forwarded to the Chief of Peel Regional Police and that Peel Regional Police be requested to assist in the enforcement of these construction speed zones, as resources permit.

9. Speed Limits – Old Derry Road (Ward 11)

Corporate Report dated June 4, 2012 from the Commissioner of Transportation and Works with respect to speed limits on Old Derry Road.

RECOMMENDATION

That a by-law be enacted to amend By-law 555-2000, as amended, to implement a 40km/h speed limit on Old Derry Road from Historic Trail to Gooderham Estate Boulevard.

10. Leading Pedestrian Interval (LPI)

Corporate Report dated June 4, 2012 from the Commissioner of Transportation and Works with respect to Leading Pedestrian Intervals.

RECOMMENDATION

That the report to General Committee dated May 22, 2012 from the Commissioner of Transportation and Works entitled "Leading Pedestrian Interval (LPI)" be received for information.

11. 2012 Traffic Signal Installation Program (Wards 2, 5, 6, 8, and 9)

Corporate Report dated June 6, 2012 from the Commissioner of Transportation and Works with respect to the 2012 Traffic Signal Installation Program.

RECOMMENDATION

That the proposed 2012 Traffic Signal Installation Program, as outlined in the report dated June 6, 2012, from the Commissioner of the Transportation and Works be approved.

12. Downtown Paid Parking Off-Street Rates (Ward 4)

Corporate Report dated June 12, 2012 from the Commissioner of Transportation and Works with respect to the Downtown Paid Parking Off-Street Rates.

RECOMMENDATION

1. That a by-law be enacted to amend By-law 555-2000, as amended to increase the 2013 Downtown employee paid parking rates as outlined in Appendix 1 of the report to General Committee dated June 12, 2012, entitled "Downtown Paid Parking Off-Street Rates."
2. That a by-law be enacted to amend By-law 555-2000, as amended to increase the Sheridan College paid parking rates for the academic year of 2012-2013 as outlined in Appendix 1 of the report to General Committee dated June 12, 2012 entitled "Downtown Paid Parking Off-Street Rates."

13. 2012 Intersection Capital Works Program (Wards 2, 4, 7, 8, 9)

Corporate report dated June 7, 2012 from the Commissioner of Transportation and Works with respect to the 2012 Intersection Capital Works Program.

RECOMMENDATION

That the proposed 2012 Intersection Capital Works Program, as outlined in the report titled "2012 Intersection Capital Works Program" dated June 7, 2012 from the Commissioner of Transportation and Works, be approved.

14. 2012 Post-Top Streetlighting Replacement Program (Wards 7 and 8)

Corporate Report dated June 4, 2012 from the Commissioner of Transportation and Works with respect to the 2012 Post-Top Streetlighting Replacement Program.

RECOMMENDATION

That the proposed 2012 Post-Top Streetlighting Replacement Program, as outlined in this report dated June 4, 2012, from the Commissioner of Transportation and Works be approved.

15. Full Service Food Trucks Pilot Project

Corporate Report dated June 12, 2012 from the Commissioner of Transportation and Works with respect to the Full Service Food Trucks Pilot Project.

RECOMMENDATION

1. That a pilot project consisting of six full service food trucks be implemented for a period of six months subject to the conditions and the selection process outlined in the report to General Committee titled "Full Service Food Trucks Pilot Project" from the Commissioner of Transportation and Works, dated June 12, 2012; and
2. That staff report to Council at the conclusion of the pilot project

16. Award of Contract for the Public Artwork in the Bus Rapid Transit Stations

Corporate Report dated June 11, 2012 from the Commissioner of Transportation and Works with respect to an Award of Contract for the Public Artwork in the Bus Rapid Transit Stations.

(16.)

RECOMMENDATION

That the Purchasing Agent be authorized to enter into agreements with Panya Clark Espinal for the supply of various art work pieces for Bus Rapid Transit Stations in the estimated amount of \$425,000.

17. Mississauga Bus Rapid Transit (BRT) Project – Canada Strategic Infrastructure Fund (CSIF) Agreement Amendment and Procurement

Corporate Report dated June 11, 2012 from the Commissioner of Transportation and Works with respect to an amendment to the Canada Strategic Infrastructure Fund Agreement for the Mississauga Bus Rapid Transit Project.

RECOMMENDATION

1. That a by-law be enacted to authorize the Mayor and the Clerk to execute on behalf of the City, an amending agreement to amend the current agreement with Her Majesty in Right of Canada as represented by the Minister of Transport, Infrastructure and Communities under the Canada Strategic Infrastructure Fund Act for the Mississauga Bus Rapid Transit (BRT) Project, in a form satisfactory to Legal Services.
2. That the Mississauga Bus Rapid Transit (BRT) Project Contract #2 update provided in the report to General Committee dated June 11, 2012 entitled, “Mississauga Bus Rapid Transit (BRT) Project – Canada Strategic Infrastructure Fund (CSIF) Agreement Amendment and Procurement #FA.49.315-12”, be received for information.

18. Authorization to Commit to Procure 2013 Bus Replacement Buses in 2012, Prior to Capital Budget Approval

Corporate Report dated June 8, 2012 from the Commissioner of Transportation and Works with respect to authorization to procure 2013 bus replacement buses in 2012.

RECOMMENDATION

That the Purchasing Agent be authorized to execute a contract (or contracts) for the supply of ten 60-foot clean diesel articulated MiLocal standard style low floor buses and fourteen 40-foot clean diesel MiExpress BRT style low floor buses required under the 2013 bus replacement strategy, in the fall of 2012, prior to final approval of 2013 capital funding.

19. Authority to Enter into an Agreement with Metrolinx for Bus Shelter Installation (Ward 11)

Corporate Report dated June 14, 2012 from the Commissioner of Transportation and Works with respect to the authority to enter into an agreement with Metrolinx for Bus Shelter Installation.

RECOMMENDATION

1. That a by-law be enacted to authorize the Commissioner of Transportation and Works to enter into an agreement with Metrolinx for the purpose of the installation of a bus shelter at the south-east side of the intersection of Mississauga Road and Royal Bank Drive, Mississauga, in a form satisfactory to Legal Services.
2. That a by-law be enacted to authorize the Commissioner of Transportation and Works to enter into future agreements with Metrolinx for shelter installations, in a form satisfactory to Legal Services on a cost recovery basis.

20. Recycling Receptacles on the City's Road Allowance (Wards 1, 2 and 11)

Corporate Report dated June 13, 2012 from the Commissioner of Transportation and Works with respect to recycling receptacles on the City's road allowance.

RECOMMENDATION

1. That on-street recycling be implemented in the Port Credit, Clarkson and Streetsville BIAs.
2. That no advertising be placed on the dual stream recycling receptacles.
3. That staff proceed to procure appropriately sized dual stream recycling containers for the BIAs, subject to operational and functional review and approval by the Region of Peel.

21. Contract Amendment for Torbram Road Grade Separations (Ward 5)

Corporate Report dated June 14, 2012 from the Commissioner of Transportation and Works with respect to a contract amendment for Torbram Road Grade Separations.

(21.)

RECOMMENDATION

1. That the existing contract with AECOM Canada Ltd. for the Torbram Road Grade Separations be increased to include additional engineering consulting services and the completion date extended to complete the project.
2. That the Purchasing Agent or designate be authorized to execute an amendment to the existing contract with AECOM Canada Ltd., to increase the total contract value to \$2,476,875.20 and extend the contract end date to December 31, 2014.

22. Single Source Award for Rehabilitation of Sandalwood-2 and Huron Heights Groundwater Control Relief Well System (Wards 4 and 5)

Corporate Report dated June 4, 2012 from the Commissioner of Transportation and Works with respect to a single source award for the rehabilitation of Sandalwood-2 and Huron Heights Groundwater Control Relief Well System.

RECOMMENDATION

That the Purchasing Agent be authorized to execute the agreements necessary to add consulting services to conduct the rehabilitation and monitoring of the Sandalwood-2 and Huron Heights Groundwater Control Relief Well Systems at a cost of \$337,935 (incl. tax) to Genivar Inc., in addition to the assessment work which they are currently under contract with the City to provide.

23. Natural Areas Survey 2011 Update

Corporate Report dated June 11, 2012 from the Commissioner of Planning and Building providing an update on the 2011 Natural Areas Survey.

RECOMMENDATION

That staff be directed to hold a public meeting at the Planning and Development Committee to consider amendment of Schedule 1: Urban System, Schedule 1a: Urban System-Green System and Schedule 3: Natural System of Mississauga Official Plan (2011), to include additional lands in the Natural Areas System, as shown on Appendix 1 of the report titled "Natural Areas Survey 2011 Update", dated June 11, 2012 from the Commissioner of Planning and Building.

24. Council Resolution in Support of Rooftop Solar Applications Under the Provincial Feed-in Tariff (FIT) Program

Corporate Report dated June 14, 2012 from the Commissioner of Community Services with respect to Rooftop Solar Applications under the Provincial Feed-in Tariff (FIT) Program.

RECOMMENDATION

That Council pass a motion which supports, in principle, rooftop solar projects in Mississauga as outlined in the Corporate Report titled "Council Resolution in Support of Rooftop Solar Applications Under the Provincial Feed-in Tariff (FIT) Program" dated June 14, 2012 from the Commissioner of Community Services.

25. Mississauga Legends Row Collective – License Agreement (Ward 4)

Corporate Report dated June 19, 2012 from the Commissioner of Community Services with respect to a License Agreement for the Mississauga Legends Row Collective.

RECOMMENDATION

That a by-law be enacted to authorize the Commissioner of Community Services to execute a license agreement between Mississauga Legends Row Collective and the City of Mississauga for installation of recognition plaques on a portion of Mississauga Celebration Square, in a form acceptable to the City Solicitor and subject to the conditions outlined in the Corporate Report dated June 19, 2012 from the Commissioner of Community Services

26. Mississauga Urban Design Awards Environmental Sustainability Judging Criteria

Corporate Report dated June 11, 2012 from the Commissioner of Community Services with respect to the Mississauga Urban Design Awards Environmental Sustainability Judging Criteria.

RECOMMENDATION

That the report dated June 11, 2012, from the Commissioner of Community Services, titled Mississauga Urban Design Awards Environmental Sustainability Judging Criteria, be received for information.

27. Amendment and Renewal of Contract for Coffee and Other Hot Beverage Products and Equipment

Corporate Report dated June 6, 2012 from the Commissioner of Community Services with respect to an amendment and renewal of contract for coffee and other hot beverage products and equipment.

RECOMMENDATION

1. That the Purchasing Agent or designate be authorized to execute an amendment to the existing contract with Aramark Canada Ltd. to include requirements for coffee and other hot beverage products and equipment for the Tower Garden Café, Mississauga Celebration Square café and food services, Bell Gairdner Estate and Library café as outlined in the corporate report dated June 6, 2012 from the Commissioner of Community Services.
2. That the Purchasing Agent or designate be authorized to execute a renewal of the existing contract with Aramark Canada Ltd. for the term February 28, 2014 to February 28, 2017.

28. Single Source Contract Awards for "City Standard" Fitness Equipment

Corporate Report dated June 15, 2012 from the Commissioner of Community Services with respect to a single source contract award for City standard fitness equipment.

RECOMMENDATION

1. That products denoted by the brand names of Nautilus, StairMaster, Precor, Schwinn, Cybex, Life Fitness, Atlantis, Woodway, Star Trac and NuStep be approved as City Standards for fitness equipment for the period of 2012 through to 2017.
2. That VO2 Fitness Inc., National Fitness Products of Canada Inc., Advantage Fitness Sales Inc., and Legacy Fitness Products be approved as single source vendors for the supply and delivery of the brand name fitness equipment for which they are the exclusive distributors.
3. That the Purchasing Agent be authorized to execute the appropriate forms of commitment to VO2 Fitness Inc. for the supply and delivery of Nautilus, Schwinn, StairMaster and Precor fitness equipment, as required, and for which funding is approved in the budget, for the period 2012 through to 2017.

4. That the Purchasing Agent be authorized to execute the appropriate forms of commitment to National Fitness Products of Canada Inc. for the supply and delivery of Atlantis, Woodway, Star Trac and NuStep fitness equipment, as required, and for which funding is approved in the budget, for the period 2012 through to 2017.
 5. That the Purchasing Agent be authorized to execute the appropriate forms of commitment to Advantage Fitness Sales Inc. for the supply and delivery of Life Fitness fitness equipment, as required, and for which funding is approved in the budget, for the period 2012 through to 2017.
 6. That the Purchasing Agent be authorized to execute the appropriate forms of commitment to Legacy Fitness Products for the supply and delivery of Cybex fitness equipment, as required, and for which funding is approved in the budget, for the period 2012 through to 2017.
29. Treasurer's Statement Report: Summary of Development Charge Activity in 2011 (Unaudited)
- Corporate Report dated June 12, 2012 from the Commissioner of Corporate Services and Treasurer with respect to the summary of Development Charge Activity in 2011.
- RECOMMENDATION
1. That the City of Mississauga's 2011 Treasurer's Statement as required under the *Development Charges Act, 1997*, be received.
 2. That the City of Mississauga's 2011 Treasurer's Statement be sent to the Ministry of Municipal Affairs and Housing within 60 days of Council receipt, as per the legislation.
30. Province of Ontario – Dedicated Gas Tax Funds for Public Transportation Program (2011/2012)
- Corporate Report dated June 14, 2012 from the Commissioner of Corporate Services and Treasurer with respect to Dedicated Gas Tax Funds for Public Transportation Program.

RECOMMENDATION

That a by-law be enacted to authorize the Mayor and City Treasurer to execute the agreement attached as Appendix 1 to the Corporate Report dated June 14, 2012 from the Commissioner of Corporate Services and Treasurer with Her Majesty the Queen in right of the Province of Ontario, represented by the Minister of Transportation for the Province of Ontario related to funding provided by the Province of Ontario under the Dedicated Gas Tax Funds for Public Transportation Program.

31. Tax Exemption of Municipal Capital Facility – 201 City Centre Drive, Unit 202

Corporate Report dated June 1, 2012 from the Commissioner of Corporate Services and Treasurer with respect to Tax Exemption of Municipal Capital Facility.

RECOMMENDATION

1. That a by-law be enacted to ratify the Lease Agreement set out in the report dated June 1, 2012 from the Commissioner of Corporate Services and Treasurer as an agreement made pursuant to section 110 of the *Municipal Act, 2001*, S.O. 2001, c.25 as amended and to exempt 201 City Centre Drive, Unit 202 from taxation for municipal and school purposes effective September 1, 2012.
2. That By-law 0434-2004, a by-law to provide for Municipal Capital Facilities, be amended with necessary modifications, by adding tax roll number 05-04-0-154-00449-0000, 201 City Centre Drive, Unit 202, to the list of properties described in said By-law, for the purposes of declaring it to be a Municipal Capital Facility.
3. That the Clerk be directed to notify the Minister of Education, Municipal Property Assessment Corporation, the Regional Municipality of Peel and the school boards of the passing of the by-law.

32. Hiring Retired City of Mississauga Employees Policy

Corporate Report dated June 4, 2012 from the Commissioner of Corporate Services and Treasurer with respect to the Hiring Retired City of Mississauga Employees Policy.

RECOMMENDATION

That the revised Corporate Policy, 01-01-09 Hiring of Retired City of Mississauga Employees, attached as Appendix 1 to the report dated June 4, 2012 from Commissioner of Corporate Services and Treasurer, be approved.

33. Single Source Procurement for Hewlett Packard (HP) Storage Area Network (SAN) and Backup/Recovery Solutions

Corporate Report dated June 4, 2012 from the Commissioner of Corporate Services and Treasurer with respect to a single source procurement for Hewlett Packard (HP) Storage Area Network and Backup/Recovery Solutions.

RECOMMENDATION

1. That the Purchasing Agent be authorized to execute the necessary contracts and agreements for the period of 2012 through to 2017 to Hewlett Packard Canada Co. (HP) for the procurement of Storage Area Network (SAN) and Backup/Recovery solution (HP SAN technology) including hardware, software, installation, training, maintenance and support and future planned capacity increase in the estimated amount of \$2,231,000, exclusive of taxes, based on a five year contract term;
2. That the Purchasing Agent be authorized to issue contract amendments to increase the value of the contract where necessary to accommodate growth and where amount is approved in the budget;
3. That Hewlett Packard Canada Co. (HP) continue to be designated a "City Standard" for a five year term.

34. Single Source Contract Awards for "City Standard" Building Automation System Maintenance and Support and Upgrades as Required

Corporate Report dated June 13, 2012 from the Commissioner of Corporate Services and Treasurer with respect to single source contract awards for City Standard Building Automation System Maintenance and Support and Upgrades as required.

RECOMMENDATION

1. That Siemens Canada Limited, Direct Energy Business Services, and Thermo Automation Canada (TA Canada) be designated as single source vendors for ongoing building automation system maintenance and support, and upgrades as required, for the "City Standard" building automation systems originally supplied by them, for the period of 2012 through to 2017;

2. That the Purchasing Agent or designate be authorized to execute the appropriate forms of commitment to Siemens Canada Limited for ongoing building automation systems maintenance and support in an estimated amount of \$1,000,000, excluding taxes, based on a five year contract term, and upgrades as required where approved in Capital budgets, commencing in 2012 through to 2017;
 3. That the Purchasing Agent or designate be authorized to execute the appropriate forms of commitment to Direct Energy Business Services for ongoing building automation systems maintenance and support, in an estimated amount of \$275,000, excluding taxes, based on a five year contract term, and upgrades as required where approved in Capital budgets, commencing in 2012 through to 2017;
 4. That the Purchasing Agent or designate be authorized to execute the appropriate forms of commitment to Thermo Automation Canada (TA Canada) for ongoing building automation systems maintenance and support in an estimated amount of \$750,000, excluding taxes, based on a five year contract term, and upgrades as required where approved in Capital budgets, commencing in 2012 through to 2017;
 5. That the Purchasing Agent or designate be authorized to execute contract amendments to increase the value of the contracts with Siemens Canada Limited, Direct Energy Business Services and Thermo Automation Canada (TA Canada) where necessary to accommodate growth and for which funding is approved in the budget.
35. Request for a Review of Schedule 20, of the Business Licensing By-law 1-06, as amended, to Include a Provision Banning the Sale of Cats and Dogs from Licensed Pet Shops

Corporate Report dated May 29, 2012 from the Commissioner of Transportation and Works with respect to a provision for banning the sale of cats and dogs from licensed pet shops.

RECOMMENDATION

1. That no amendment be made to Schedule 20, of the Business Licensing By-law 1-06, as amended, to ban the sale of cats and dogs from licensed pet shops; and

(35.)

2. That staff conduct quarterly proactive inspections of licensed pet shops that sell cats and/or dogs.

ADVISORY COMMITTEE REPORTS

Governance Committee – Report 5-2012 - June 11, 2012

(Recommendation GOV-0015-2012 to GOV-0017-2012)

Mississauga Cycling Advisory Committee – Report 6-2012 - June 12, 2012

(Recommendation MCAC-0038-2012 to MCAC-0042-2012)

Towing Industry Advisory Committee – Report 2-2012- June 18, 2012

(Recommendation TIAC-0011-2012 to TIAC-0014-2012)

Mississauga Celebration Square Events Committee – Report 6-2012 - June 18, 2012

(Recommendation MCSEC-0022-2012 to MCSEC-0028-2012)

Museums of Mississauga Advisory Committee – Report 3-2012 – June 18, 2012

(Recommendation MOMAC-0019-2012 to MOMAC-0031-2012)

Heritage Advisory Committee – Report-6-2012 – June 19, 2012

(Recommendation HAC-0057-2012 to HAC-0067-2012)

Road Safety Mississauga Advisory Committee – Report 3-2012 – June 19, 2012

(Recommendation RSM-0011-2012 to RSM-0014-2012)

Traffic Safety Council – Report 6-2012 – June 20, 2012

(Recommendation TSC-0105-2012 to TSC-0122-2012)

COUNCILLORS' ENQUIRIES

CLOSED SESSION

(Pursuant to Subsection 239 (2) of the *Municipal Act, 2001*)

- A. The security of the property of the municipality or local board – Management and Operations Agreement with Distress Centre Peel at 25 Pinetree Way (Ward 1)
- B. The security of the property of the municipality or local board – Environmental Site Assessment at J.R. Miller Training Centre (Ward 5)
- C. A proposed or pending acquisition or disposition of land by the municipality or local board Agreement of Purchase and Sale – Erindale Community Hall – 1620 Dundas Street East (Ward 7)
- D. Litigation or potential litigation, including matters before administrative tribunals, affecting the municipality or local board - Dowling House, 2285 Britannia Road West (Ward 11)

ADJOURNMENT



Corporate Report

Clerk's Files

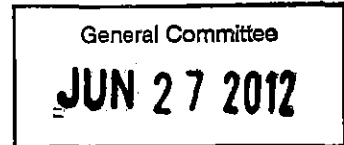
Originator's
Files

DATE: June 10, 2012

TO: Chair and Members of General Committee
Meeting Date: June 27, 2012

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

SUBJECT: **Emerald Ash Borer Management Plan**



- RECOMMENDATION:**
1. That staff be authorized to use funding in the amount of \$100,000 from the 2012 Forestry operating budget to implement a treatment program to protect selected ash trees from the Emerald Ash Borer (EAB), as outlined in the Corporate Report dated June 10, 2012 from the Commissioner of Community Services.
 2. That the Active Management Plan for the control of Emerald Ash Borer be endorsed in principle, subject to long term budget funding.

**REPORT
HIGHLIGHTS:**

- Emerald Ash Borer (EAB) is present within the City of Mississauga and poses a serious threat to all Ash trees.
- The chemical treatment TreeAzin is now available to be utilized as a tool to assist in EAB management.
- A percentage of City owned Ash trees could be preserved by implementing a treatment program utilizing TreeAzin.
- Untreated City Ash trees will require removal and replacement.
- Treatment of 600 trees utilizing existing Forestry operating budget in 2012 will assist in managing EAB populations.
- Funding of \$51 million over 10 years will be requested in the 2013-2016 Business Plan and Budget.

BACKGROUND:

In December 2011 a petition was received by Council containing 662 signatures requesting that “*the necessary steps be taken to save Ash trees from the Emerald Ash Borer*. At the December 14th, 2011 meeting of Council staff provided an overview of EAB within Mississauga and further that that they would report back to Council in the spring of 2012, providing options for the mitigation of EAB.

Staff retained the services of an entomology expert and EAB consultant to develop a Strategic EAB Management Plan. The completed plan contains information pertaining to the biology of EAB, the impacts on Ash tree populations within Mississauga and Ontario, benchmarking data with various municipalities and potential management options.

COMMENTS:

EAB is a highly destructive pest that has the capacity to infest and kill all North American species of Ash (*Fraxinus spp.*) trees. It is estimated that approximately 70 million Ash trees in the US and Canada have been infested or killed to date with another 10 billion Ash trees at risk. This invasive insect is native to eastern Asia, and was introduced to North America via imported wood packaging material. The pest was discovered in Windsor, Ontario in 2002, and is now well established in Southwest Ontario. EAB infestations have been confirmed by The Canadian Food Inspection Agency (CFIA), within the Cities of Mississauga, Toronto, Brampton and the Town of Oakville.

Mississauga is currently within a regulated (quarantine) area defined by a Federal Ministerial Order (Appendix 1). The intent of the regulated area is to reduce the spread of EAB by controlling the movement of Ash products. Human activities including the movement of infested firewood have allowed EAB to spread rapidly. Since the discovery of EAB within Canada, staff have worked closely with the CFIA, Canadian Forest Services (CFS), other municipal Forestry staff and professional forestry organizations regarding EAB detection and potential control options.

Ash Tree population

The City’s Urban Forest is comprised of approximately 2.1 million trees located on both public and private lands, with over half of the trees located on private land. Ash species represent a significant component (10 %+) of the tree canopy on both public and private land.

The following represent numbers of City owned Ash trees.

- Street Trees: 23,311
- Parks and Cemeteries: Approximately 23,000
- Woodlands: Approximately 70,000

Due to its small size (approx. 10mm), detection of EAB has been extremely challenging. Trees have been found to be infected for several years prior to the appearance of external symptoms such as leaf discoloration, thinning canopy, epicormic shoots and tree mortality. Ash trees quickly rot after death, requiring prompt removal to eliminate any liability or safety concerns. Since confirmation of EAB within Mississauga, staff have implemented delineation programs, including visual inspections, branch sampling and the use of EAB prism traps. The results show that EAB is located throughout the City with a very low percentage of City Ash trees infested at this time.

The CFIA concludes that EAB may have been present within the Greater Toronto Area for approximately eight years. If there is no human intervention such as tree removal or chemical treatment it is estimated that the majority of Ash trees within Mississauga will be infested within five years (2017) with close to 100% mortality within ten years (2022).

OPTIONS:

TreeAzin

Federal and Provincial agencies have continued to develop science based strategies allowing for the detection and management of EAB. In 2002, control of EAB comprised of the removal of primarily infested Ash trees, along with the proactive removal of uninfested trees in a bid to slow the spread of the insect.

More recently a chemical treatment; *TreeAzin* has been developed to assist in EAB management. *TreeAzin* has recently received full registration, from the Health Canada - Pest Management Regulatory Agency. Positive efficacy results support the manufacturers claim that one application (injection) of the product affords the tree an acceptable level of protection from EAB for a two year period. Trees will require treatment every two years over a minimum ten year timeframe or until delineation surveys determine that EAB populations have diminished. Current costs are approximately \$160 per application per tree based on the calliper of the tree.

EAB Management

Staff retained an EAB consultant and entomology expert to develop a Strategic EAB Management Plan. The completed plan contains information pertaining to the biology of EAB, impacts on Ash tree populations within Mississauga and Ontario, benchmarking data and management options. Municipalities adjacent to Mississauga have implemented the following programs.

- **City of Toronto**
Inventory of 82,400 street and park Ash trees with the intent to treat 8000 trees with TreeAzin.
- **City of Brampton**
Currently not implemented any treatment programs.
- **Town of Oakville**
Program in place to treat 5,700 of their 14,100 street and park Ash trees with TreeAzin.
- **City of Burlington**
Program in place to treat 5,200 of their 8,600 street and park Ash trees with TreeAzin.

The following consultant options provide strategies to mitigate the impact of EAB on City of Mississauga owned Ash trees.

i) **Minimal Management/No Management.**

All City Ash trees would be treated the same as any other tree genus with no special consideration pertaining to their conservation or protection. Trees would be removed as they become infested and die, with street and park trees being replaced as per existing 1:1 practices. No surveys or treatment programs would be implemented.

There is a high probability of 100% mortality of City owned Ash trees impacting the overall biodiversity of the Urban Forest canopy, and impacting the aesthetic beauty and environmental benefits of the City's green assets. This option is estimated to cost \$58 million over a 10 year period (Appendix 2).

ii) **Active Management.**

A treatment program utilizing *TreeAzin* would be implemented in 2013 to treat approximately 15,000 street and 5000 park

trees. The total number of trees to be treated will be determined by evaluating each Ash tree against a condition matrix. The matrix will consider factors that impact each tree such as existing health condition, structural composition, location and the ability of the tree to continue as a sustainable City asset. Infested street and park trees would be removed and replaced as per existing 1:1 practices. Survey and delineation programs would continue throughout the City.

The Active Management option allows for the preservation of a percentage of Ash trees on streets and in parks, but not within woodlands. This option is estimated to cost \$51 million over a 10 year period (Appendix 2).

iii) **Aggressive Management.**

All viable Ash trees would be treated in conjunction with the removal of all infested and non viable Ash trees on both public and private property.

This option is not recommended. It was provided to show the scope of work if EAB was to be eradicated and is not appropriate for municipalities that have EAB infestations, or where their adjoining municipalities have infestations. This option would be best suited for a municipality with a small percentage of Ash trees. Currently municipalities do not have the legislative authority to enforce compliance with this type of program on private property.

Woodlands and natural areas

There are no strategies currently being utilized by any municipality in regards to preserving and protecting Ash trees within woodlands and natural areas. Declining and dead Ash trees that are adjacent to pathways, homes and roadways would be removed to eliminate liability or safety concerns. Dependant on Ash tree populations and public safety concerns there may be a requirement to fence individual woodlots or green belts, to prohibit public access.

2012 Treatment program

Recent survey programs have identified several locations with infested City trees, which have been or will be removed. To address the spread of EAB adjacent to these sites, staff are proposing to commence a

treatment program in 2012 where City Ash trees within a half kilometre of the infested locations would be treated with *TreeAzin*. If the program is undertaken, the trees would require treatment every two years over a minimum ten year period. Funding is available within the 2012 Forestry operation budget for year one of treatment.

STRATEGIC PLAN: The Green Pillar for Change within the Strategic Plan identifies the need to conserve, enhance and connect natural environments in the City of Mississauga.

FINANCIAL IMPACT: Staff recommend that the consultants option Active Management be implemented, beginning in 2013. Funding of \$51 million over 10 years as indicated in option 2, will be requested through the 2013 -2016 Business Plan and Budget. Financial options are outlined below.

- **Active Management**

Associated costs for this option over a ten year timeframe are estimated at \$51 million (Appendix 2).

Implementation of a City wide treatment program allowing for the retention of a percentage of City owned Ash trees, in conjunction with the removal of infested trees and trees not suitable for treatment. Street and park trees would be replaced as per existing 1:1 practices.

- **2012 Treatment program**

Utilize existing funding of \$100,000 within the existing Forestry operating budget to treat 600 trees at selected sites within one kilometre of known infestations. Trees will require to be treated every two years over a ten year period. Existing service levels associated with this funding (street tree rejuvenation works) would be reduced within 2012, with a return to existing service levels in 2013.

Private property costs

No budget implications as private property landowners and residents would be responsible for all costs associated with the treatment or removal of Ash trees located on their property.

CONCLUSION:

EAB is present within the City of Mississauga and poses a serious threat to all Ash trees.

Over a very short timeframe EAB populations have increased dramatically, with all Ash trees within Mississauga now at risk of being infested. The EAB infestation within Mississauga will impact multiple City service areas including; Forestry, Parks, Transportation and Works, By-law and Communications. As Ash trees die and become structurally unsafe prompt removal is required.

TreeAzin has shown to be a cost effective alternative to removing and replacing trees, allowing for the preservation of a percentage of Ash trees within a community.

Utilizing \$100,000 of existing funds to implement a treatment program to treat 600 trees in 2012 will assist in managing a growing EAB population.

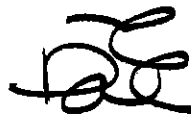
The implementation of a City wide active management program in 2013 will allow for the preservation of a percentage of City owned Ash trees. Required funding for active management of \$51 million over 10 years will be requested through the 2013 -2016 Business Plan and Budget.

As scientific research continues it is anticipated that additional chemical treatments will be registered for the treatment of EAB within Canada. These products along with future biological controls may provide alternatives to the limited options that are currently available to address this environmental disaster.

ATTACHMENTS:

Appendix 1: Emerald Ash Borer Regulated Areas of Canada

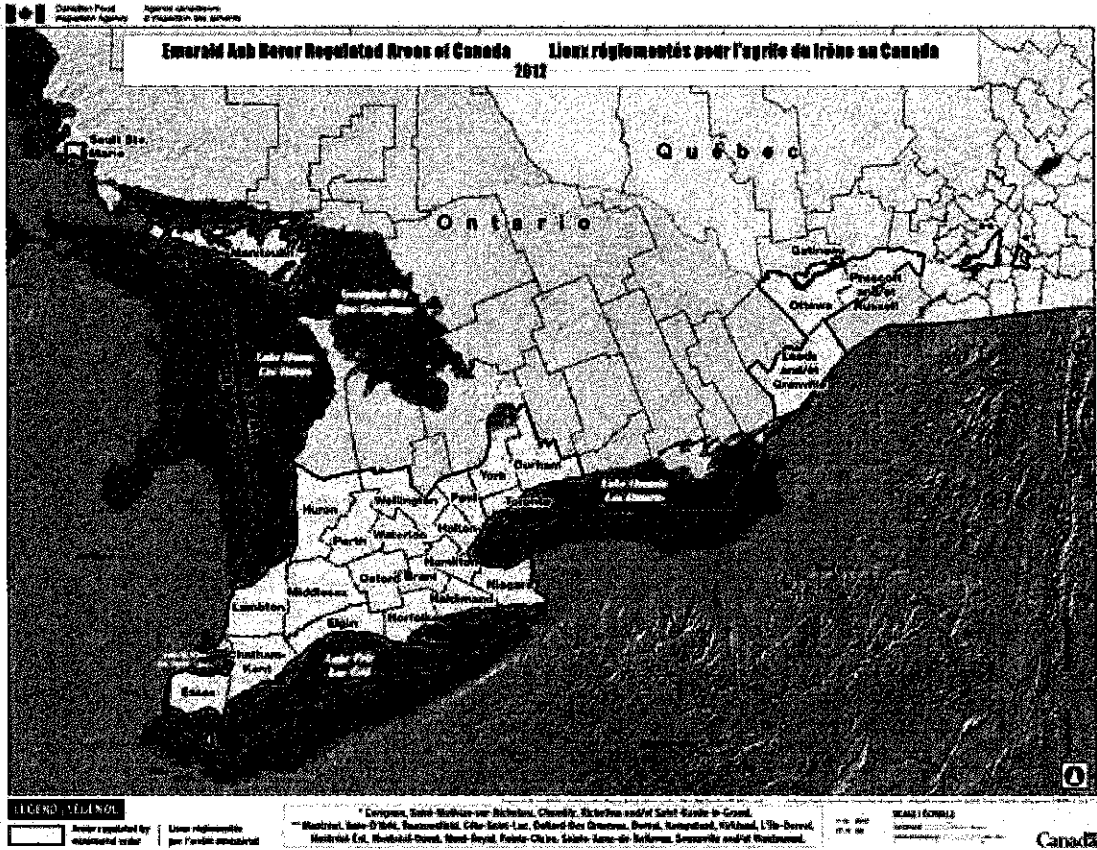
Appendix 2: Costing Charts



Paul Mitcham, P. Eng., MBA

Commissioner of Community Services

Prepared By: Gavin Longmuir, Forestry Manager



Option 1: Minimal Management/No Management

Mississauga Planning Chart
 Option 1: Minimal Management/No Management
 Background Data

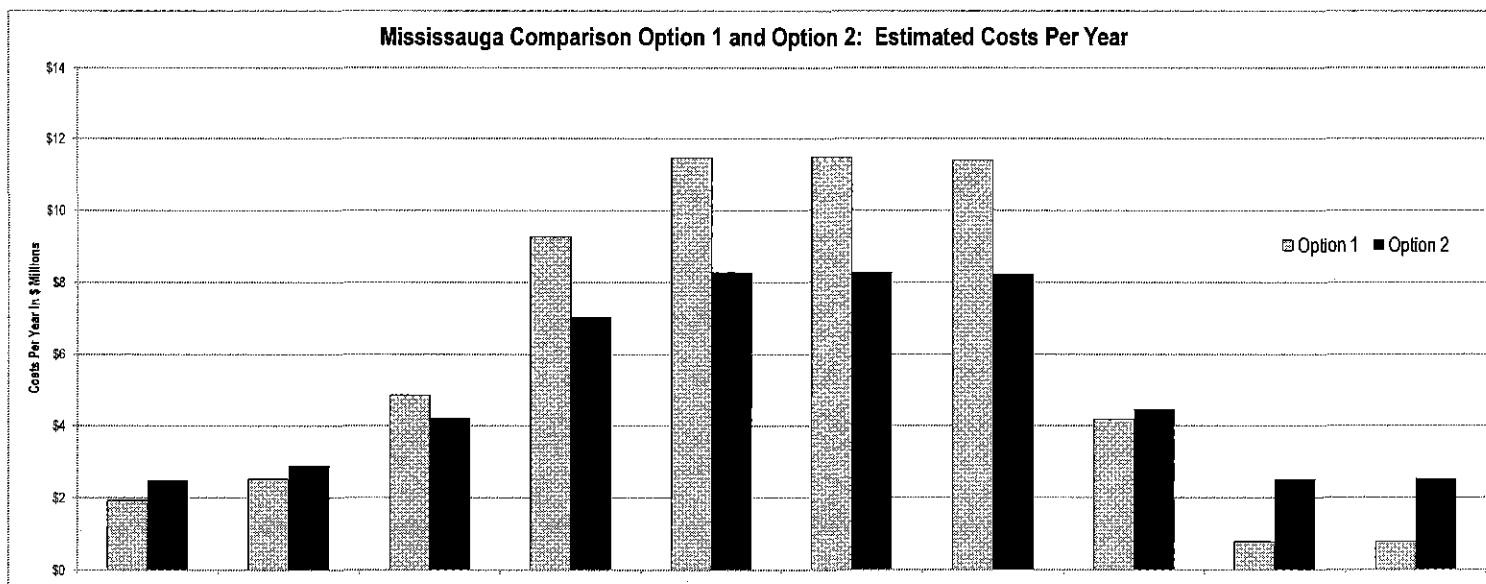
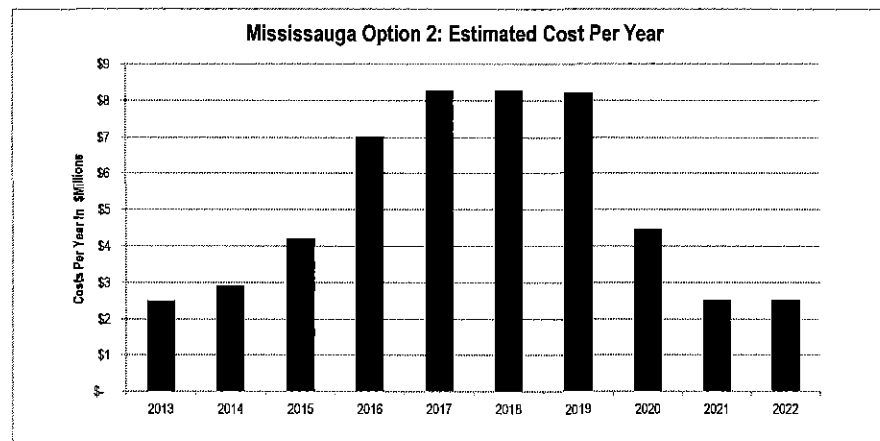
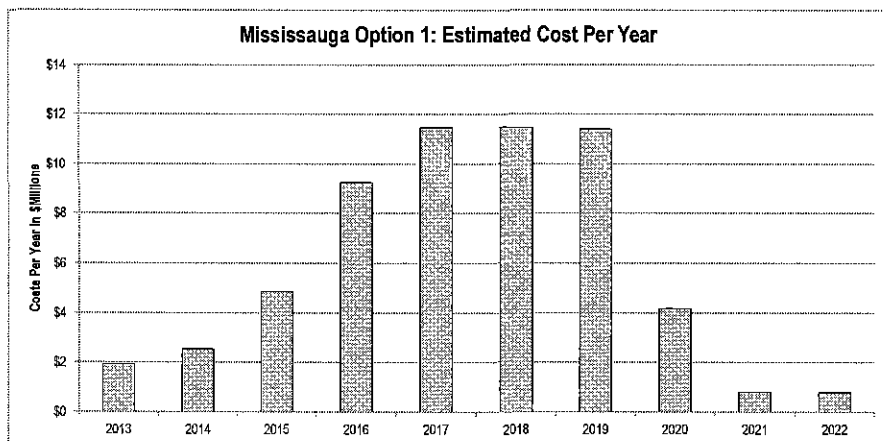
		Proportion	Tree	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	TOTAL
Estimated Mortality Distribution			Unit Cost	3.0%	4.0%	8.0%	16.0%	20.0%	20.0%	20.0%	7.0%	1.0%	1.0%	100%
Total Street/Park Trees		46,311												
Mortality	100%	Per Year		1,389	1,852	3,705	7,410	9,262	9,262	9,262	3,242	463	463	\$ 46,311
Removal Cost	100%	\$ 750		\$ 1,041,998	\$ 1,389,330	\$ 2,778,660	\$ 5,557,320	\$ 6,946,650	\$ 6,946,650	\$ 6,946,650	\$ 2,431,328	\$ 347,333	\$ 347,333	\$ 34,733,250
Replacement Cost	100%	\$ 450		\$ 625,199	\$ 833,598	\$ 1,667,196	\$ 3,334,392	\$ 4,167,990	\$ 4,167,990	\$ 4,167,990	\$ 1,458,797	\$ 208,400	\$ 208,400	\$ 20,839,950
Treatment (yearly average)	0%	\$ 80		-	-	-	-	-	-	-	-	-	-	-
		Subtotal		\$ 1,667,196	\$ 2,222,928	\$ 4,445,856	\$ 8,891,712	\$ 11,114,640	\$ 11,114,640	\$ 11,114,640	\$ 3,890,124	\$ 555,732	\$ 555,732	\$ 55,573,200
Woodland Trees														
Removal of Hazard Trees	Fixed			\$ 50,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 750,000
Replanting and Naturalization	Fixed			\$ -	\$ -	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 400,000
		Subtotal		\$ 50,000	\$ 100,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 1,150,000
General Costs														
Disposal Costs (tub grinder)	Fixed	\$ 50,000		\$ 50,000	\$ 50,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 50,000	\$ 50,000	\$ 800,000
Contract Administration	Fixed	\$ 80,000		\$ 80,000	\$ 80,000	\$ 80,000	\$ 80,000	\$ 80,000	\$ 80,000	\$ 80,000	\$ 80,000	\$ 80,000	\$ 80,000	\$ 800,000
Monitoring and Survey	Fixed	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Communications Costs	Fixed	50,000		\$ 80,000	80,000	80,000	25,000	25,000	25,000	10,000	10,000	10,000	10,000	\$ 355,000
		Subtotal		\$ 210,000	\$ 210,000	\$ 260,000	\$ 205,000	\$ 205,000	\$ 205,000	\$ 190,000	\$ 190,000	\$ 140,000	\$ 140,000	\$ 1,955,000
		Total		\$ 1,927,196	\$ 2,532,928	\$ 4,855,856	\$ 9,246,712	\$ 11,469,640	\$ 11,469,640	\$ 11,404,640	\$ 4,180,124	\$ 795,732	\$ 795,732	\$ 58,678,200

51

Mississauga Planning Chart
Option 2: Active Management
 Background Data

		Proportion	Tree	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	TOTAL
Estimated Mortality Distribution-Untreated														
Trees			Unit Cost	2.0%	3.0%	7.0%	16.0%	20.0%	20.0%	20.0%	8.0%	2.0%	2.0%	100%
Total Street Trees (Total)		23,311												
Anticipated Mortality (10 year)		8,159	35%											
Anticipated Survival (10 year)		15,152	65%											
Mortality (tree per year)		8,159		163	245	571	1,305	1,632	1,632	1,632	653	163	163	
Removal Cost Per		100%	\$ 750	\$ 122,383	\$ 183,574	\$ 428,340	\$ 979,062	\$ 1,223,828	\$ 1,223,828	\$ 1,223,828	\$ 489,531	\$ 122,383	\$ 122,383	\$ 6,119,138
Replacement Cost Per		100%	\$ 450	\$ 73,430	\$ 110,144	\$ 257,004	\$ 587,437	\$ 734,297	\$ 734,297	\$ 734,297	\$ 293,719	\$ 73,430	\$ 73,430	\$ 3,671,483
Treatment		66%	\$ 80	\$ 1,212,172	\$ 1,212,172	\$ 1,212,172	\$ 1,212,172	\$ 1,212,172	\$ 1,212,172	\$ 1,212,172	\$ 1,212,172	\$ 1,212,172	\$ 1,212,172	\$ 12,121,720
			Subtotal	\$ 1,407,984	\$ 1,505,891	\$ 1,897,515	\$ 2,778,671	\$ 3,170,296	\$ 3,170,296	\$ 3,170,296	\$ 1,995,422	\$ 1,407,984	\$ 1,407,984	\$ 21,912,340
Park Trees (Total)		23,000												
Mortality per year (Assuming No treatment)				460	690	1,610	3,680	4,600	4,600	4,600	1,840	460	460	
Anticipated Mortality (10 year)		17,940	78%											
Anticipated Survival (10 year)		5,060	22%											
Removal Cost Per		78%	\$ 750	\$ 269,100	\$ 403,650	\$ 941,850	\$ 2,152,800	\$ 2,691,000	\$ 2,691,000	\$ 2,691,000	\$ 1,076,400	\$ 269,100	\$ 269,100	\$ 13,455,000
Replacement Cost Per		78%	\$ 450	\$ 161,460	\$ 242,190	\$ 565,110	\$ 1,291,680	\$ 1,614,600	\$ 1,614,600	\$ 1,614,600	\$ 645,840	\$ 161,460	\$ 161,460	\$ 8,073,000
Treatment		22%	\$ 80	\$ 404,800	\$ 404,800	\$ 404,800	\$ 404,800	\$ 404,800	\$ 404,800	\$ 404,800	\$ 404,800	\$ 404,800	\$ 404,800	\$ 4,048,000
			Subtotal	\$ 835,360	\$ 1,050,640	\$ 1,911,760	\$ 3,849,280	\$ 4,710,400	\$ 4,710,400	\$ 4,710,400	\$ 2,127,040	\$ 835,360	\$ 835,360	\$ 25,576,000
Woodland Trees														
Removal of Hazard Trees		Fixed		\$ 50,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 750,000
Replanting and Naturalization		Fixed		\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 400,000
			Subtotal	\$ 50,000	\$ 100,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 1,150,000
General Costs														
Disposal Costs (tub grinder)		Fixed	\$ 50,000	\$ 50,000	\$ 50,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 700,000
Contract Administration		Fixed	\$ 80,000	\$ 80,000	\$ 80,000	\$ 80,000	\$ 80,000	\$ 80,000	\$ 80,000	\$ 80,000	\$ 80,000	\$ 80,000	\$ 80,000	\$ 800,000
Monitoring and Survey		Fixed	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 500,000
Communications Costs		Fixed	\$ 50,000	\$ 80,000	\$ 80,000	\$ 25,000	\$ 25,000	\$ 25,000	\$ 25,000	\$ 10,000	\$ 10,000	\$ 10,000	\$ 10,000	\$ 355,000
			Subtotal	\$ 210,000	\$ 260,000	\$ 260,000	\$ 255,000	\$ 255,000	\$ 255,000	\$ 240,000	\$ 240,000	\$ 190,000	\$ 190,000	\$ 2,355,000
			Total	\$ 2,503,344	\$ 2,916,531	\$ 4,219,275	\$ 7,032,951	\$ 8,285,696	\$ 8,285,696	\$ 8,220,696	\$ 4,462,462	\$ 2,533,344	\$ 2,533,344	\$ 50,993,340

Mississauga Planning Chart
Estimated Cost Per Year
Background Data



13



Corporate Report

Clerk's Files

Originator's
Files

MG. 23.REP

2.

DATE: June 13, 2012

TO: Chair and Members of General Committee
Meeting Date: June 27, 2012

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

SUBJECT: **Bicycle Lanes - Bristol Road (Wards 5, 6 and 11)**

General Committee

JUN 27 2012

- RECOMMENDATION:**
1. That the installation of bicycle lanes on both sides of Bristol Road between Church Street and Kennedy Road be approved, as outlined in the report to General Committee dated June 13, 2012 from the Commissioner of Transportation and Works.
 2. That a by-law be enacted to amend Traffic By-law 555-2000, as amended, to implement the necessary changes to Schedule 3 (No Parking), Schedule 5 (Parking for Restricted Periods), Schedule 15 (Lane Designation) and Schedule 34 (Bicycle Lanes) as outlined in Appendix 2 attached to the report dated June 13, 2012 from the Commissioner of Transportation and Works.

**REPORT
HIGHLIGHTS:**

- This report outlines a proposal to install bicycle lanes along the entire length of Bristol Road this year.
- The Mississauga Cycling Master Plan identified Bristol Road as a primary cycling route and proposed the installation of on-street bicycle lanes.
- Bristol Road from Church Street to Creditview Road is scheduled for road rehabilitation this year.

BACKGROUND:

The Mississauga Cycling Master Plan, approved by Council in September 2010, outlines a plan to build a comprehensive cycling network across the City as part of a multi-modal transportation network. The Plan identified Bristol Road as a primary cycling route and proposed the installation of on-street bicycle lanes.

Bicycle lanes are a part of the roadway that is designated for bicycle use only through signage and pavement markings. There are existing bicycle lanes on Bristol Road between Creditview Road and Terry Fox Way, however they do not meet existing design standards.

COMMENTS:

The Transportation and Works Department proposes the installation of bicycle lanes on both sides of Bristol Road between Church Street and Kennedy Road as part of the 2012 Cycling Program. Bristol Road was prioritized for the 2012 Cycling Program as a result of several factors including coordination with other capital infrastructure programs, providing connectivity with existing routes, in accordance with the recommendations of the Cycling Master Plan and supported by the Mississauga Cycling Advisory Committee, as well as responding to concerns raised from the community regarding traffic safety.

Church Street to Creditview Road

An opportunity exists to coordinate the installation of cycling infrastructure on Bristol Road in conjunction with the road rehabilitation project planned for Bristol Road from Church Street to Creditview Road. Minor road widening and reductions to vehicle lane width are proposed as part of the road rehabilitation work in order to accommodate the bicycle lanes.

Other aspects of this project include the application of pavement material with enhanced traction along the curved section of the roadway as well as vehicle activated speed warning signs. The majority of street trees will be preserved and the extent of road widening has been minimized. Visitor parking will be provided through lay-bys along portions of the road without residential frontage.

This project is being conducted under Schedule 'A' of the Municipal Class Environmental Assessment process. Public Information Centres (PICs) were held in June 2011 and May 2012. In conjunction with this project, the street lighting along this stretch of road will be removed and new LED street lighting will be installed.

Creditview Road to Kennedy Road

It is proposed that bicycle lanes be introduced through signage and pavement marking changes that reduce the number and width of vehicle travel lanes between Creditview Road and Kennedy Road. On-street parking will be maintained along most of the roadway with residential frontage. A summary of proposed changes is included as Appendix 3.

Bicycle lanes along Bristol Road are proposed to enhance connectivity of the cycling network through linkages to other existing cycling routes. Once complete, the bicycle lanes will provide area residents with a dedicated cycling facility to connect to the Culham Trail, multi-use trails along Terry Fox Way and Mavis Road, the Glen Hawthorne Trail and Jan's Trail, and a connection to the Downtown via bicycle lanes along Confederation Parkway. The bicycle lanes would provide connections to local destinations including a number of schools, shopping plazas, and Frank McKechnie Community Centre.

Area residents have consistently raised concerns about traffic safety on Bristol Road in both Ward 5 and Ward 6, including requests to reduce the number of vehicle travel lanes and implement bicycle lanes as potential solutions to these concerns.

Research from other cities has shown that implementing bicycle lanes in conjunction with reductions to the number and/or width of vehicle travel lanes can have a calming effect on traffic, reducing traffic speed and vehicle collisions. Traffic Operations staff have been involved in the planning for bicycle lanes on Bristol Road and are in support of the proposal as outlined in this report.

Traffic Signals staff have projected that there will be impacts on traffic signal capacity as a result of the proposed changes, resulting in increased delays and queuing at major intersections along Bristol Road during the AM and PM peak hours. It is anticipated that the impacts will not be unreasonable; however, future infrastructure improvements or pavement marking revisions may be required. Transportation and Works Department staff propose to monitor these locations.

Feedback from area residents regarding this proposal has been mixed. At the two PICs related to the road reconstruction project and in a petition to Council on May 9, 2012, several Ward 6 residents raised concerns about the project. These have largely been addressed through modifications to the project design. In Ward 5, this project was presented at a Town Hall meeting in December 2011. At this meeting and in correspondence received following the meeting, the majority of residents in attendance expressed support for the proposal to install bicycle lanes. Pending Council approval of this proposal, a letter of notification would be distributed to area residents prior to installation of the bicycle lanes.

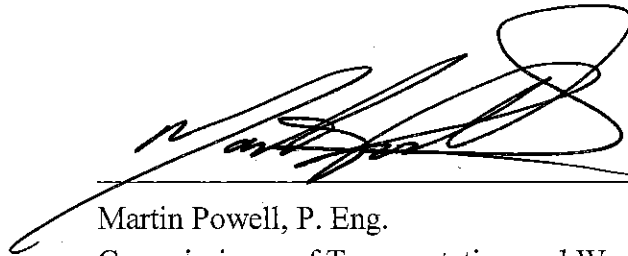
STRATEGIC PLAN: The addition of cycling network infrastructure supports the MOVE, CONNECT, and LIVING GREEN pillars of the Our Future Mississauga Strategic Plan.

FINANCIAL IMPACT: The cost for the installation of bicycle lanes through road widening as part of the road reconstruction of Bristol Road between Church Street and Creditview Road is approximately \$900,000. The cost for the installation of bicycle lanes through lane conversion between Creditview Road and Kennedy Road is approximately \$200,000. This funding is available in the approved Cycling Program Capital Budget.

CONCLUSION: The proposed bicycle lanes on Bristol Road are an opportunity to expand the cycling network in coordination with other capital infrastructure projects, provide connectivity of existing routes as per the recommendations of the Cycling Master Plan and the Cycling Advisory Committee, as well as respond to concerns raised from the community regarding traffic safety on this roadway.

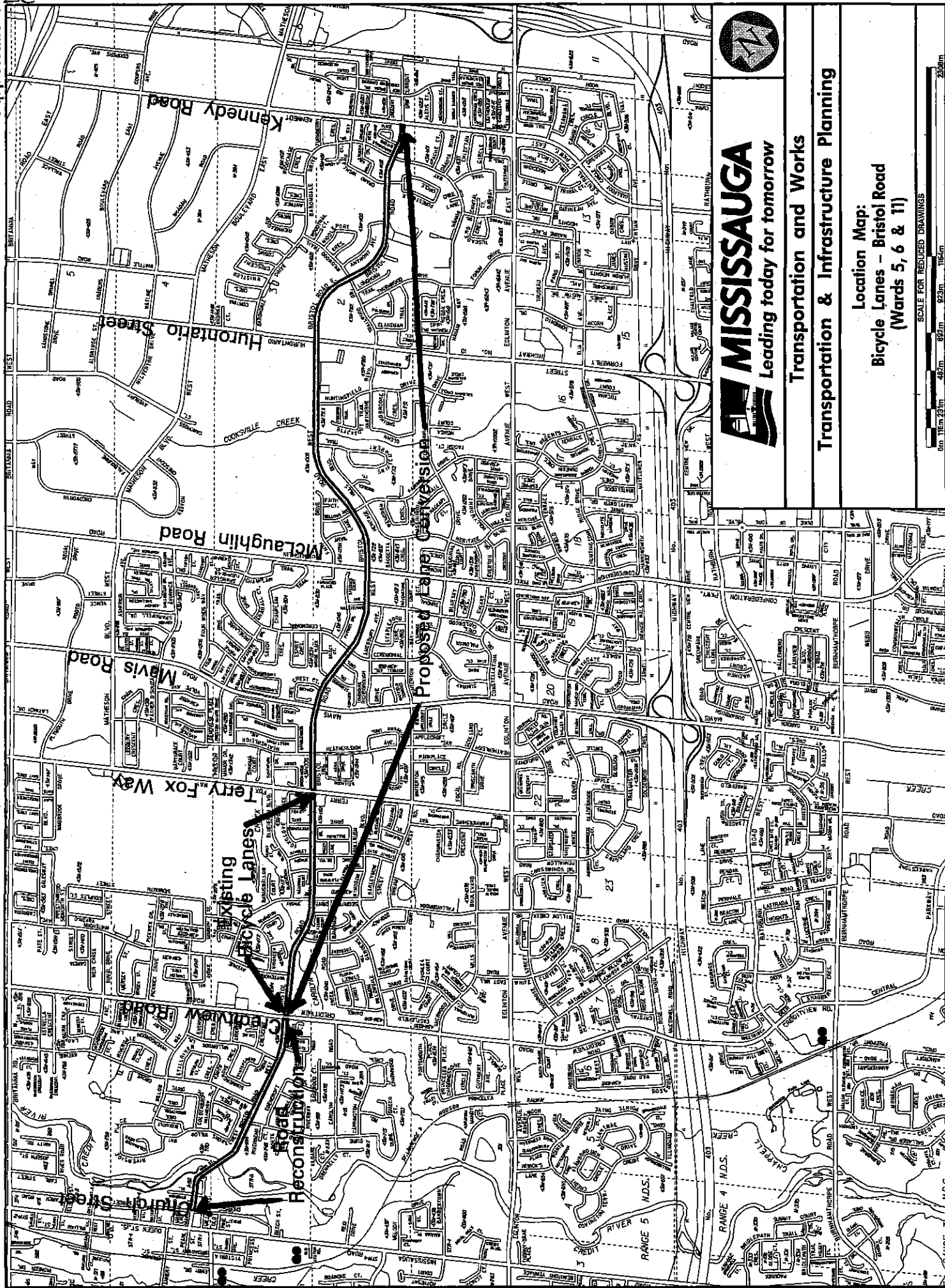
ATTACHMENTS:

- Appendix 1: Location Map: Bicycle Lanes – Bristol Road
- Appendix 2: By-law Amendments to Traffic By-law 555-2000
- Appendix 3: Summary of Proposed Changes – Bristol Road
- Appendix 4: Typical Mid-Block Layouts: Bicycle Lanes – Bristol Road



Martin Powell, P. Eng.
Commissioner of Transportation and Works

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



MISSISSAUGA
Leading today for tomorrow

**Transportation and Works
Transportation & Infrastructure Planning**

**Location Map:
Bicycle Lanes – Bristol Road
(Wards 5, 6 & 11)**



**APPENDIX 2
BY-LAW AMENDMENTS TO TRAFFIC BY-LAW 555-2000**

That Schedule 3 of By-law 555-2000, as amended, be amended by DELETING the following:

**SCHEDULE 3
NO PARKING**

<u>COLUMN 1</u> <u>HIGHWAY</u>	<u>COLUMN 2</u> <u>SIDE</u>	<u>COLUMN 3</u> <u>PROHIBITED</u> <u>BETWEEN</u>	<u>COLUMN 4</u> <u>TIMES</u> <u>OR DAYS</u>
Bristol Road West	Both	Terry Fox Way and Mavis Road	7:00 am - 9:00 am 4:00 pm - 6:00 pm Monday – Friday
Bristol Road West	Both	Mavis Road and Shackelton Way/ Guildwood Way	7:00 am – 9:00 am 4:00 pm - 6:00 pm Monday - Friday, inclusive
Bristol Road West	North	McLaughlin Road and Hurontario Street	Anytime
Bristol Road West	South	McLaughlin Road and Huntingfield Drive	7:00 am - 9:00 am 4:00 pm - 6:00 pm Monday - Friday
Bristol Road West	South	Huntingfield Drive and Hurontario Street	Anytime
Bristol Road East	Both	Hurontario Street & east limit of Bristol Road East	Anytime
Bristol Road West	South	Creditview Road & a point 250 metres east of the east limit of the Credit River Bridge	Anytime
Bristol Road	Both	The west limit of the Credit River Bridge and a point 250 metres easterly thereof	Anytime

That Schedule 34 of By-law 555-2000, as amended, be amended by DELETING the following:

**SCHEDULE 34
BICYCLE LANES**

<u>COLUMN 1</u> <u>ROADWAY</u>	<u>COLUMN 2</u> <u>BETWEEN</u>	<u>COLUMN 3</u> <u>LANES</u>
Bristol Rd West	Creditview Rd & Terry Fox Way	Northerly westbound & Southerly Eastbound

That Schedule 3 of By-law 555-2000, as amended, be amended by ADDING the following:

SCHEDULE 3
NO PARKING

<u>COLUMN 1</u>	<u>COLUMN 2</u>	<u>COLUMN 3</u>	<u>COLUMN 4</u>
<u>HIGHWAY</u>	<u>SIDE</u>	<u>PROHIBITED BETWEEN</u>	<u>TIMES OR DAYS</u>
Bristol Road West	Both	Church Street and Creditview Road	Anytime
Bristol Road West	North	Terry Fox Way and Mavis Road	Anytime
Bristol Road West	Both	Mavis Road to Swiftcurrent Trail	Anytime
Bristol Road West	North	Swiftcurrent Trail to Huntingfield Drive	Anytime
Bristol Road East	North	Hurontario Street to Byford Place	Anytime
Bristol Road East	Both	Byford Place to Kennedy Road	Anytime

That Schedule 5 of By-law 555-2000, as amended, be amended by ADDING the following:

SCHEDULE 5
PARKING FOR RESTRICTED PERIODS

<u>COLUMN 1</u>	<u>COLUMN 2</u>	<u>COLUMN 3</u>	<u>COLUMN 4</u>	<u>COLUMN 5</u>
<u>HIGHWAY</u>	<u>SIDE</u>	<u>BETWEEN</u>	<u>TIMES OR DAYS</u>	<u>MAXIMUM PERIOD PERMITTED</u>
Bristol Road West	South	Huntingfield Drive and Hurontario Street	Anytime	15 minutes

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

SCHEDULE 15
LANE DESIGNATION

<u>COLUMN 1</u>	<u>COLUMN 2</u>	<u>COLUMN 3</u>	<u>COLUMN 4</u>	<u>COLUMN 5</u>	<u>COLUMN 6</u>
<u>HIGHWAY</u>	<u>LOCATION</u>	<u>LANE</u>	<u>DIRECTION</u>	<u>TIME OR DAYS</u>	<u>SIGN NUMBER</u>
Bristol Road West	Terry Fox Way to a point 65 metres west of Terry Fox Way	Left Lane	Eastbound Left only	Anytime	Rb-41
Bristol Road West	Heatherleigh Avenue to a point 65 west of Heatherleigh Avenue	South Curb Lane	Eastbound Right turn only	Anytime	Rb-42

Bristol Road West	McLaughlin Road to a point 70 metres west of McLaughlin Road	South Curb Lane	Eastbound Right turn only	Anytime	Rb-42
Bristol Road East	Swiftcurrent Trail to a point 15 metres west of Swiftcurrent Trail	South Curb Lane	Eastbound Right turn only	Anytime	Rb-42
Bristol Road East	Huntingfield Drive to a point 15 metres west of Huntingfield Drive	South Curb Lane	Eastbound Right turn only	Anytime	Rb-42
Bristol Road East	Hurontario Street to a point 82 metres west of Hurontario Street	South Curb Lane	Eastbound Right turn only	Anytime	Rb-42
Bristol Road East	Trailwind Drive and a point 15 metres west of Trailwind Drive	South Curb Lane	Eastbound Right turn only	Anytime	Rb-42

That Schedule 34 of By-law 555-2000, as amended, be amended by ADDING the following:

SCHEDULE 34
BICYCLE LANES

<u>COLUMN 1</u> <u>ROADWAY</u>	<u>COLUMN 2</u> <u>BETWEEN</u>	<u>COLUMN 3</u> <u>LANES</u>
Bristol Road West	Church Street and Hurontario Street	Northerly westbound & Southerly eastbound
Bristol Road East	Hurontario Street and Kennedy Road	Northerly westbound & Southerly eastbound

**APPENDIX 3
SUMMARY OF PROPOSED CHANGES - BRISTOL ROAD**

BRISTOL ROAD WEST

Church Street to Millbrook Lane

Existing: 4 lane cross section with residential frontage

Proposed: 3 lane cross section with bicycle lanes and two parking lay-bys

Millbrook Lane to Creditview Road

Existing: 5 lane cross section with no residential frontage

Proposed: 4 lane cross section with bicycle lanes and no parking anytime

Creditview Road to Terry Fox Way

Existing: 5 lane cross section with bicycle lanes and no residential frontage

Proposed: 4 lane cross section with bicycle lanes and no parking anytime

Terry Fox Way to Heatherleigh Avenue

Existing: 5 lane cross section with residential frontage

Proposed: Transitions from 4 lane cross section with bicycle lanes and no parking anytime to 3 lane cross section with bicycle lanes and no parking anytime

Heatherleigh Avenue to McLaughlin Road

Existing: 5 lane cross section with residential frontage

Proposed: 3 lane cross section with bicycle lanes and 3 hour parking south side

McLaughlin Road to Swiftcurrent Trail

Existing: 4 lane cross section with residential frontage

Proposed: 3 lane cross section with bicycle lanes and no parking anytime

Swiftcurrent Trail to Huntingfield Drive

Existing: 4 lane cross section with residential frontage

Proposed: 3 lane cross section with bicycle lanes and 3 hour parking south side

Huntingfield Drive to Hurontario Street

Existing: 4 lane cross section with school frontage

Proposed: 3 lane cross section with bicycle lanes and 15 minute parking south side

BRISTOL ROAD EAST

Hurontario Street to Wildwood Trail

Existing: 4 lane cross section with retail and multi-residential frontage

Proposed: 3 lane cross section with bicycle lanes and 3 hour parking south side

Wildwood Trail to Byford Place

Existing: 3 lane cross section (painted-out curb lanes) with residential frontage

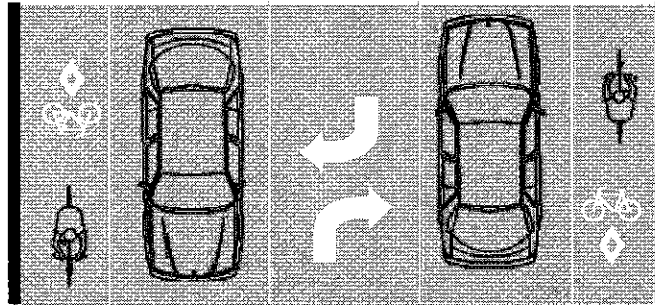
Proposed: 3 lane cross section with bicycle lanes and 3 hour parking south side

Byford Place to Kennedy Road

Existing: 4 lane cross section

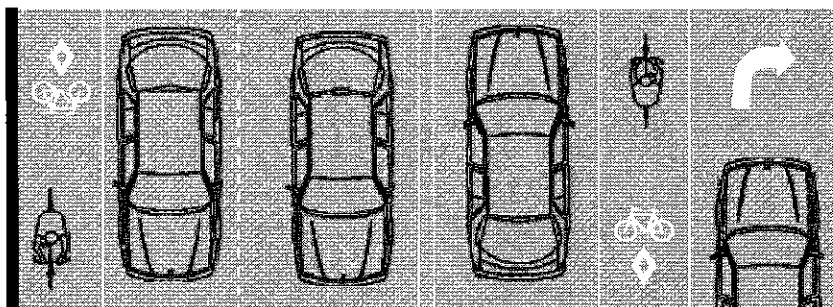
Proposed: 3 lane cross section with bicycle lanes and no parking anytime

APPENDIX 4
TYPICAL MID-BLOCK LAYOUTS: BICYCLE LANES – BRISTOL ROAD



Bristol Road West (Church Street to Millbrook Lane)

Proposed: 3 lane cross section with Bicycle Lanes

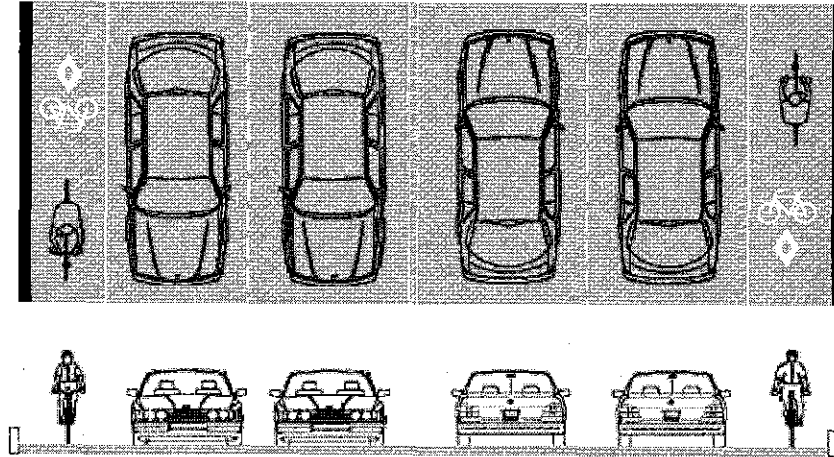


Bristol Road West (Millbrook Lane to Creditview Road)

Proposed: 4 lane cross section with Bicycle Lanes

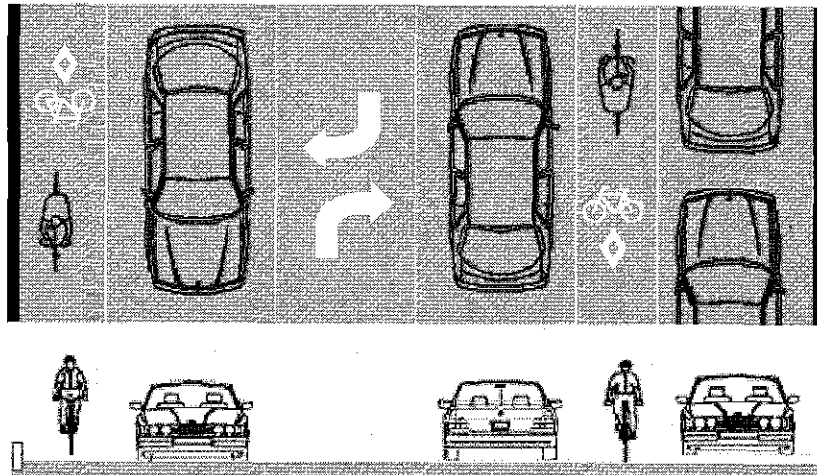
Westbound right turn lane at Millbrook Lane

APPENDIX 4
TYPICAL MID-BLOCK LAYOUTS: BICYCLE LANES – BRISTOL ROAD



Bristol Road West (Creditview Road to Heatherleigh Avenue)

Proposed: 4 lane cross section with Bicycle Lanes

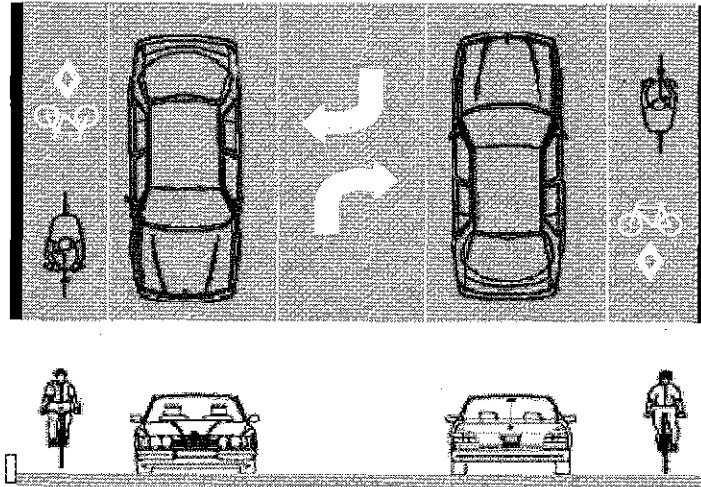


Bristol Road West (Heatherleigh Avenue to McLaughlin Road)

Proposed: 3 lane cross section with Bicycle Lanes

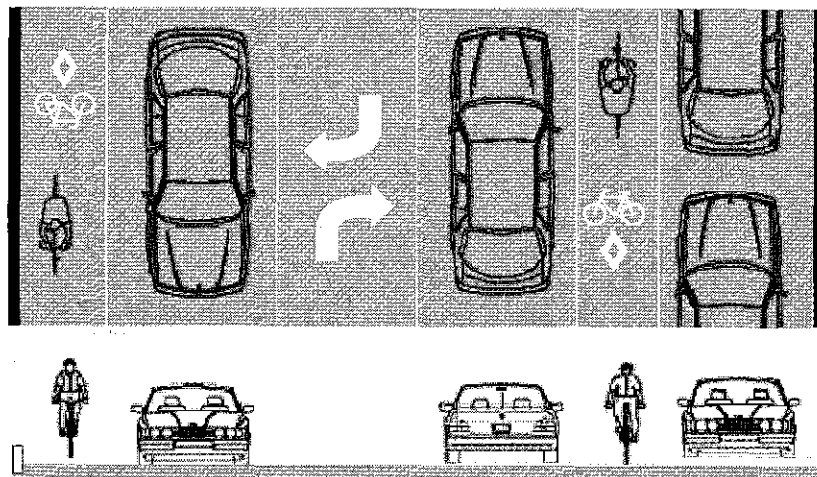
On-street parking, south side (3-hour)

APPENDIX 4
TYPICAL MID-BLOCK LAYOUTS: BICYCLE LANES – BRISTOL ROAD



Bristol Road West (McLaughlin Road to Swiftcurrent Trail)

Proposed: 3 lane cross section with Bicycle Lanes

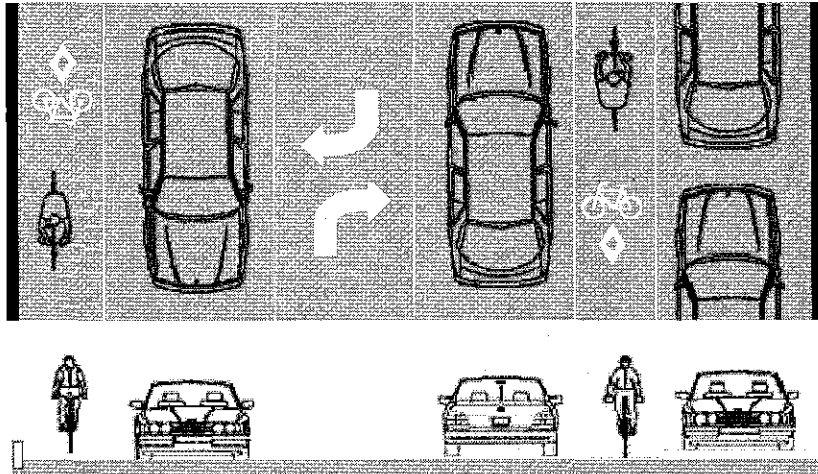


Bristol Road West (Swiftcurrent Trail to Huntingfield Drive)

Proposed: 3 lane cross section with Bicycle Lanes

On-street parking, south side (3-hour)

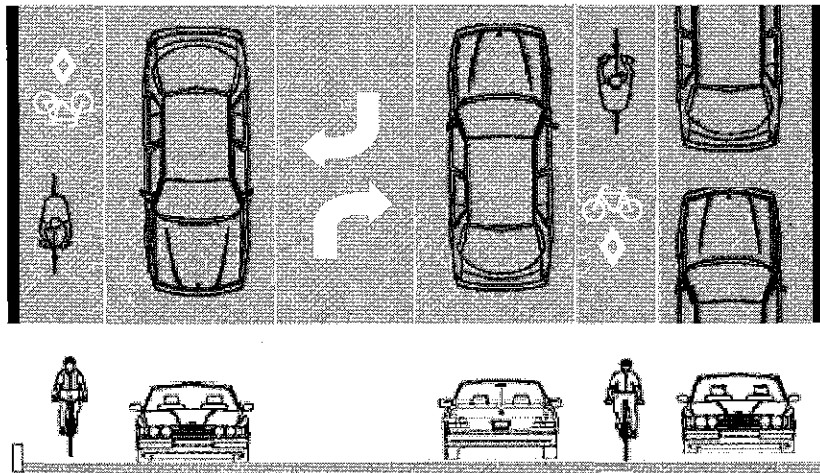
APPENDIX 4
TYPICAL MID-BLOCK LAYOUTS: BICYCLE LANES – BRISTOL ROAD



Bristol Road West (Huntingfield Drive to Hurontario Street)

Proposed: 3 lane cross section with Bicycle Lanes

On-street parking, south side (15 minute, drop-off)

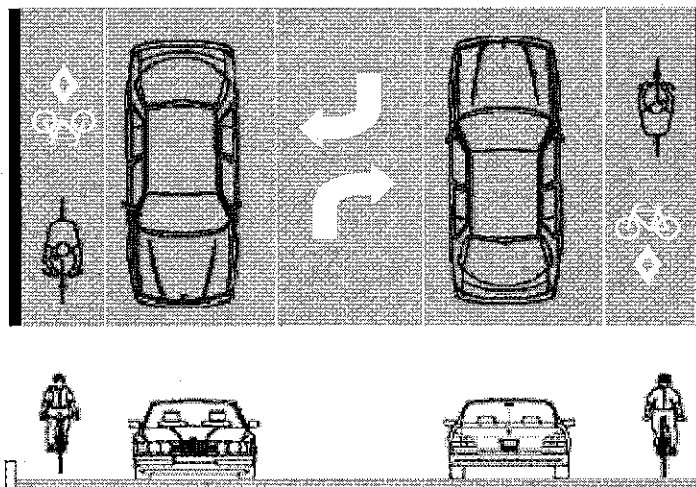


Bristol Road East (Hurontario Street to Byford Place)

Proposed: 3 lane cross section with Bicycle Lanes

On-street parking, south side (3-hour)

**APPENDIX 4
TYPICAL MID-BLOCK LAYOUTS: BICYCLE LANES – BRISTOL ROAD**



Bristol Road East (Byford Place to Kennedy Road)

Proposed: 3 lane cross section with Bicycle Lanes



Corporate Report

Clerk's Files

Originator's
Files

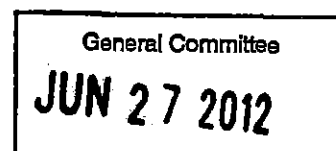
MG.23.REP

3.

DATE: June 8, 2012

TO: Chair and Members of General Committee
Meeting Date: June 27, 2012

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



SUBJECT: **Restricting Vehicular Passage along City Centre Drive through Mississauga Celebration Square (Ward 4)**

-
- RECOMMENDATION:**
1. That a by-law be enacted under the authority of Section 35 of the Municipal Act, 2001 to restrict vehicular passage along a portion of City Centre Drive, between Duke of York Boulevard and Living Arts Drive.
 2. That the Community Services Department report back to the Mississauga Celebration Square Events Committee on design proposals to conform with the provisions of the proposed by-law relating to City Centre Drive.
 3. That no new parking lay-bys be constructed for drop-off and pick-up activities at Mississauga Celebration Square.

REPORT

HIGHLIGHTS:

- By-law to restrict vehicular passage along City Centre Drive through Mississauga Celebration Square
- Community Services Department to report on closure barricade design
- No new parking lay-bys at the Mississauga Celebration Square but drop-off and pick up activity to be monitored

BACKGROUND:

General Committee at its meeting of April 4, 2012 approved MCSEC-0009-2012 that included the following:

That Transportation and Works staff be directed to report to the Mississauga Celebration Square Events Committee on the design proposals for the permanent closure of City Centre Drive between Duke of York Boulevard and Living Arts Drive and a lay-by for drop-off / pick-up at the Mississauga Celebration Square.

A memorandum from the Transportation and Works Department providing a brief status report was presented at the May 27, 2012 meeting of the Mississauga Celebration Square Events Committee. It indicated that a variety of sign and barricade concepts have been discussed by City staff; however, a final recommendation has not been determined. The memorandum also spoke to a request from General Committee for a lay-by for drop-off / pick-up activities.

COMMENTS:

The closure of City Centre Drive through Mississauga Celebration Square was approved by Council and a by-law adopted. The by-law covered the summer closure only, with a date for re-opening the road in October.

The by-law attached will allow the road to remain as a public highway but will restrict passage by unauthorized motor vehicles, while still allowing pedestrian and cyclist access. The Transportation and Works Department recommends allowing the road to remain as public highway because it avoids the need to negotiate easements for utility companies that already have infrastructure beneath the road. Changing the status of the road to "City Property" will require utility easements. Secondly, by allowing the road to remain as a public highway, the City continues to benefit from the defences available to the City under statute law and common law for claims involving injuries on public highways.

It was requested by General Committee that staff look at the need and feasibility of constructing additional parking lay-bys for drop-off and pick-up at Celebration Square. The results of the review by staff indicate that there is no space available to construct additional

parking. There is, however, an abundance of parking available in very close proximity to Celebration Square, including two existing lay-bys on the east side of Living Arts Drive that consist of about ten spaces, three adjacent to the Central Library and about seven adjacent to the Civic Centre. There is also street parking available for drop-off and pick-up on City Centre Drive west of Living Arts Drive; on the west side of Living Arts Drive opposite the Civic Centre; on the south side of Princess Royal Drive adjacent to the Civic Centre; and beneath the Civic Centre and Central Library with quick access to Celebration Square. Further, creating lay-by parking adjacent to the closure barricades is not feasible since it would be located within intersections and could result in potentially serious traffic and safety concerns.

At the May meeting of the Mississauga Celebration Square Events Committee, Councillor Dale spoke to a need to monitor the drop-off and pick-up activity during the next winter period in particular. It was agreed that there was no need for a formal monitoring program and recommended that Corporate Security be requested to provide periodic monitoring during key times.

Transportation and Works and Community Services staff have reviewed several different types of barricades and gates for the permanent closure of the road, although a final recommendation has yet to be determined. Whichever type and design is approved must have a certain degree of portability to provide access as required, provide an adequate level of protection and accommodate regular pedestrian and cycling activity. The Community Services Department has assumed the lead in this project and will be reporting to the Mississauga Celebration Square Events Committee with the final recommended design, likely later this year.

The Transportation and Works Department will be reconstructing the centre medians and revising the pavement markings on City Centre Drive to support the closure. The medians will be widened to accommodate portable decorative planters during the summer season. The pavement markings will include left and right turn lanes as well as cycling lanes. This information is contained in a separate corporate report pertaining to the 2012 Intersection Capital Construction Program.

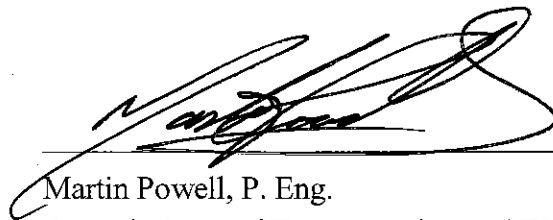
FINANCIAL IMPACT: The cost of the permanent gates / barricades will be determined depending on the recommended design. This will be addressed in a subsequent report, anticipated later this year.

CONCLUSION: There is a good supply of lay-by, on-street and underground parking in very close proximity to Mississauga Celebration Square. In view of this supply, additional parking is not considered necessary. In addition, the provision of parking adjacent to the closure barricades at Duke of York Boulevard and Living Arts Drive is considered to be unsafe. Corporate Security will be requested to provide periodic monitoring during key times.

Staff continues to review different types of gates and barricades to restrict passage by vehicles. A recommendation will be provided in a report from the Community Services Department later this year.

ATTACHMENTS:

- Appendix 1: By-law to Restrict Passage along City Centre Drive through Mississauga Celebration Square
- Appendix 2: Permanent Closure of City Centre Drive: Mississauga Celebration Square



Martin Powell, P. Eng.
Commissioner of Transportation and Works

Prepared By: Steve Barrett, Manager, Transportation Asset Management

A by-law to restrict passage along a portion of City Centre Drive

WHEREAS pursuant to Sections 9, 10 and 11 of the *Municipal Act, 2001*, S.O.2001, Chapter 25, as amended (the "Act"), municipalities have the authority to pass by-laws;

AND WHEREAS pursuant to Section 35 of the Act, municipalities have the authority to pass a by-law to remove or restrict the common law right of passage by the public over a highway;

AND WHEREAS the Council of the Corporation of the City of Mississauga wishes to restrict the common law right of passage along that portion of City Centre Drive located between Living Arts Drive and Duke of York Boulevard (composed of approximately 4,522 square metres of land, in the City of Mississauga, in the Regional Municipality of Peel, in Ward4) in the manner as more specifically set out below;

AND WHEREAS Council of the Corporation of the City of Mississauga wishes to register this by-law on title at the appropriate land registry office.

NOW THEREFORE the Council of The Corporation of the City of Mississauga ENACTS AS FOLLOWS:

1. Access to or travel along that portion of the public highway known as City Centre Drive, as described in Schedule "A" attached hereto, is hereby prohibited, save and except for access or travel by pedestrians, cyclists, emergency vehicles or motor vehicles used by public utility providers or service providers related to repair, maintenance, installation or programmed activities occurring at Mississauga Celebration Square.
2. Every person who contravenes this by-law and every director or officer of a corporation, who concurs in such contravention, is guilty of an offence and upon conviction is liable to a fine as imposed under the *Provincial Offences Act*.
3. That a certified copy of this by-law be registered in the appropriate land registry office.

ENACTED AND PASSED this _____ day of _____ 2012.

MAYOR

CLERK

SCHEDULE 'A' TO BY-LAW _____

Summary:

Part of Lot 18, Concession 2 North of Dundas Street
(City Centre Drive located between Living Arts Drive and Duke of York
Boulevard)

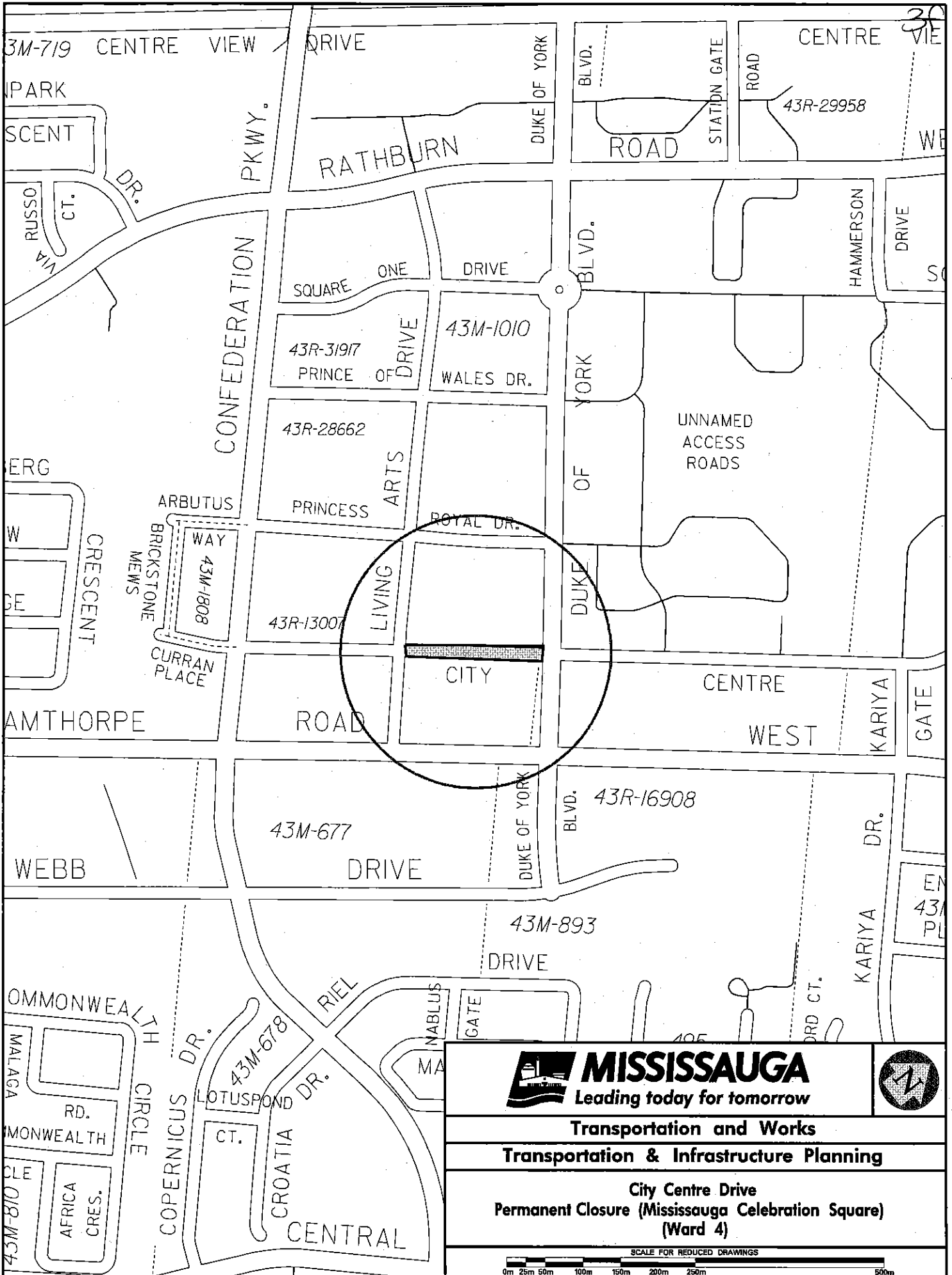
(Ward 4, City Zone 29, in the vicinity of Burnhamthorpe Road West and
Duke of York Boulevard)

Legal Description:

In the City of Mississauga, Regional Municipality of Peel, (Geographic
Township of Toronto, County of Peel), Province of Ontario and being
composed of Part of Lot 18, Concession 2 North of Dundas Street of the said
Township, established as public highway by The Corporation of The City of
Mississauga By-law 466-94, registered as Instrument LT1529703,
designated as Part 1 on Plan 43R-13993.

DRAFT

Alnashir Jeraj
Ontario Land Surveyor



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Transportation and Works	
Transportation & Infrastructure Planning	
City Centre Drive Permanent Closure (Mississauga Celebration Square) (Ward 4)	
<small>SCALE FOR REDUCED DRAWINGS</small> 	



Corporate Report

Clerk's Files

Originator's
Files

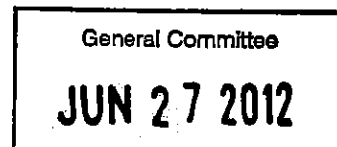
4.

DATE: June 6, 2012

TO: Chair and Members of General Committee
Meeting Date: June 27, 2012

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

SUBJECT: **Temporary Road Closure - Rotary Ribfest
Princess Royal Drive (Ward 4)**



RECOMMENDATION: That a by-law be enacted to implement a temporary road closure of Princess Royal Drive from Living Arts Drive to Duke of York Boulevard commencing at 6:00 a.m., Wednesday, July 18, 2012 and ending at 5:00 p.m., Monday, July 23, 2012, for the placement of a carnival in conjunction with the Rotary Club of Mississauga Ribfest.

BACKGROUND: The Rotary Club of Mississauga and Rotary Club of Mississauga-West will be jointly holding a ribfest from July 19 to July 22, 2012. The organizers have received permission from the Community Services Department to use Celebration Square to stage the event.

However, with the inability to stage a carnival on Celebration Square due to weight limitations, an alternate site is required to host the carnival. The carnival itself is a key component to the success of the event.

COMMENTS: A temporary road closure of Princess Royal Drive from Living Arts Drive to Duke of York Boulevard has been requested for six days commencing at 6:00 a.m., Wednesday, July 18, 2012 and ending at

5:00 p.m., Monday, July 23, 2012. The temporary closure is necessary in order to safely accommodate various carnival rides and attractions.

The organizers have received the appropriate permits and approvals to stage the event. The organizers have also met with Mississauga Fire Services and Peel Regional Police representatives, and have satisfied their requirements.

Access to the executive underground parking lot located on Princess Royal Drive will be maintained for the duration of the closure. Access to this lot will only be available via southbound Duke of York Boulevard.

The Transportation and Works Department will erect advance road closure information signs to notify the public of the closure. The organizer must pay the appropriate sign fee prior to the permit being issued.

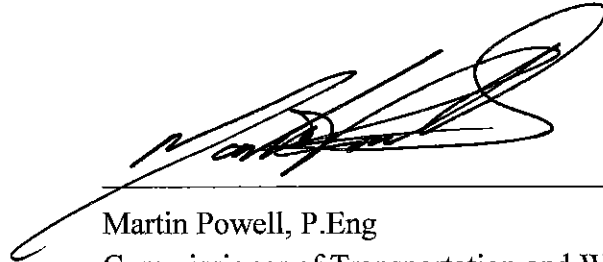
The organizers have been informed that they must supply a damage/clean deposit of \$3,000 which will be refunded upon successful inspection of the site.

The Ward Councillor supports the temporary road closure of Princess Royal Drive.

FINANCIAL IMPACT: Transportation and Works staff will fabricate, install and remove the required advance road closure signs. The organizer will pay the appropriate signage fee.

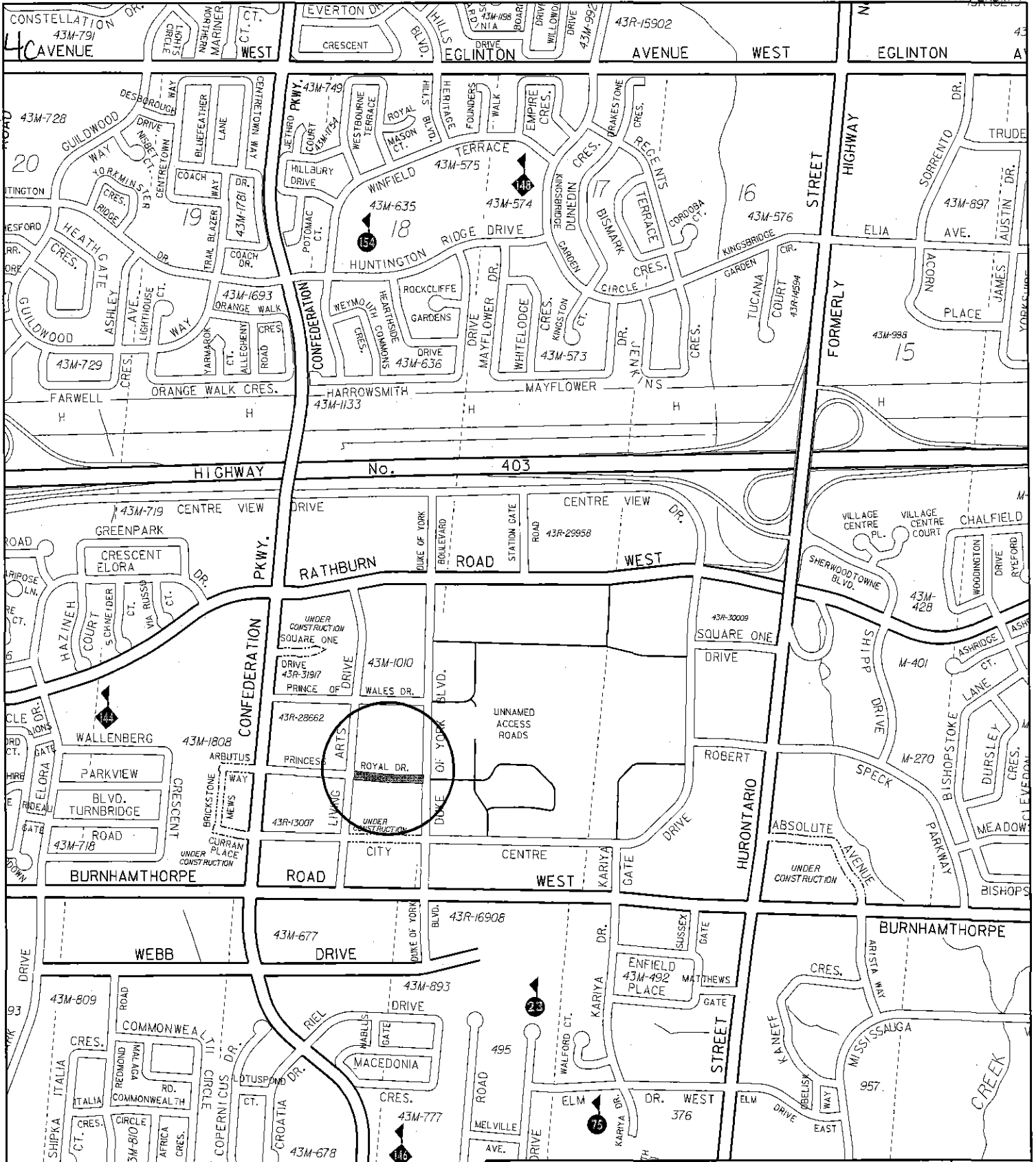
CONCLUSION: The Transportation and Works Department supports a six-day closure of Princess Royal Drive from Living Arts Drive to Duke of York Boulevard commencing at 6:00 a.m., Wednesday, July 18, 2012 and ending at 5:00 p.m., Monday, July 23, 2012.

ATTACHMENTS: Appendix 1: Location Map – Temporary Road Closure
Princess Royal Drive from Living Arts Drive to Duke
of York Boulevard (Ward 4)



Martin Powell, P.Eng
Commissioner of Transportation and Works

Prepared By: Craig Pzytula, Traffic Operations Technologist



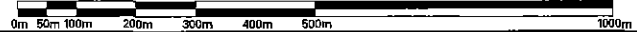
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T&W-Engineering & Works

**Proposed Temporary Road Closure -
Princess Royal Drive from Living Arts Drive to
Duke of York Boulevard (Ward 4)**

SCALE FOR REDUCED DRAWINGS





Corporate Report

Clerk's Files

Originator's
Files

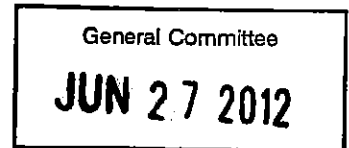
MG.23.REP
RT.10.

5.

DATE: June 14, 2012

TO: Chair and Members of General Committee
Meeting Date: June 27, 2012

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



SUBJECT: **Additional Information Request for Traffic Control Signals
Erin Centre Boulevard at Churchill Meadows Boulevard
(Ward 10)**

- RECOMMENDATION:**
1. That a traffic control signal not be installed at the intersection of Erin Centre Boulevard at Churchill Meadows Boulevard as warrants have not been satisfied.
 2. That the Transportation and Works Department monitor the vehicle operating speeds on Erin Centre Boulevard in the vicinity of Churchill Meadows Boulevard and request the cooperation of Peel Regional Police in monitoring the area for excessive speeds.

BACKGROUND: The Transportation and Works Department has received several requests from residents for the installation of traffic control signals at the intersection of Erin Centre Boulevard at Churchill Meadows Boulevard.

In the attached report to General Committee dated May 24, 2012, the Transportation and Works Department provided information detailing the existing traffic signal warrants at the subject intersection.

Following a discussion at General Committee, the Transportation and Works Department was directed to prepare a follow-up report detailing historical traffic issues in the area of the subject intersection.

COMMENTS:

The Transportation and Works Department completed a traffic signal warrant study at the intersection of Erin Centre Boulevard at Churchill Meadows Boulevard to determine the need for traffic control signals. The results from traffic studies conducted on February 1, 2012 indicated that traffic control signals are not warranted at Erin Centre Boulevard at Churchill Meadows Boulevard. The warrant criteria, as outlined by the Ministry of Transportation Ontario (M.T.O.), is designed to determine whether traffic control signals would benefit the overall operation of an intersection, having regard for traffic and pedestrian volumes, traffic delay and collision history. The M.T.O. warrant values for this study and studies conducted previously on February 28, 2008 are as follows:

<u>Date of Count</u>	<u>Minimum Vehicle Volume</u>	<u>Delay to Cross Street</u>
February 1, 2012	64%	34%
February 28, 2008	38%	17%

For the M.T.O. warrant to be satisfied, either the "Minimum Vehicle Volume" or the "Delay to Cross Street" values must be 100%. The warrant is also satisfied if both of the values are at least 80% satisfied. A traffic signal is therefore not warranted based on the traffic volumes and pedestrian activity.

The intersection is currently controlled by an all-way stop and operates well based on the current traffic volumes. Traffic volumes recorded at the intersection are evenly distributed at the four legs of the intersection and the all-way stop warrant continues to be 100% satisfied for the entire eight hour counting period.

Staff requested additional information from the Peel Regional Police. A review by staff of the most current collision history information received at the subject intersection for the past three years indicated that there have been five collisions, of which, two collisions that would be considered susceptible to correction with the implementation of traffic control signals.

A fatal motor vehicle collision occurred in the area of Erin Centre Boulevard and Placid Place on January 6, 2012. An eastbound motorist travelling at a high rate of speed failed to stop at the stop sign at the intersection of Erin Centre Boulevard and Churchill Meadows Boulevard. The vehicle proceeded to lose control and left the roadway and struck a fence on the north west corner of Erin Centre Boulevard and Placid Place. This collision would not be susceptible to correction with the implementation of a traffic signal.

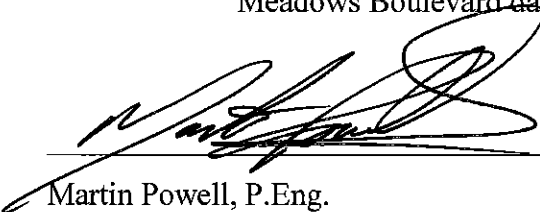
Historical 24-hour speed studies completed in 2008 revealed vehicle operating speeds which are typical of a residential collector such as Erin Centre Boulevard. While operating speeds would be considered generally acceptable, sporadic speeding was recorded in the eastbound direction and would have warranted police enforcement.

FINANCIAL IMPACT: The estimated cost of constructing traffic control signals at Erin Centre Boulevard at Churchill Meadows Boulevard would be approximately \$140,000. In addition to the capital cost of constructing this signal, the estimated yearly cost of maintaining a traffic signal is approximately \$4,000.

CONCLUSION: Based on similar results from the eight-hour turning movement counts performed in the past four years, and three year reportable collision history, traffic signal warrants are not satisfied at Erin Centre Boulevard at Churchill Meadows Boulevard.

ATTACHMENTS:

- Appendix 1: Location Map – Erin Centre Boulevard at Churchill Meadows Boulevard (Ward 10)
- Appendix 2: Corporate Report – Request for Traffic Control Signals – Erin Centre Boulevard at Churchill Meadows Boulevard dated May 24, 2012

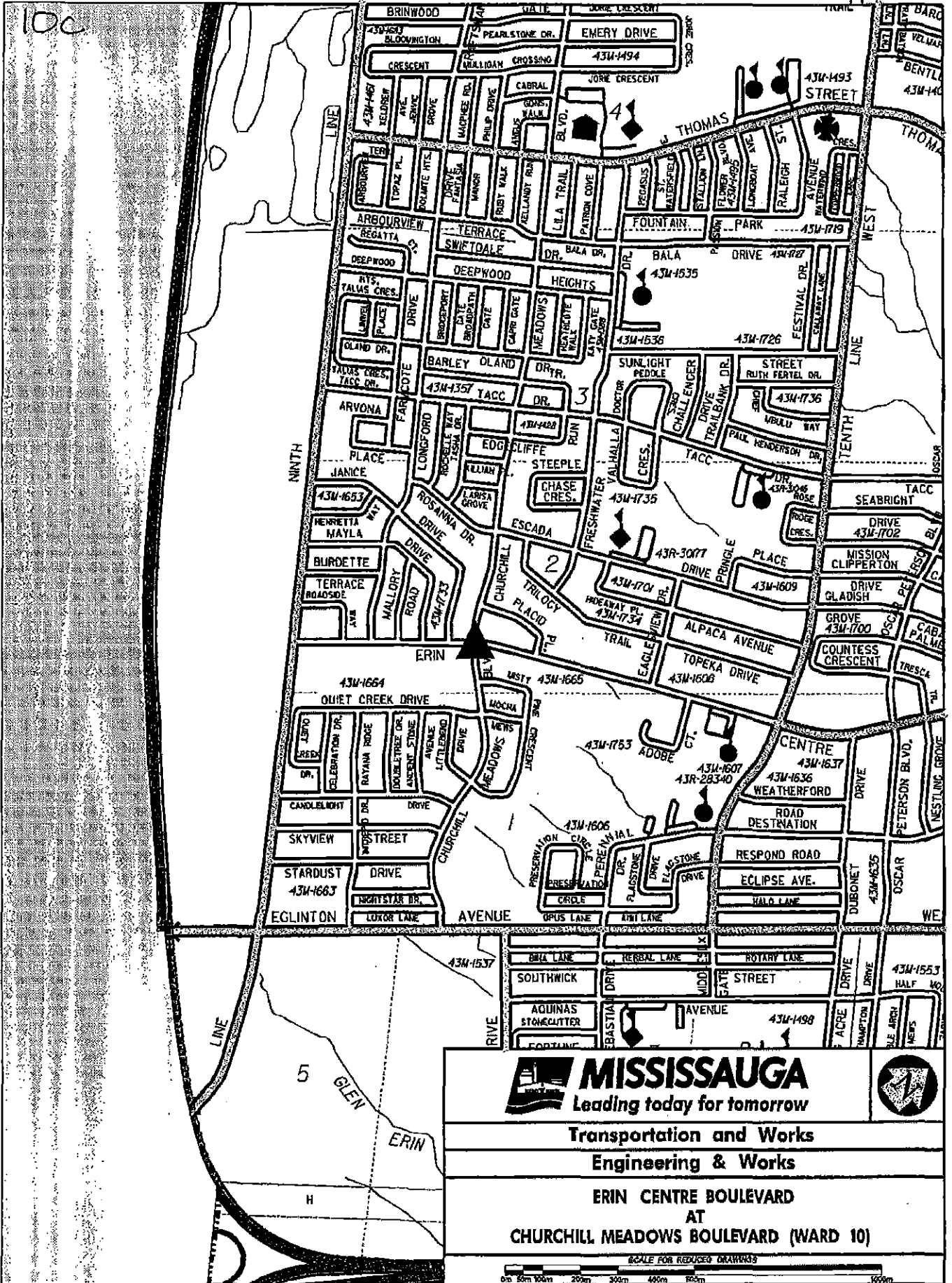


Martin Powell, P.Eng.
Commissioner of Transportation and Works

Prepared By: Colin Patterson C.E.T., Coordinator, Road Safety

5c

10c



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Transportation and Works
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ERIN CENTRE BOULEVARD
 AT
 CHURCHILL MEADOWS BOULEVARD (WARD 10)





Corporate Report

Appendix 2

Clerk's Files

Originator's
Files

MG.23.REP
17.111.12.198

5d

DATE: May 24, 2012

TO: Chair and Members of General Committee
Meeting Date: June 13, 2012

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

SUBJECT: **Request for Traffic Control Signals
Erin Centre Boulevard at Churchill Meadows Boulevard
(Ward 10)**

RECOMMENDATION: That a traffic control signal not be installed at the intersection of Erin Centre Boulevard at Churchill Meadows Boulevard as warrants have not been satisfied.

BACKGROUND: The Transportation and Works Department has received several requests from residents for the installation of traffic control signals at the intersection of Erin Centre Boulevard at Churchill Meadows Boulevard.

Councillor McFadden requested that a report be submitted to General Committee detailing the existing traffic signal warrants at the subject intersection.

COMMENTS: The Transportation and Works Department completed a traffic signal warrant study at the intersection of Erin Centre Boulevard at Churchill Meadows Boulevard to determine the need for traffic control signals.

5e

The results from traffic studies conducted on February 1, 2012 indicated that traffic control signals are not warranted at Erin Centre Boulevard at Churchill Meadows Boulevard. The warrant criteria, as outlined by the Ministry of Transportation Ontario (M.T.O.), is designed to determine whether traffic control signals would benefit the overall operation of an intersection, having regard for traffic and pedestrian volumes, traffic delay and collision history. The M.T.O. warrant values for this study and studies conducted previously on February 28, 2008 are as follows:

<u>Date of Count</u>	<u>Minimum Vehicle Volume</u>	<u>Delay to Cross Street</u>
February 1, 2012	64%	34%
February 28, 2008	38%	17%

For the M.T.O. warrant to be satisfied, either the "Minimum Vehicle Volume" or the "Delay to Cross Street" values must be 100%. The warrant is also satisfied if both of the values are at least 80% satisfied. A traffic signal is therefore not warranted based on the traffic volumes and pedestrian activity.

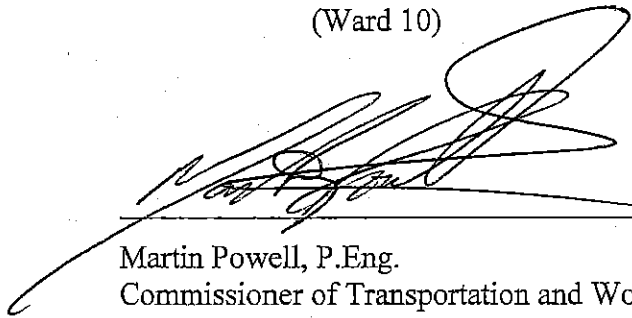
A review of the reportable motor vehicle collision history at the subject intersection for the past three years indicate that there have been no collisions that would be considered susceptible to correction with the implementation of traffic control signals.

FINANCIAL IMPACT: The estimated cost of constructing traffic control signals at Erin Centre Boulevard at Churchill Meadows Boulevard would be approximately \$140,000. In addition to the capital cost of constructing this signal, the estimated yearly cost of maintaining a traffic signal is approximately \$4,000.

CONCLUSION: Based on similar results from the eight-hour turning movement counts performed in the past four years, and three year reportable collision history, traffic signal warrants are not satisfied at Erin Centre Boulevard at Churchill Meadows Boulevard.

ATTACHMENTS:

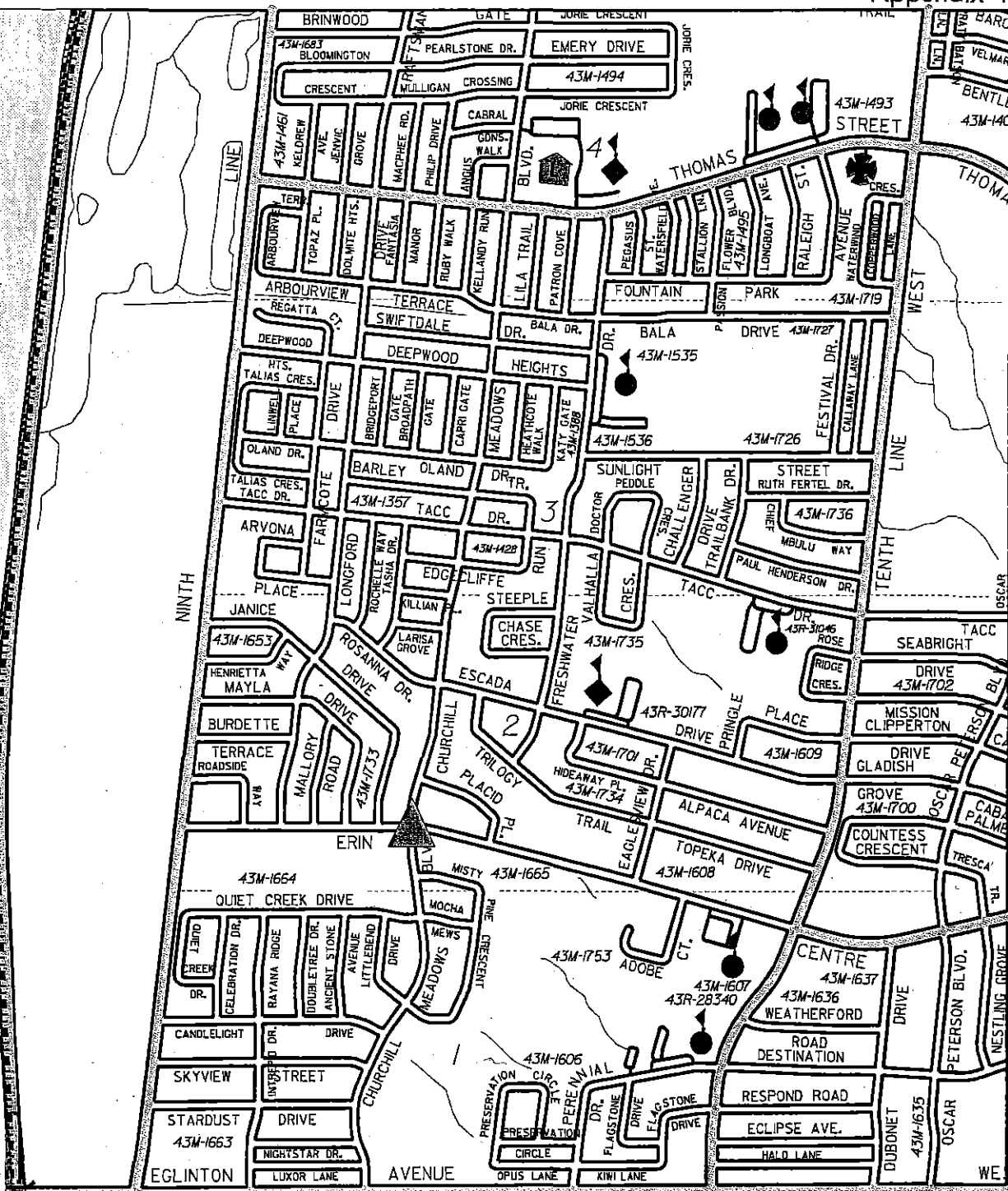
Appendix 1: Location Map – Erin Centre Boulevard at Churchill
Meadows Boulevard
(Ward 10)



Martin Powell, P.Eng.
Commissioner of Transportation and Works

Prepared By: Zvonimir Miller C.E.T., Traffic Signal Technologist

59





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ERIN CENTRE BOULEVARD

AT

CHURCHILL MEADOWS BOULEVARD (WARD 10)

SCALE FOR REDUCED DRAWINGS





Corporate Report

Clerk's Files

Originator's
Files

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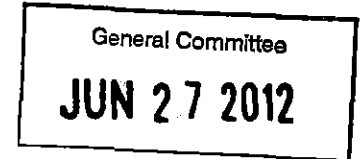
6.

DATE: June 12, 2012

TO: Chair and Members of General Committee
Meeting Date: June 27, 2012

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

SUBJECT: **All-way Stop
Commerce Boulevard and Skymark Avenue/Citation Place
(Ward 5)**



RECOMMENDATION: That a by-law be enacted to amend By-law 555-2000, as amended, to implement an all-way stop at the intersection of Commerce Boulevard and Skymark Avenue/Citation Place.

BACKGROUND: The Traffic Operations Section received a request from the Transit Division regarding the need for operational improvements at the intersection of Commerce Boulevard and Skymark Avenue/Citation Place.

Commerce Boulevard and Skymark Avenue/Citation Place is a four-leg intersection where Citation Place is presently closed (under construction). Therefore, the intersection of Commerce Boulevard and Skymark Avenue/Citation Place currently operates as a three-leg intersection with a one-way stop control on Skymark Avenue (eastbound).

COMMENTS: In preparation for the launch of the BRT, MiWay's services are evolving to provide more frequent services and passenger transfer opportunities at the Skymark Hub located on Skymark Avenue

6a

between Explorer Drive and Commerce Drive. MiWay currently has 7 routes servicing the Skymark Hub and will be bringing an eighth route to this hub in July 2012 with additional routes to follow later in 2012 and 2013. The Toronto Transit Commission (TTC) also services the Skymark Hub with two routes. Together, these nine routes account for more than a bus a minute accessing the Skymark hub in the morning and afternoon peak hours. Currently both MiWay and TTC access the Skymark Hub using both Explorer Drive (to the west) and Commerce Drive (to the east). The Skymark Avenue and Explorer Drive intersection is controlled by an all-way stop with the Skymark Avenue and Commerce Drive intersection controlled by a single eastbound stop sign on Skymark Avenue. The installation of an all-way stop at Skymark Avenue and Commerce Drive would help to reduce delays for transit operators accessing and leaving the Skymark Hub as well as controlling vehicular movements in proximity to the Skymark Hub.

In order to improve the efficiency and functionality of the intersection of Commerce Boulevard and Skymark Avenue/Citation Place, the Transportation and Works Department supports the installation of an all-way stop. This would regulate the right-of-way for all approaches and should increase the overall level of safety at the intersection.

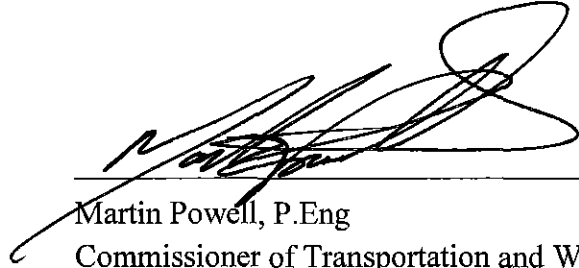
The Ward Councillor has been notified of this proposal.

FINANCIAL IMPACT: Cost for the sign installations and pavement markings can be accommodated in the 2012 Current Budget.

CONCLUSION: The Transportation and Works Department recommends the installation of an all-way stop at the intersection of Commerce Boulevard and Skymark Avenue/Citation Place.

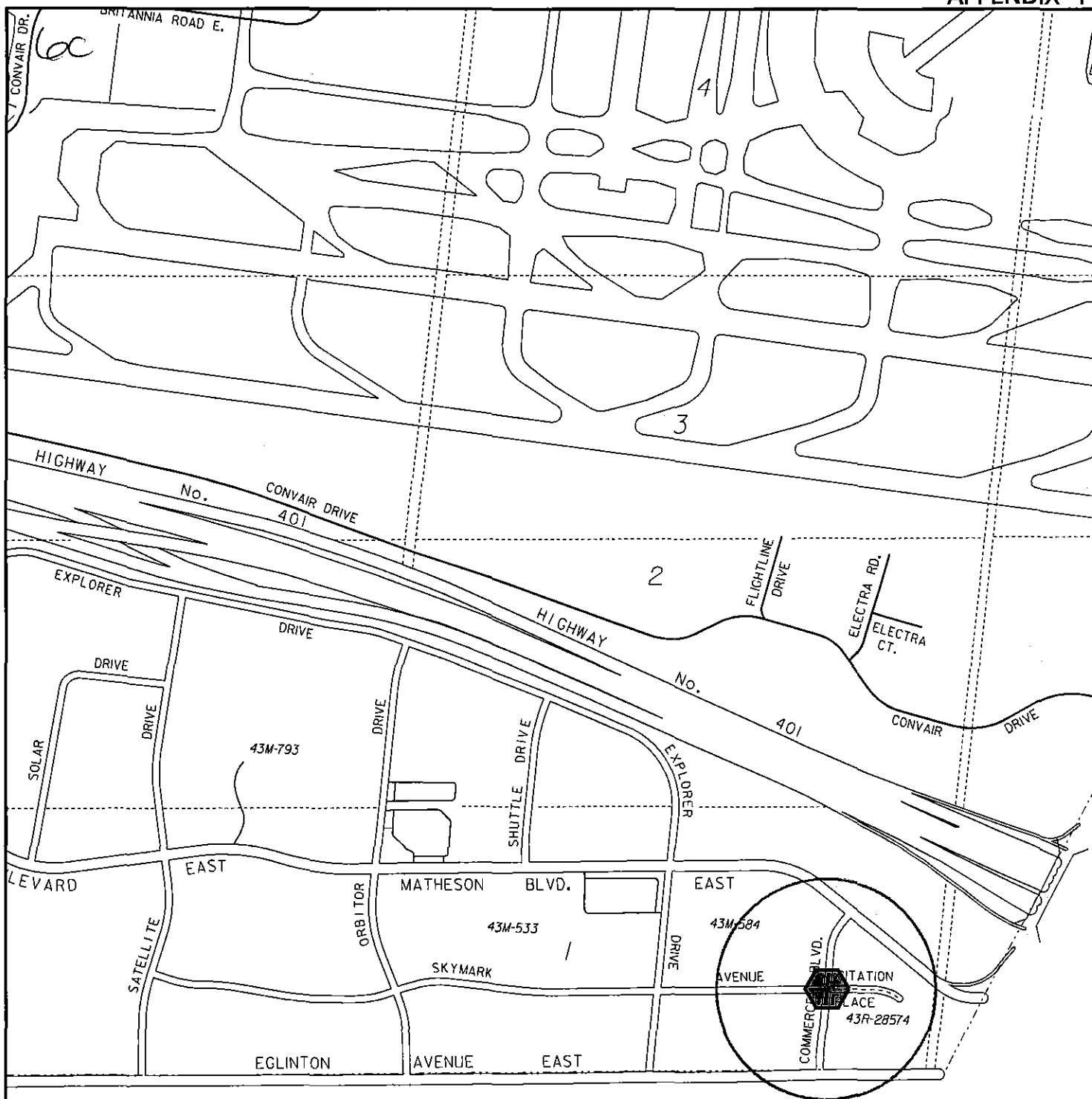
ATTACHMENTS:

Appendix 1: Location Map – All-Way Stop
Commerce Boulevard and Skymark Avenue/Citation
Place (Ward 5)



Martin Powell, P.Eng
Commissioner of Transportation and Works

Prepared By: Ouliana Drobychevskaia, Traffic Technologist



	<p>MISSISSAUGA Leading today for tomorrow</p>	
<p>Transportation and Works Engineering & Works</p>		
<p>All-Way Stop Commerce Boulevard and Skymark Avenue/Citation Place (Ward 5)</p>		
<p>SCALE FOR REDUCED DRAWINGS 0m 50m 100m 200m 300m 400m 500m 1000m</p>		



Corporate Report

Clerk's Files

Originator's
Files

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RT.10.Z-56

7.

DATE: June 4, 2012

TO: Chair and Members of General Committee
Meeting Date: June 27, 2012

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

SUBJECT: **Lower Driveway Boulevard Parking
Cedar Hedge Rise (Ward 10)**

General Committee JUN 27 2012

RECOMMENDATION: That a by-law be enacted to amend By-law 555-2000, as amended, to implement lower driveway boulevard parking between the curb and sidewalk, at anytime, on Cedar Hedge Rise.

BACKGROUND: The Transportation and Works Department has received a completed petition from an area resident to implement lower driveway boulevard parking on Cedar Hedge Rise. A sidewalk is present on the south side of Cedar Hedge Rise and lower driveway boulevard parking between the curb and sidewalk is currently prohibited.

PRESENT STATUS: To determine the level of support for lower driveway boulevard parking between the curb and sidewalk, a parking questionnaire was distributed to the residents of Cedar Hedge Rise on May 11, 2012.

Twenty-four (24) questionnaires were delivered and 10 (49%) were returned; 9 (90%) supported the implementation of lower driveway boulevard parking and 1 (10%) was opposed.

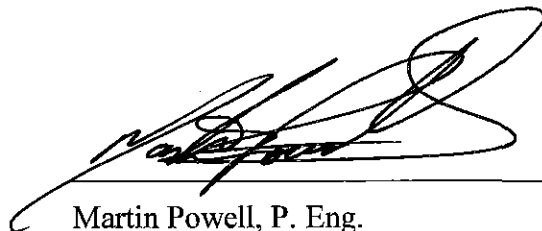
Since greater than 66% of the total respondents support lower driveway boulevard parking, the Transportation and Works Department recommends implementing lower driveway boulevard parking between the curb and sidewalk, at anytime on the south side of Cedar Hedge Rise.

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

FINANCIAL IMPACT: Costs for the sign installations can be accommodated in the 2012 Current Budget.

CONCLUSION: Based on the results of the questionnaire, the Transportation and Works Department supports lower driveway boulevard parking between the curb and sidewalk, at any time, on the south side of Cedar Hedge Rise.

ATTACHMENTS: Appendix 1: Location Map - Lower Driveway Boulevard Parking – Cedar Hedge Rise (Ward 10)



Martin Powell, P. Eng.
Commissioner of Transportation and Works

Prepared By: Denna Yaunan, A.Sc.T., Traffic Technician



Corporate Report

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Files

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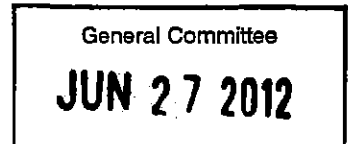
8.

DATE: June 1, 2012

TO: Chair and Members of General Committee
Meeting Date: June 27, 2012

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

SUBJECT: **Reduced Speed Limits in Designated Construction Zones**
All Wards



- RECOMMENDATION:**
1. That a by-law be enacted to amend By-law 555-2000, as amended, to delegate the Commissioner of Transportation and Works, or designate, to have authority to designate construction zones on a highway and to set a lower speed limit for motor vehicles driven in the designated construction zone in accordance with the provisions of the Highway Traffic Act (HTA).
 2. That a copy of this report be forwarded to the Chief of Peel Regional Police and that Peel Regional Police be requested to assist in the enforcement of these construction speed zones, as resources permit.

BACKGROUND: The City of Mississauga has a significant road network inventory and has an annual construction program that includes works on various sections of roadway for various durations of time. The rate of speed on City roadways is 50 km/h unless otherwise indicated by an authorized sign. Currently speed limits can be changed through a report to General Committee and an amendment to the Traffic By-law. In construction zones, the City posts reduced speed warning signs in accordance with the Ontario Traffic Manual Book 7 Temporary

Conditions. These warning signs are not regulatory and are not enforceable. This process is cumbersome and not conducive to short notice changes to road conditions.

In order to improve construction, personnel and motorist safety, the Government of Ontario passed Bill 169, the Transportation Statute Law Amendment Act, 2005, which came into effect March 31, 2006. This Act amended the HTA to provide municipalities with the ability to appoint a person of authority to designate a construction zone on a road under its jurisdiction and to set a lower speed limit within that construction zone. In addition, the fines for speeding within a construction zone have been doubled.

COMMENTS:

The exact timing and duration of construction work is often difficult to control and it is not practical to adjust speed limits through the traditional method of corporate reports and by-law changes. The new legislation provides a streamlined mechanism to enable municipal road authorities to make appropriate speed limit adjustments that coincide with construction zone creation and removal.

To reduce speed limits in designated construction zones when workers are present, the HTA requires the zone to be clearly marked with the standard speed zone construction signing, as shown in Figure 1.

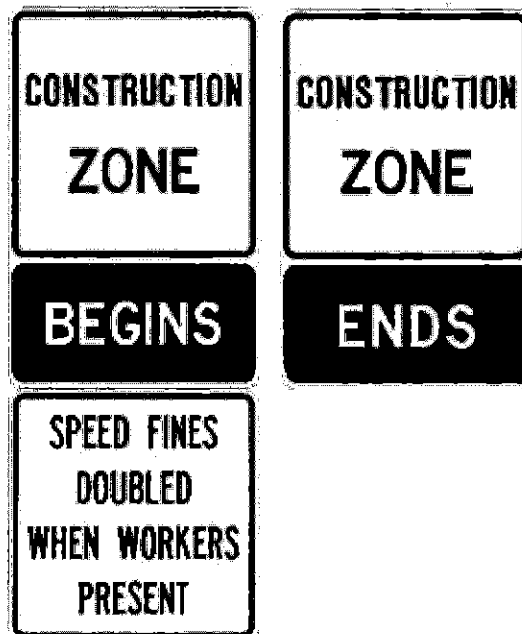


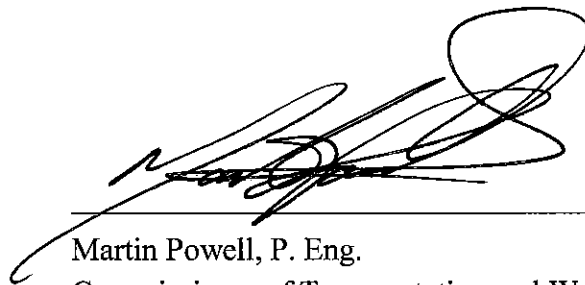
Figure 1: Construction Zone Signage

The construction zone signage, increased fines and speed limit change are expected to improve safety for road workers and the travelling public. The reduced speeds will be enforced by the police.

If the work to be undertaken necessitates setting a lower rate of speed within the designated construction zone, a request shall be made to the Commissioner. Upon approval, the Peel Regional Police will be notified and requested to assist in the enforcement of the temporary speed zone. The affected Ward Councillor will be notified as well.

FINANCIAL IMPACT: Costs for signage are relatively minimal and can be accommodated within the approved Construction budgets.

CONCLUSION: In order to increase the safety of road workers and the travelling public, the Commissioner of Transportation and Works, or designate, should be authorized to designate construction zones on a highway and to set a lower speed limit for motor vehicles driven in the designated construction zone in accordance with the provisions of the HTA.



Martin Powell, P. Eng.
Commissioner of Transportation and Works

Prepared By: Darek Koziol, Traffic Technologist



Corporate Report

Clerk's Files

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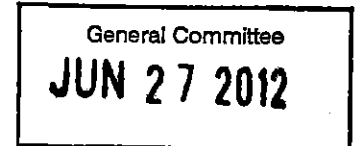
9.

DATE: June 4, 2012

TO: Chair and Members of General Committee
Meeting Date: June 27, 2012

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

SUBJECT: **Speed Limits**
Old Derry Road (Ward 11)



RECOMMENDATION: That a by-law be enacted to amend By-law 555-2000, as amended, to implement a 40km/h speed limit on Old Derry Road from Historic Trail to Gooderham Estate Boulevard.

BACKGROUND: To address traffic operational concerns brought forward by local residents, Councillor Carlson requested that Transportation and Works staff review Old Derry Road to determine the need for a 40km/h speed limit on Old Derry Road, east of Historic Trail through the village area. Currently, the posted speed limit is 50km/h.

COMMENTS: Staff supports the implementation of a 40km/h speed limit on Old Derry Road, east of Historic Trail. The roadway characteristics, frequency of intersections and driveways, combined with pedestrian activity through this area justify the lower speed limit. It is a natural location for motorists to slow down given the prevailing conditions from Historic Trail to Second Line West.

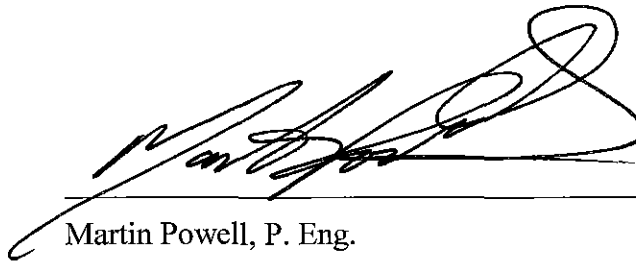
Old Derry Road is currently signed as a 40km/h school zone from Second Line West to Gooderham Estate Boulevard as it is adjacent to Meadowvale Village Public School.

9a)

FINANCIAL IMPACT: Costs for the sign installation can be accommodated in the 2012 Current Budget.

CONCLUSION: The Transportation and Works Department recommends a 40km/h speed limit on Old Derry Road from Historic Trail to Gooderham Estate Boulevard.

ATTACHMENTS: Appendix 1: Location Map - Speed Limits
Old Derry Road (Ward 11)

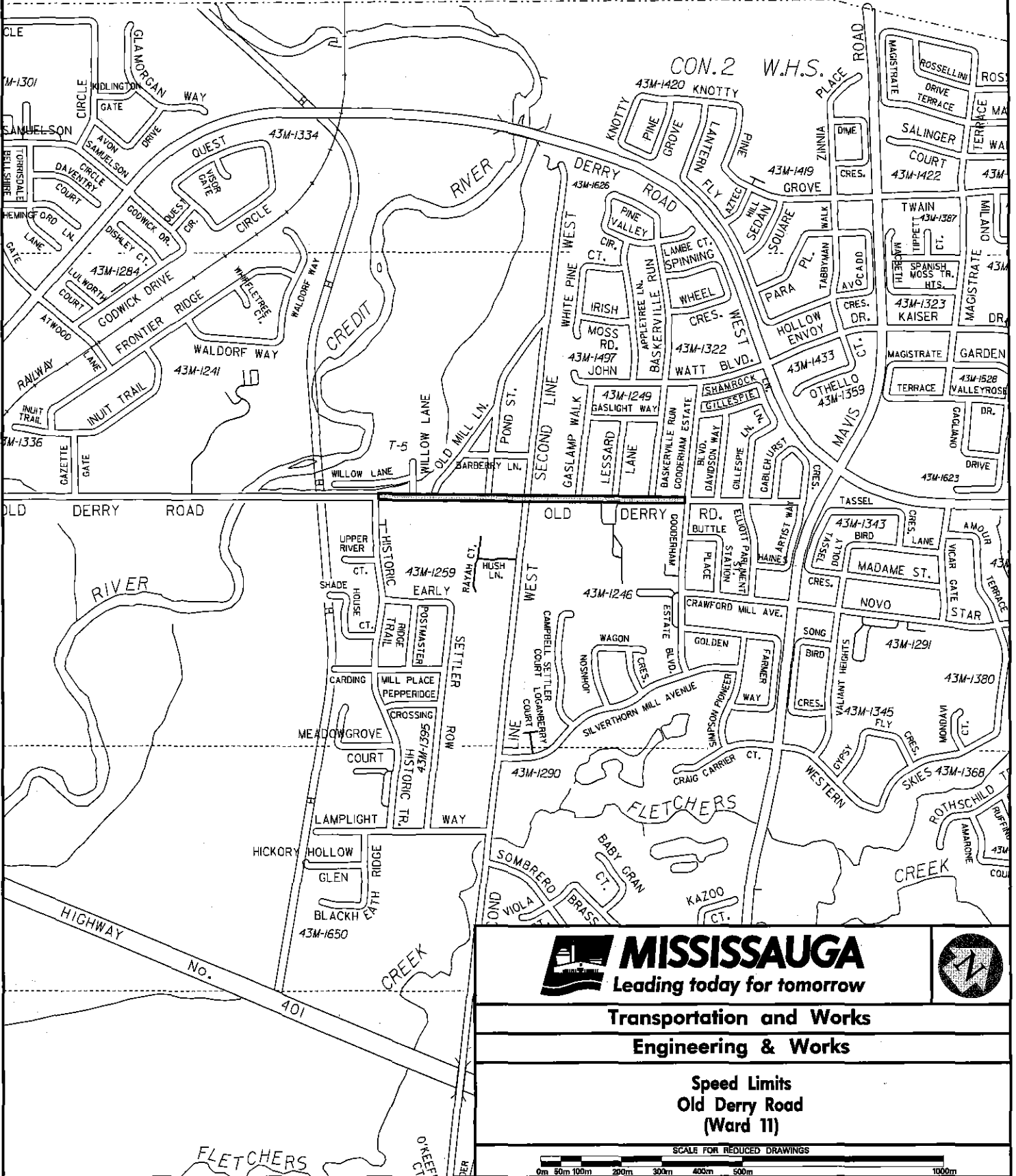


Martin Powell, P. Eng.
Commissioner of Transportation and Works

Prepared By: Maxwell Gill, C.E.T., Traffic Operations Technologist

9b)

3 W.H.S.



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**Speed Limits
 Old Derry Road
 (Ward 11)**





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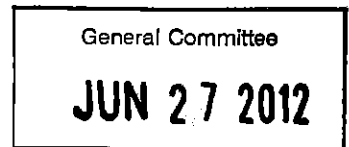
10.

DATE: June 4, 2012

TO: Chair and Members of General Committee
Meeting Date: June 27, 2012

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

SUBJECT: **Leading Pedestrian Interval (LPI)**



RECOMMENDATION: That the report to General Committee dated May 22, 2012 from the Commissioner of Transportation and Works entitled "Leading Pedestrian Interval (LPI)" be received for information.

BACKGROUND: In a report dated April 16, 2012 from Toronto's Medical Officer of Health, Toronto Public Health examined the health benefits and risks of active transportation such as walking and cycling within the City of Toronto.

In order to improve safety at signalized intersections, the Toronto Public Health report recommends that consideration be given to installing leading pedestrian intervals (LPI's) for pedestrians to provide an early crossing start.

On April 24, 2012, there was an article in the Toronto Star entitled "Pedestrians need a head start at intersection health chief says" that dealt with LPI's. In response, there was a request from Councillor Fonseca at the April 25, 2012 City Council meeting to prepare a report to General Committee on what LPI's are and whether they could be used within the City at specific intersections.

COMMENTS:

Many pedestrians who cross signalized crosswalks during the green light have problems with drivers who turn into their path and refuse to yield to them. These drivers are one of the main concerns of disabled pedestrians (especially the visually impaired) who are afraid to cross streets independently.

To improve the safety of pedestrians at signalized intersections, the following initiatives are employed by the City of Mississauga in varying degrees:

- No right turn on red.
- Exclusive pedestrian phase.
- Pedestrian countdown timers.
- Audible or accessible pedestrian signals (APS)

Another potential pedestrian safety measure that can be used at signalized intersections is a leading pedestrian interval (LPI).

With a LPI, the walk signal is provided 4 to 6 seconds in advance of the corresponding green traffic signal to give pedestrians a head start on turning traffic. The lead time allows pedestrians to establish themselves in the crosswalk ahead of turning vehicles and increase their visibility to drivers. The result is that drivers yield to pedestrians, instead of intimidating them by turning quickly, thereby reducing potential conflicts.

LPI's have been used in New York City at various intersections and Toronto has experimented with a LPI at the intersection of University Avenue and Adelaide Street West.

Pedestrians have given positive reports following the installation of LPI's; however, not enough research is available to offer conclusive statistics on their overall effectiveness. In general, LPI's may be effective at intersections where there are high vehicle turning movements and high pedestrian volume; however, LPI's do not prevent potential 'right on red' conflicts.

Although LPI's are aimed primarily at aiding pedestrians, the length of the green signal for vehicles is reduced with a LPI, and may lead to an overall reduction in the traffic signal level of service. The use of LPI's necessitates increases in cycle lengths to intersections, and as a

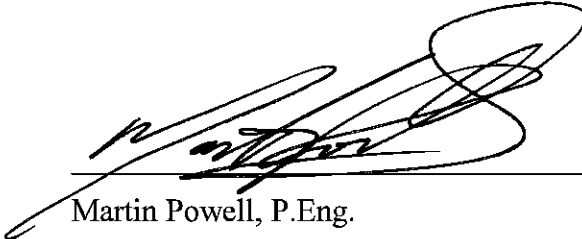
result, delays to all other movements are introduced. Typically, it is more efficient to provide as short a cycle length as possible to minimize delays.

The feasibility of applying LPI's has to take into account a number of factors (volume of vehicle turn movements; volume of pedestrian traffic; pedestrian/vehicle collision history; etc.). Although traffic signal controllers do allow for LPI operation, the current Central Traffic Control algorithms do not allow for the operation of LPI's. Currently, the City of Mississauga does not employ any LPI's.

FINANCIAL IMPACT: Not applicable

CONCLUSION: Currently, the City of Mississauga does not employ any LPI's due to the relatively low pedestrian volumes. In addition, the current traffic control centre is unable to accommodate LPI's in its timing plan. Instead, the City uses other measures to improve the safety of pedestrians at signalized intersections.

The installation of leading pedestrian intervals (LPI's) at signalized intersections could be a potential pedestrian safety measure that may be effective where there are high vehicle turning movements and high pedestrian volume. Further experience with this type of signal timing is required. The Transportation and Works Department will continue to monitor the research on this technique.



Martin Powell, P.Eng.
Commissioner of Transportation and Works

*Prepared By: Al Sousa, P.Eng.
Manager, Traffic Engineering and Operations*



Corporate Report

Clerk's Files

11.

Originator's
Files

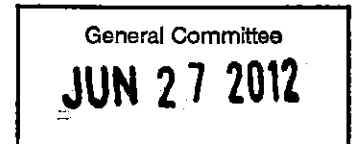
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DATE: June 6, 2012

TO: Chair and Members of General Committee
Meeting Date: June 27, 2012

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

SUBJECT: **2012 Traffic Signal Installation Program
(Wards 2, 5, 6, 8, and 9)**



RECOMMENDATION: That the proposed 2012 Traffic Signal Installation Program, as outlined in the report dated June 6, 2012, from the Commissioner of the Transportation and Works be approved.

BACKGROUND: The Capital Budget provides for the installation and modernization of traffic signals throughout the City. Typically, intersections are signalized upon realization of technical warrants, or in response to anticipated development. Existing traffic signals are modernized when the age of equipment as well as anticipated increased maintenance costs indicate that upgrades or replacements are required.

COMMENTS: The need for the installation of a new traffic signal is indicated when the signal warrant criteria are satisfied, when traffic conditions have changed significantly rendering the existing form of traffic control inefficient, when imminent adjacent development indicates that signalization will be required and/or when an engineering review deems benefit in the installation of a traffic signal.

The recommended traffic signal installation locations for 2012 under this criteria are listed below and illustrated on the attached appendices:

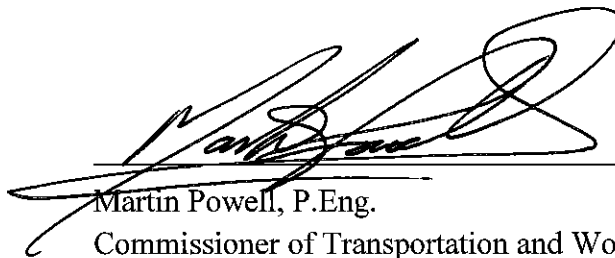
- Bristol Road West at Heatherleigh Avenue (Ward 6)
- Royal Windsor Drive at Avonhead Road / Private Access (Ward 2)
- Burnhamthorpe Road West at Erindale GO Station Parking Garage (Ward 6)
- Torbram Road at Anson Drive / Private Access (Ward 5)
- Viscount Road at American Drive – Rebuild (Ward 5)
- Millcreek Drive at Aquitaine Avenue / Millcreek GO Station Rebuild (Ward 9)
- Dundas Street West at Woodchester Drive – Rebuild (Ward 2/8)
- Aquitaine Avenue at Montevideo Road – Rebuild (Ward 9)
- Two Potential Traffic Signal Locations not yet identified

FINANCIAL IMPACT: A gross amount of \$1,707,000 minus \$140,000 from Developer Contributions was approved in the 2012 Capital Budget for traffic signal installations. The proposed signal locations will be funded from this budget, and from direct developer contributions. Funding is still available for installation of two additional traffic signals should they be approved by Council. Any residual surplus funds from the budget amount will be allocated for the modernization of an existing traffic signal.

CONCLUSION: Ten new or rebuilt traffic signal locations are proposed in the 2012 Traffic Signal Installation Program to be undertaken as part of the 2012 Capital Works Program.

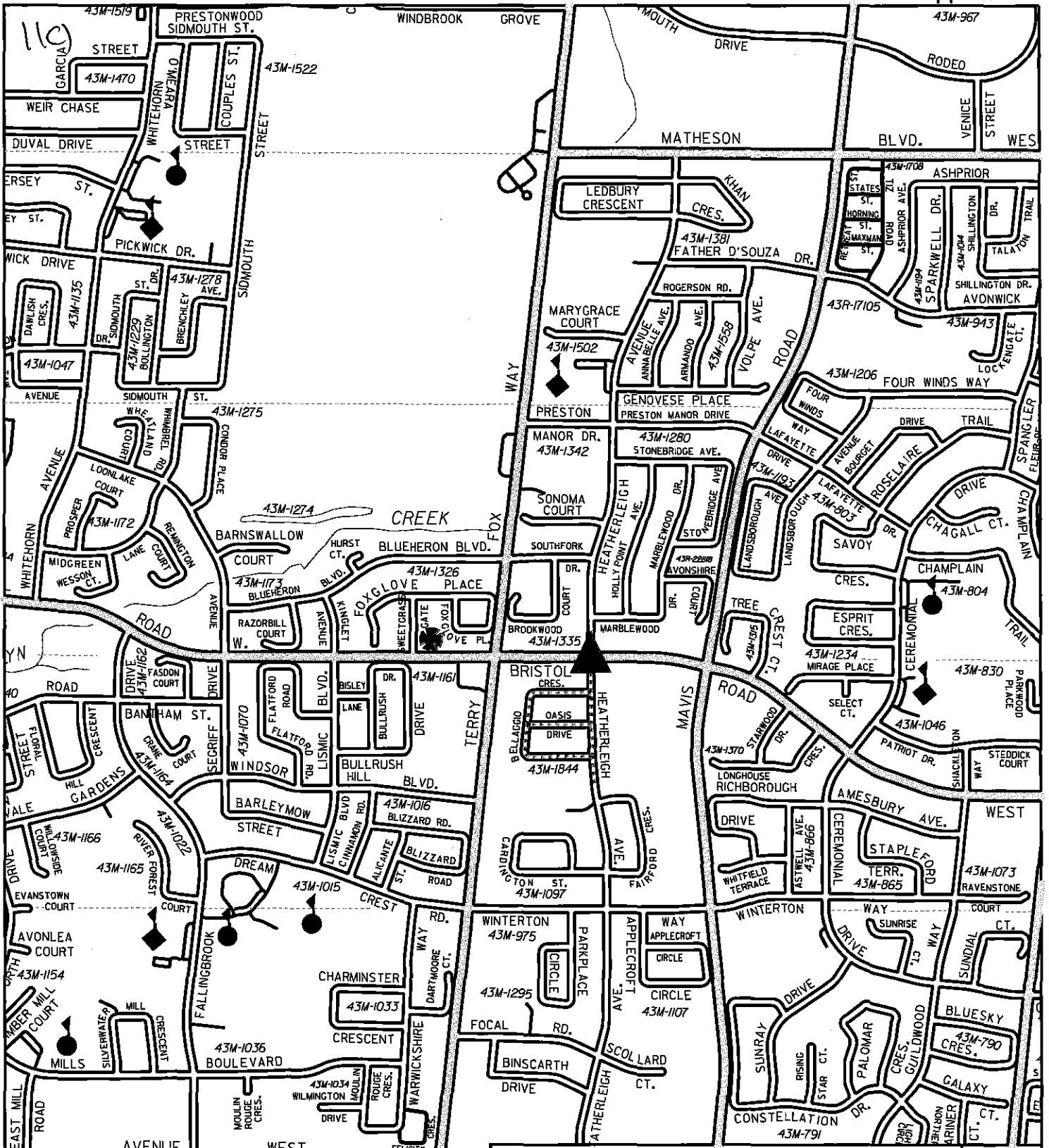
ATTACHMENTS:

- Appendix 1: Location Map – Bristol Road West at Heatherleigh Avenue
(Ward 6)
- Appendix 2: Location Map – Royal Windsor Drive at Avonhead Road / Private Access
(Ward 2)
- Appendix 3: Location Map – Burnhamthorpe Road West at Erindale GO Station Parking Garage
(Ward 6)
- Appendix 4: Location Map – Torbram Road at Anson Drive / Private Access
(Ward 5)
- Appendix 5: Location Map – Viscount Road at American Drive – Rebuild
(Ward 5)
- Appendix 6: Location Map – Millcreek Drive at Aquitaine Avenue / Millcreek GO Station – Rebuild
(Ward 9)
- Appendix 7: Location Map – Dundas Street West at Woodchester Drive – Rebuild
(Ward 2/8)
- Appendix 8: Location Map – Aquitaine Avenue at Montevideo Road – Rebuild
(Ward 9)



Martin Powell, P.Eng.
Commissioner of Transportation and Works

Prepared By: Zvonimir Miller C.E.T., Traffic Signal Technologist



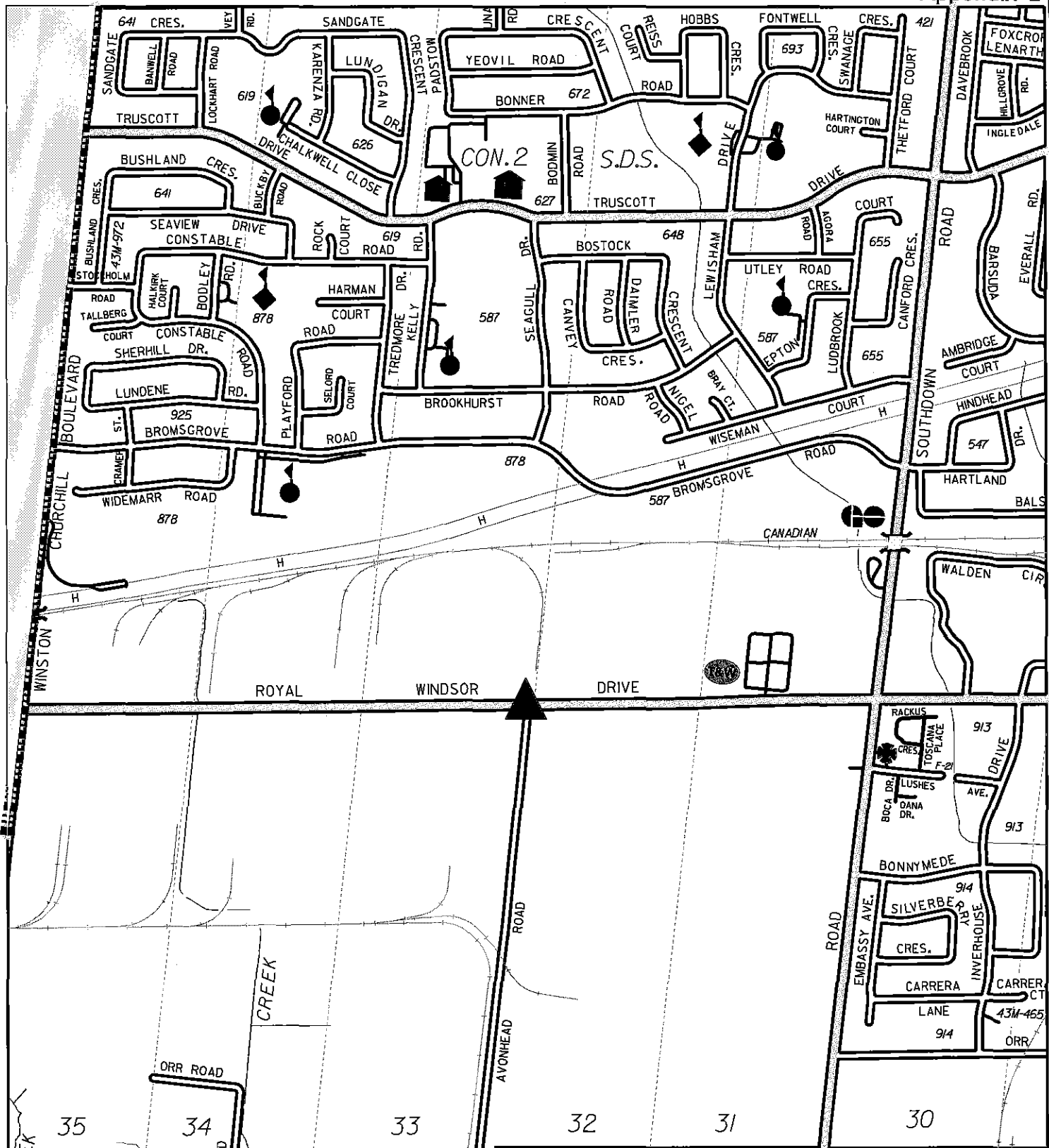
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**BRISTOL ROAD WEST
 AT
 HEATHERLEIGH AVENUE (WARD 6)**







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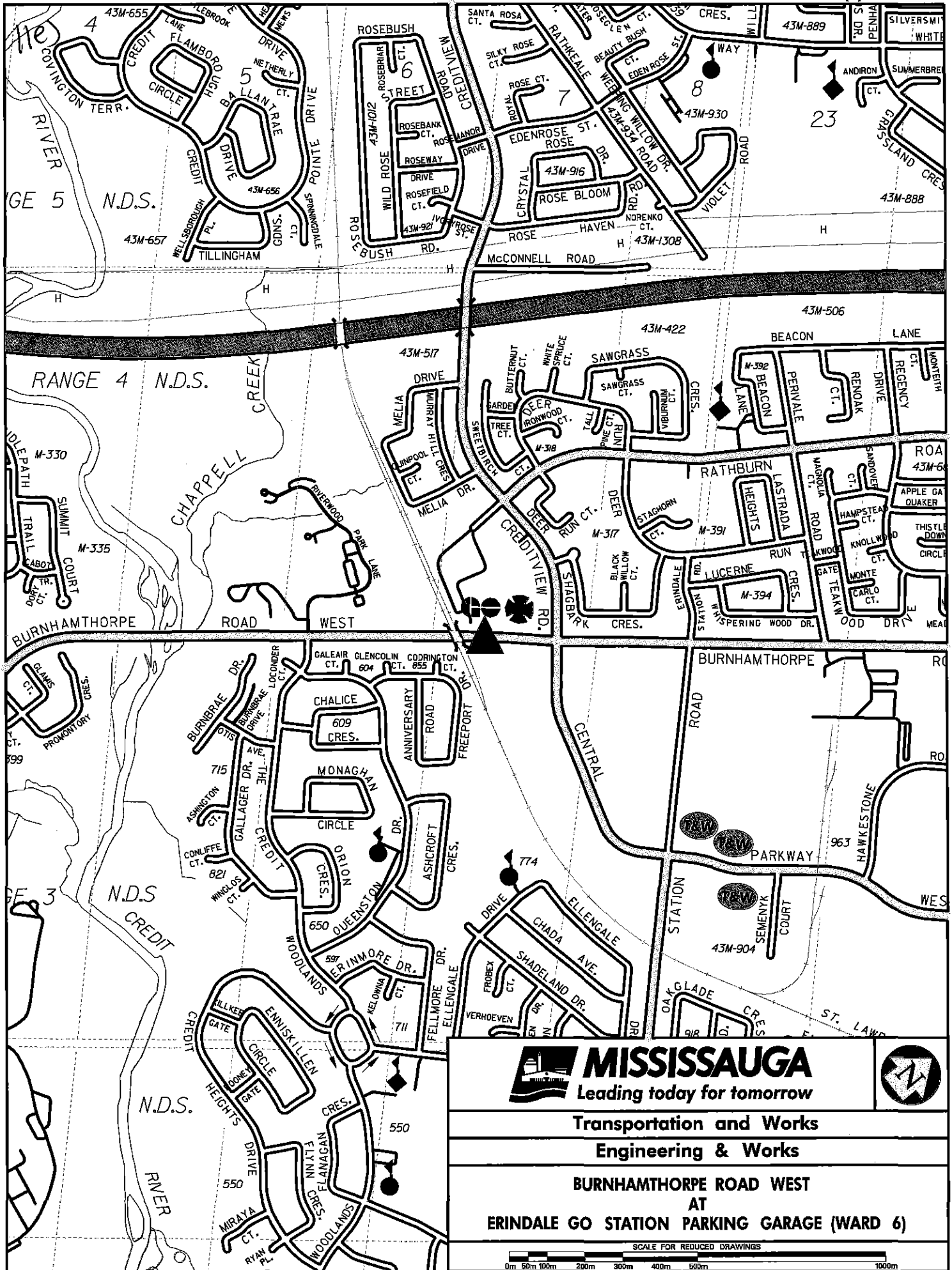
Transportation and Works

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ROYAL WINDSOR DRIVE
AT
AVONHEAD ROAD/PRIVATE ACCESS (WARD 2)

SCALE FOR REDUCED DRAWINGS





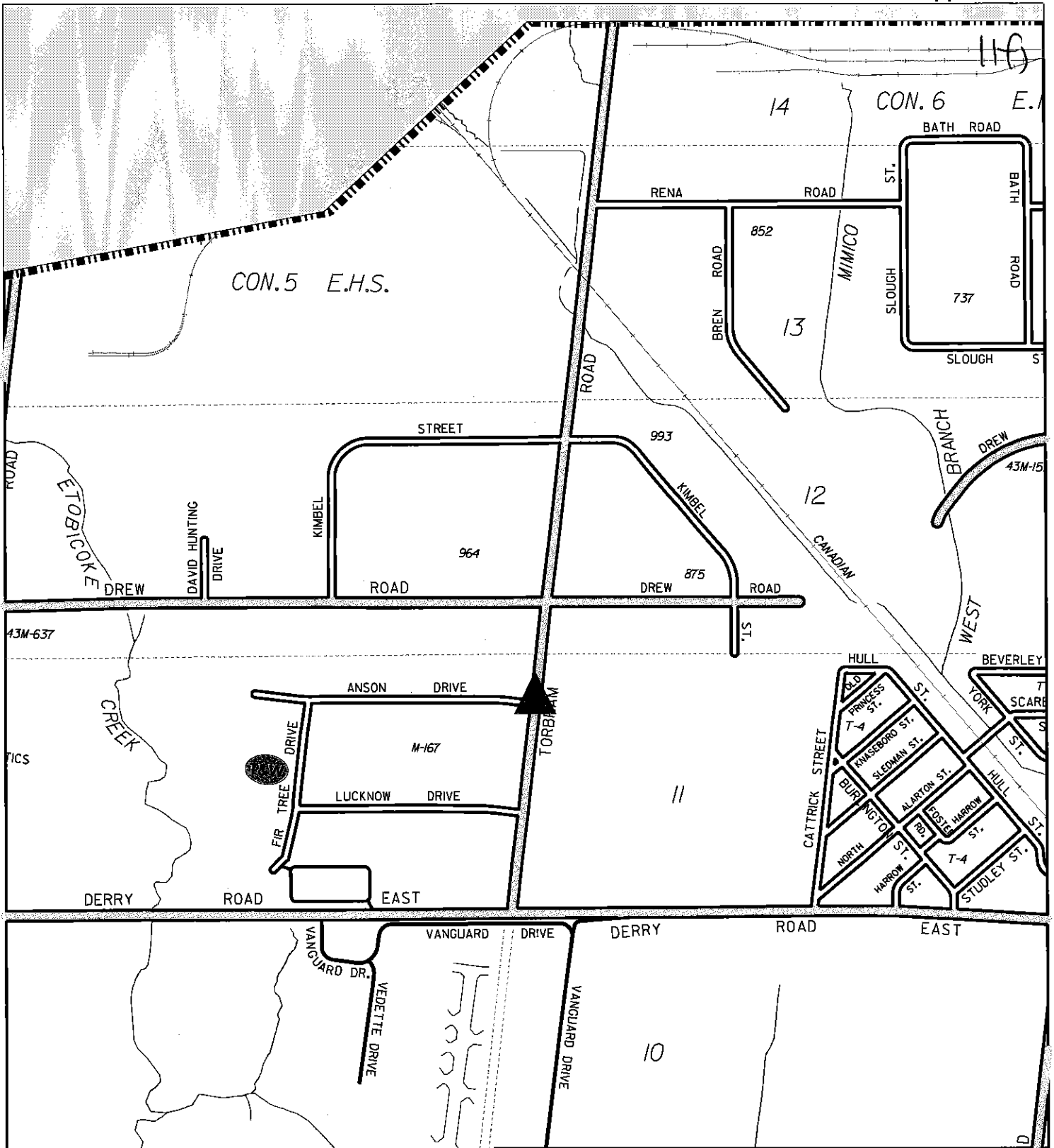
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**BURNHAMTHORPE ROAD WEST
AT
ERINDALE GO STATION PARKING GARAGE (WARD 6)**





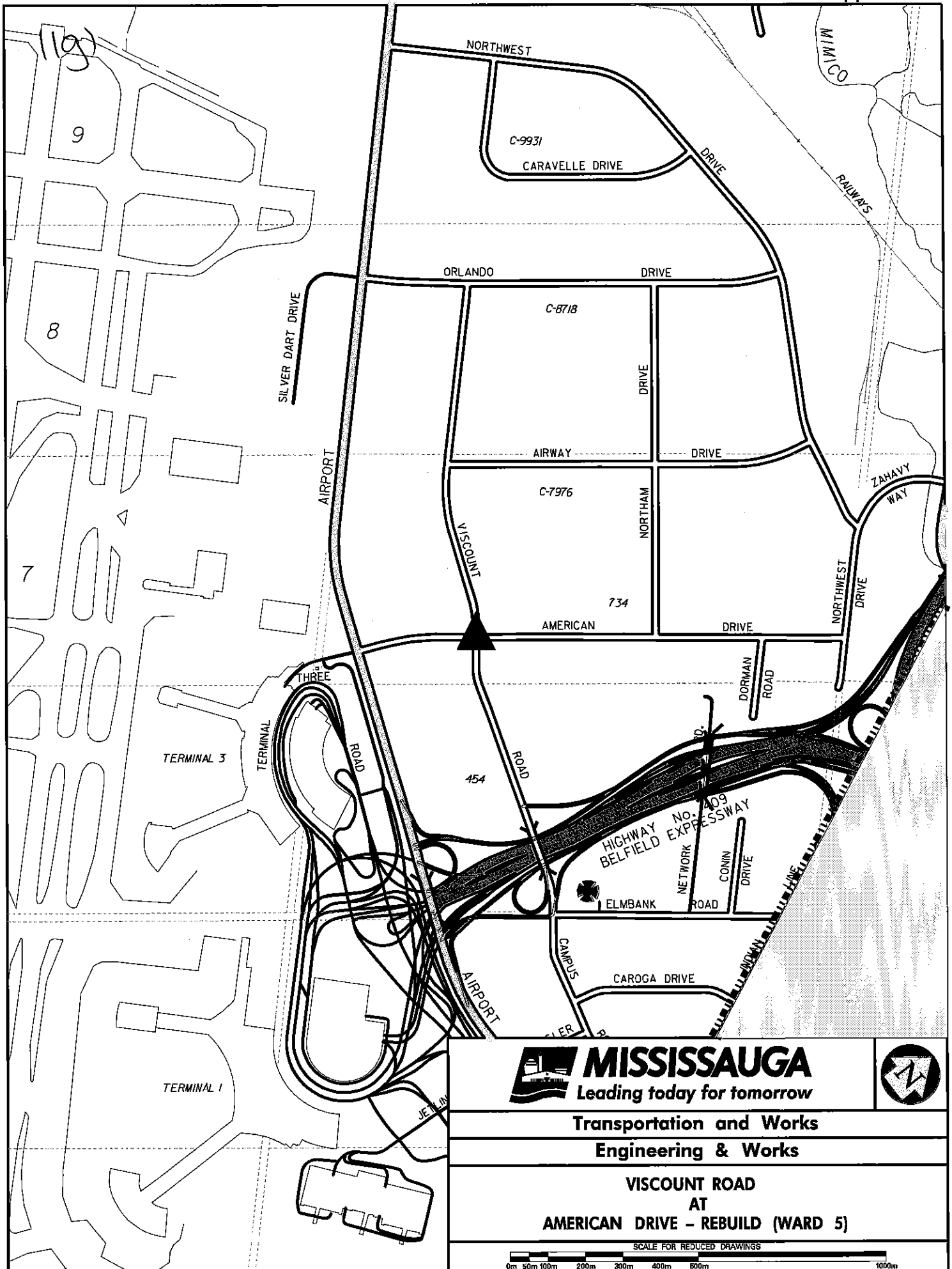
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**TORBRAM ROAD
AT
ANSON DRIVE/PRIVATE ACCESS (WARD 5)**





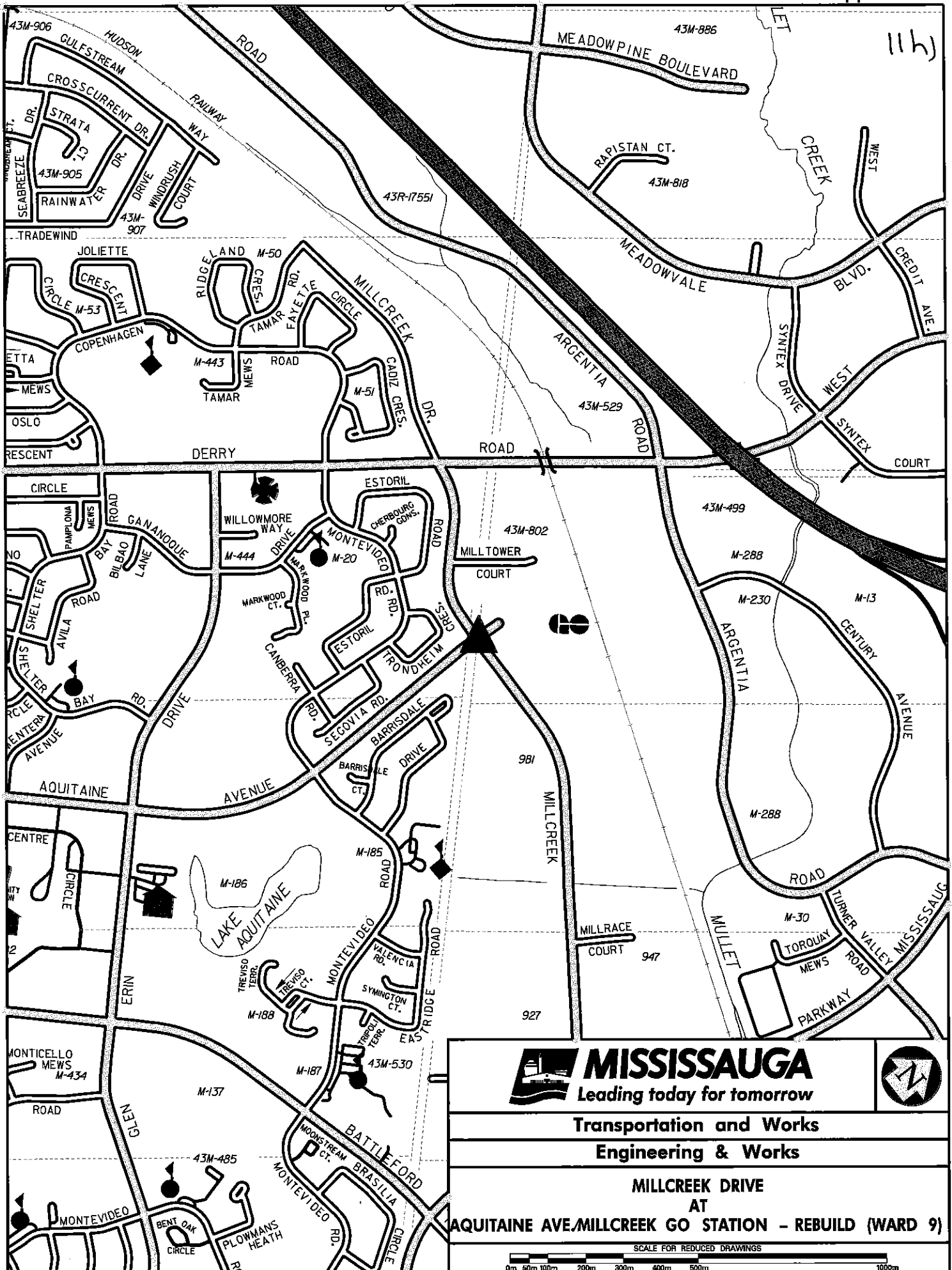
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**Transportation and Works
 Engineering & Works**

**VISCOUNT ROAD
 AT
 AMERICAN DRIVE - REBUILD (WARD 5)**







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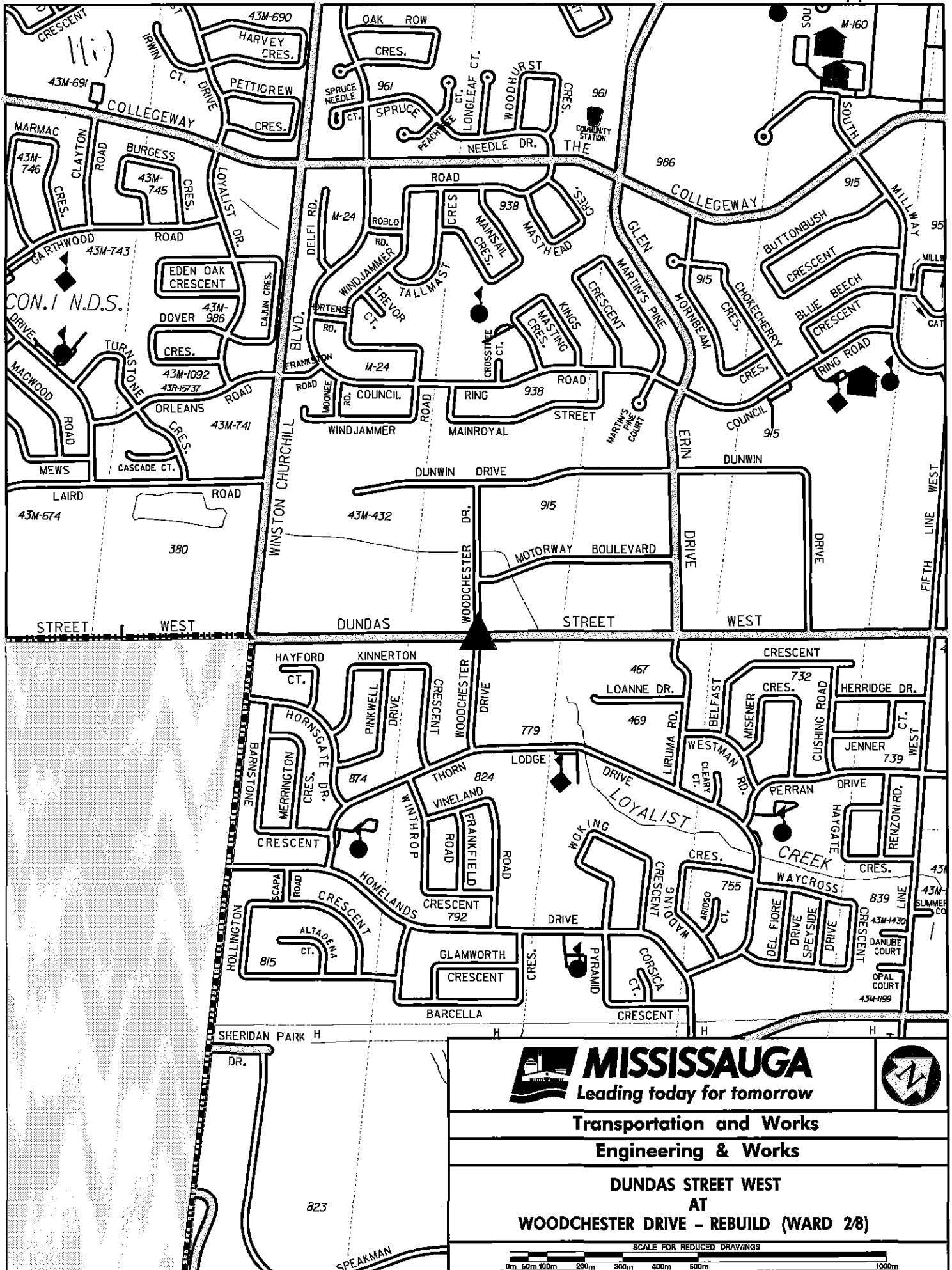
MILLCREEK DRIVE

AT

AQUITAINE AVE/MILLCREEK GO STATION - REBUILD (WARD 9)

SCALE FOR REDUCED DRAWINGS







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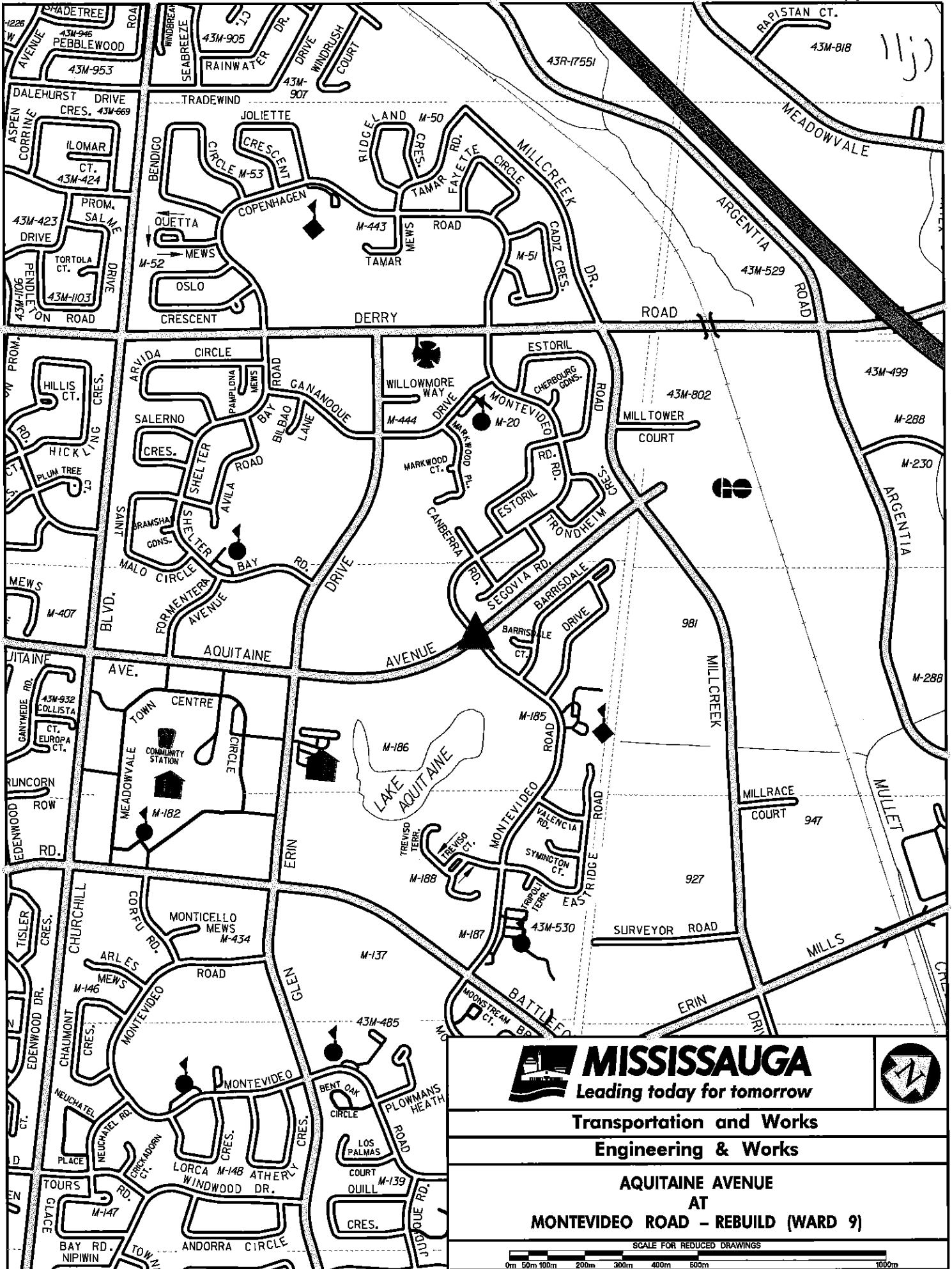
DUNDAS STREET WEST

AT

WOODCHESTER DRIVE - REBUILD (WARD 28)

SCALE FOR REDUCED DRAWINGS



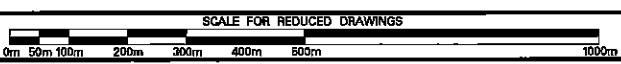


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**AQUITAINE AVENUE
 AT
 MONTEVIDEO ROAD - REBUILD (WARD 9)**





Corporate Report

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Files

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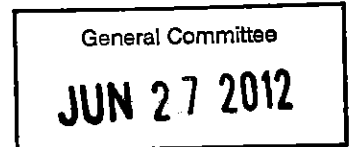
12.

DATE: June 12, 2012

TO: Chair and Members of General Committee
Meeting Date: June 27, 2012

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

SUBJECT: **Downtown Paid Parking Off-Street Rates (Ward 4)**



- RECOMMENDATION:**
1. That a by-law be enacted to amend By-law 555-2000, as amended to increase the 2013 Downtown employee paid parking rates as outlined in Appendix 1 of the report to General Committee dated June 12, 2012, entitled "Downtown Paid Parking Off-Street Rates."
 2. That a by-law be enacted to amend By-law 555-2000, as amended to increase the Sheridan College paid parking rates for the academic year of 2012-2013 as outlined in Appendix 1 of the report to General Committee dated June 12, 2012 entitled "Downtown Paid Parking Off-Street Rates."

**REPORT
HIGHLIGHTS:**

- Employee paid parking, along with programs and facilities to encourage and support staff that carpool, take transit and/or cycle or walk to work, supports the development of the Downtown 21 Master Plan.
- The initial monthly rate for Downtown employee paid parking was established at \$35 per month with a deferred phase-in of future increases to reach the Downtown market rate of \$65 per month.
- It is proposed that the Downtown employee paid parking rate be \$45 per month effective April 1, 2013, with an annual rate of \$435.

- It is proposed that the Sheridan College annual rate be \$435 effective August, 2012.
- Increased parking rates in the downtown will result in additional revenues of \$68,000 (\$90,000 annualized) assuming an April 1, 2013 start date.
- Additional revenue will be used in part to support the Employee Discount Transit Program, Downtown car-share service and other Smart Commute programs. Fifty percent (50%) of net revenue will be allocated to the City Centre Parking Reserve Fund for future parking facilities, with the remaining 50% being used to offset the cost of Smart Commute initiatives and compensate for the initial investment in the parking program.

BACKGROUND:

On June 16, 2010, Council approved the introduction of Employee and Public Off-street paid parking, as outlined in the report dated June 7, 2010, from the Transportation and Works Department entitled *Off-Street Paid Parking in the City Centre (Ward 4)*. It was recommended that the Transportation and Works Department staff report to the Leadership Team and General Committee annually regarding any recommended employee parking rate increases. The initial monthly rate for employee paid parking was established at \$35 per month with a deferred phase-in of future increases to reach the Downtown market rate of \$65 per month.

In July of this year, the City of Mississauga will celebrate year one of paid parking being introduced in municipally-owned (underground) parking garages in the Downtown. The change from free to pay parking for employees and visitors at City-owned facilities in the area (including the Civic Centre, Central Library and the Living Arts Centre) is an important element of the Downtown Parking Strategy and supports the City's Downtown 21 Master Plan.

The parking strategy included a recommendation to implement paid parking at municipal facilities in the Downtown, which has multiple objectives of which establishing an economic value for parking was key. The strategy also intended to demonstrate civic leadership by applying priced parking to encourage the use of more sustainable transportation options, and to decouple the cost of parking from the cost of building use.

COMMENTS:

The parking-fee structure in place today offers a variety of rate options including annual or monthly passes; alternatively staff and visitors can choose to pay only for the days they need to drive, through competitively priced multi-visit passes. The variety of rate plans combined with the employee Smart Commute program is beneficial for those who choose to not always drive and alternatively take transit, cycle, or walk to work, or for part-time staff who do not require daily parking.

Parking rate increases are recommended for the 2013 City employee program; and the 2012-2013 HMC Sheridan College Mississauga Campus paid parking program.

Proposed Parking Rates 2012-2013 HMC Sheridan College

Paid parking is in effect for students, staff and faculty of Sheridan College-HMC in the two off-street surface parking lots adjacent to the campus. The students, staff and faculty have the option to purchase one-semester, two-semester, or annual permits, as well as multi-visit cards through the Cashiers office. The variety of rate options available is consistent with what is offered at the Sheridan College campuses in Brampton and Oakville.

The one-semester, two-semester, or annual permits sold by the City to students of Sheridan College are also valid at the other two campuses in Brampton and Oakville. Sheridan College has approved a parking rate increase for the 2012-2013 Academic year for the Sheridan campuses in Brampton and Oakville. As a result, Sheridan College has requested that the City increase the 2012-2013 Sheridan College-HMC parking rates to align more closely with current rates charged at the Brampton and Oakville campuses. Sheridan's parking control strategy may be negatively impacted should there not be parity in their parking rates.

The following table illustrates the recommended 2012-2013 Sheridan College-HMC parking rates to be effective August 7, 2012.

Sheridan Parking Rates		
Permit Type	Current Rates August 2011- September 2012	Proposed Rates August 2012- September 2013
Monthly	\$65.00	\$80.00
One Semester	\$160.00	\$185.00
Two Semester	\$300.00	\$345.00
Annual	\$375.00	\$435.00
8 Visit - MVC	\$40.00	\$40.00
16 Visit - MVC	\$60.00	\$60.00
24 Visit - MVC	\$80.00	\$80.00
32 Visit - MVC	\$100.00	\$100.00

Proposed City Employee Parking Rates 2013 (April 1 start)

The current monthly rate for employee paid parking was established at \$35 per month with a deferred phase-in of future increases to reach the Downtown market rate of \$65, which was established in 2010 while evaluating the Downtown market rates and rates in other municipalities (Appendix 2).

In order to allow for enhanced flexibility to address irregularities such as vacation time, leaves of absence, job-sharing and choosing transit or bicycling for part of the month, the City introduced a parking fee structure for employees, which includes: carpool, part-time, monthly and annual parking permits and multi-visit cards.

To help ease the transition for employees, paid parking has been implemented along with programs and facilities to encourage and support staff that carpool, take transit and/or cycle or walk to work. The Smart Commute program comprises access to secure weather-protected bicycle parking, shower and change rooms, a commuter options program with a fifty percent (50%) discount on MiWay (Mississauga Transit) monthly passes, preferred parking locations and rates for carpoolers, a car-share service operated by AutoShare Inc. for employee business and personal use, and a guaranteed ride-home service in the event of an emergency. As a component of the Smart Commute program, the City tracks transit-pass sales, carpool registrations, car-sharing use and participation in annual commuter challenge events.

Since 2010, monthly parking rates have either stayed the same or have increased in the Downtown and surrounding municipalities (Appendix 2). Generally, parking rates are higher than the current monthly employee rate.

The following table illustrates the recommended 2013 Employee Paid Parking Rates to be effective April 1, 2013.

Employee Parking Rates		
Permit Type	Current Rates 2011-2012	Proposed 2013 Rates Effective April 1st
Monthly	\$35.00	\$45.00
Part Time Monthly	\$24.00	\$27.00
Carpool	\$20.00	\$30.00
Annual (monthly payroll deduction)	\$375.00	\$435.00
8 Visit - MVC	\$20.00	\$30.00
16 Visit - MVC	\$30.00	\$40.00
24 Visit - MVC	\$40.00	\$50.00
32 Visit - MVC	\$50.00	\$60.00
64 Visit – MVC	\$100.00	\$120.00

The recommendations outlined in this report were presented at the May 17, 2012 Leadership Team meeting and were subsequently endorsed.

Next Steps

Following approval of this report a Communications plan will be prepared and implemented.

STRATEGIC PLAN:

The implementation of off-street paid parking in the Downtown is consistent with the following Strategic Pillars for Change, Goals and Actions put forth in the City's Strategic Plan:

- Develop a Transit-Oriented City:
 - Develop Environmental Responsibility: Action 3 – Implement a Parking Strategy that Supports Public Transit
 - Build a Reliable and Convenient System: Action 11 – Accommodate the Needs of Cyclists

- Completing Our Neighbourhoods:
 - Provide Mobility Choices: Action 14 – Create More Bike-Friendly Facilities
 - Provide Mobility Choices: Action 15 – Use Incentives to Encourage Work Commutes by Public Transit

- Living Green:
 - Lead and Encourage Environmentally Responsible Approaches

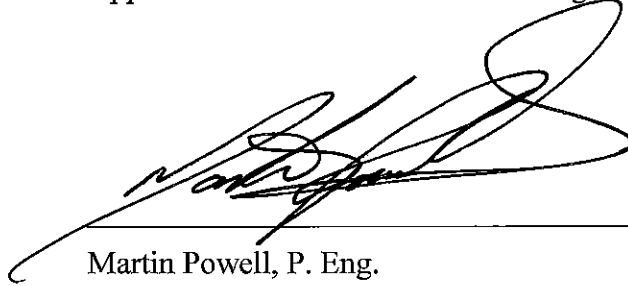
FINANCIAL IMPACT: The financial impact of increasing the off-street parking rates in the downtown will result in additional revenues of \$68,000 (\$90,000 annualized) assuming an April 1, 2013 start date. Fifty percent (50%) of net revenue will be allocated to the City Centre Parking Reserve Fund for future parking facilities, with the remaining 50% being used to offset the cost of Smart Commute initiatives and compensate for the initial investment in the parking program.

CONCLUSION: It is recommended:

- That the employee paid parking rates be increased for 2013 to better align the City with the established market rate for the Downtown; and

- That the Sheridan College parking rates be increased for the 2012-2013 academic year.

- ATTACHMENTS:**
- Appendix 1: 2012 Sheridan and 2013 City of Mississauga Parking Rate Increase Options
 - Appendix 2: 2012 Off-Street Parking Fee Comparison



Martin Powell, P. Eng.
Commissioner, Transportation and Works

*Prepared By: Tomasz Brzeziak, Parking Coordinator
Transportation Project Office*

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2012 Sheridan and 2013 City of Mississauga Parking Rate Increase Options

Sheridan Parking Rates		
Permit Type	Current Rates August 2011- September 2012	Proposed Rates August 2012- September 2013
Monthly	\$65.00	\$80.00
One Semester	\$160.00	\$185.00
Two Semester	\$300.00	\$345.00
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8 Visit - MVC	\$40.00	\$40.00
16 Visit - MVC	\$60.00	\$60.00
24 Visit - MVC	\$80.00	\$80.00
32 Visit - MVC	\$100.00	\$100.00

Employee Parking Rates		
Permit Type	Current Rates 2011-2012	Proposed 2013 Rates Effective April 1st
Monthly	\$35.00	\$45.00
Part Time Monthly	\$24.00	\$27.00
Carpool	\$20.00	\$30.00
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8 Visit - MVC	\$20.00	\$30.00
16 Visit - MVC	\$30.00	\$40.00
24 Visit - MVC	\$40.00	\$50.00
32 Visit - MVC	\$50.00	\$60.00
64 Visit - MVC	\$100.00	\$120.00

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2012 Off-Street Parking Fee Comparison

LOCATION	2010 MONTHLY Rate	2012 MONTHLY Rate
City Centre Drive (33,55, 77, 201) Office Buildings	\$50.00 - 60.00	\$50.00 - 60.00
Mississauga Executive Centre	Garage: \$62.75 Surface: \$52.50	Garage: \$62.75 Surface: \$55.53
Sussex Centre	\$35.00	\$35.00
Sheridan College (Oakville Campus & Brampton Campus)	\$71.00 Yearly permit: \$362	\$80.00 Yearly permit: \$420
Trillium Hospital	\$40.00	\$40.00
University of Toronto - Mississauga	\$80.00 Yearly permit: \$573 – \$829 (depending on location)	\$85.00 Yearly permit: \$607 – \$880 (depending on location)
LOCATION	2010 MONTHLY Rate	2012 MONTHLY Rate
Barrie	Garage: \$80.00 Surface: \$55.00 – \$75.00	Garage: \$80.00 Surface: \$55.00 – \$75.00
Brampton	Garage: \$40.00 Surface: \$20.00	Garage: \$40.00 Surface: \$20.00
Hamilton	\$35.00 - \$85.00 Convention Centre: \$115.00	\$35.00 - \$85.00 Convention Centre: \$115.00
Kitchener	Garage: \$110.00 - \$122.00 Surface: \$82.00 - \$115.00	Garage: \$110.00 - \$150.00 Surface: \$50.00 - \$130.00
London	\$46.00 – \$113.00	\$50.00 – \$120.00
Oshawa	Garage: \$40.00	Garage: \$73.00 - \$87.00
Ottawa	\$42.00 - \$120.00	\$42.00 - \$179.00
Region of Peel	\$35.00	\$35.00
Sudbury	\$30.00 – \$65.00	\$40.00 – \$90.00
Thunder Bay	\$33.00	\$33.00
Toronto	\$230.00	\$230.00
Windsor	\$20.00	\$22.00-\$67.00
Ministry of Transportation (Keele and Wilson)	N/A	\$110.00



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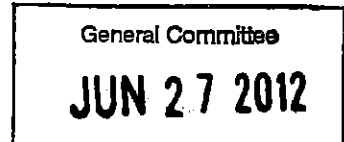
13.

DATE: June 7, 2012

TO: Chair and Members of General Committee
Meeting Date: June 27, 2012

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

SUBJECT: **2012 Intersection Capital Works Program
(Wards 2, 4, 7, 8, 9)**



RECOMMENDATION: That the proposed 2012 Intersection Capital Works Program, as outlined in the report titled "2012 Intersection Capital Works Program" dated June 7, 2012 from the Commissioner of Transportation and Works, be approved.

**REPORT
HIGHLIGHTS:**

- This report identifies the locations proposed for intersection construction works in 2012 as follows:
 - Southdown Road at Wiseman Court
 - Living Arts Drive / City Centre Drive
 - City Centre Drive at Living Arts Drive and Duke of York Boulevard
 - Burnhamthorpe Road West at Grand Park Drive
 - Ridgeway Drive at Eglinton Avenue West
- A new roundabout is proposed on Hazelton Place at Plantation Place instead of traffic signals

BACKGROUND:

The Intersection Capital Works Program includes funding for the modification of intersections with a focus on improving safety, traffic flow and capacity. These are typically related to the addition of turn

13a)

lanes to improve vehicle capacity or to support the installation of traffic signals; to accommodate cycling and transit; and to reduce conflict for pedestrians and motorists.

COMMENTS:

Six locations are recommended for inclusion in the 2012 Intersection Capital Works Program on the basis of improving traffic flow and for reasons of safety. The recommended locations and improvements are described below and illustrated in Appendices 1-7.

1. Southdown Road / Wiseman Court (Ward 2)

This entails the construction of a left turn lane on Southdown Road for northbound traffic entering Wiseman Court. This will provide safety benefits for turning motorists and improve traffic flow on Southdown Road in the vicinity of Wiseman Court.

2. Living Arts Drive / City Centre Drive (Ward 4)

With the permanent closure of City Centre Drive through Mississauga Celebration Square, the northbound curb lane on Living Arts Drive will be re-designated as a through traffic lane, since right turns are no longer permitted. In order to accommodate two through lanes of traffic north of City Centre Drive, a minor widening is required. It is recommended that the centre traffic median be removed and the pavement markings adjusted to achieve the required width.

3. City Centre Drive at Living Arts Drive and Duke of York Boulevard

The permanent closure of City Centre Drive necessitates lane marking revisions on the road approaching Mississauga Celebration Square in both directions. The closure eliminates the need for a through lane of traffic as only left and right turns are permitted. To accommodate these changes, it is recommended that the cross-sections of both approaches be revised to incorporate a wider centre median, left turn lane, through cycling lane and a right turn lane. Although City Centre Drive is closed to vehicular traffic, cyclist and pedestrian traffic continues to be permitted. The widened medians will be designed to support the placement of two or

three decorative planters that will add aesthetic appeal at the intersections. The planters will be similar to those used in Community Commons Park.

4. Hazelton Place at Plantation Place

Although a multi-lane all-way stop controls traffic at this intersection, there are problems associated with right-of-way which has resulted in some conflict and confusion. In this regard, the Ward Councillor had recommended that the location be considered for the installation of a traffic signal, which would better define right-of-way and ultimately reduce the conflict. In reviewing the location, it was determined that traffic signals are not warranted. However, as it is a very large intersection, it was considered suitable for the construction of a roundabout. The existing right-of-way is sufficient to accommodate a single lane roundabout. This should adequately handle existing and future traffic volumes, while creating a shorter, well defined and safer experience for crossing pedestrians.

5. Burnhamthorpe Road West at Grand Park Drive

Grand Park Drive is identified as an on-road cycling facility within the Cycling Master Plan that, when implemented, will connect the Burnhamthorpe Trail to Webb Drive in the short term and ultimately to Fairview Drive. In order to accommodate the on-road cycling lanes, the island that channels northbound right turning traffic from Grand Park Drive to Burnhamthorpe Road West needs to be reduced by approximately 0.7m (2.5 feet). The reduced island size will not negatively impact traffic but will allow for the painting of the cycling lanes. The street parking on the east side of Grand Park Drive south of Webb Drive will be maintained.

6. Ridgeway Drive at Eglinton Avenue West

Ridgeway Drive is another on-road cycling route identified in the Cycling Master Plan, between Unity Drive and Eglinton Avenue West, across the new Highway 403 flyover. Ridgeway Drive is a "T" intersection with Eglinton Avenue West where a centre median defines north and southbound traffic. In order to accommodate the cycling lanes, the centre median needs to be

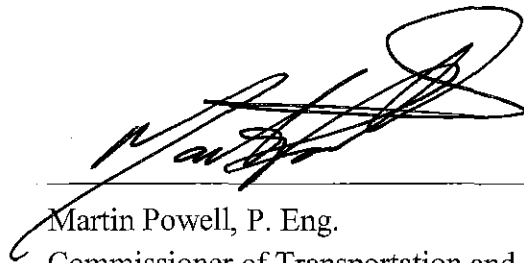
removed. The removal of the median should not impact traffic safety at the intersection.

FINANCIAL IMPACT: Development Charges funding in the amount of \$495,000 is available in PN12-101 to complete these projects.

CONCLUSION: The Transportation and Works Department continues to undertake various improvements to intersections to improve safety and traffic flow as well as accommodate cycling and transit. The recommended 2012 program represents priority locations which will benefit from alterations in keeping with these objectives.

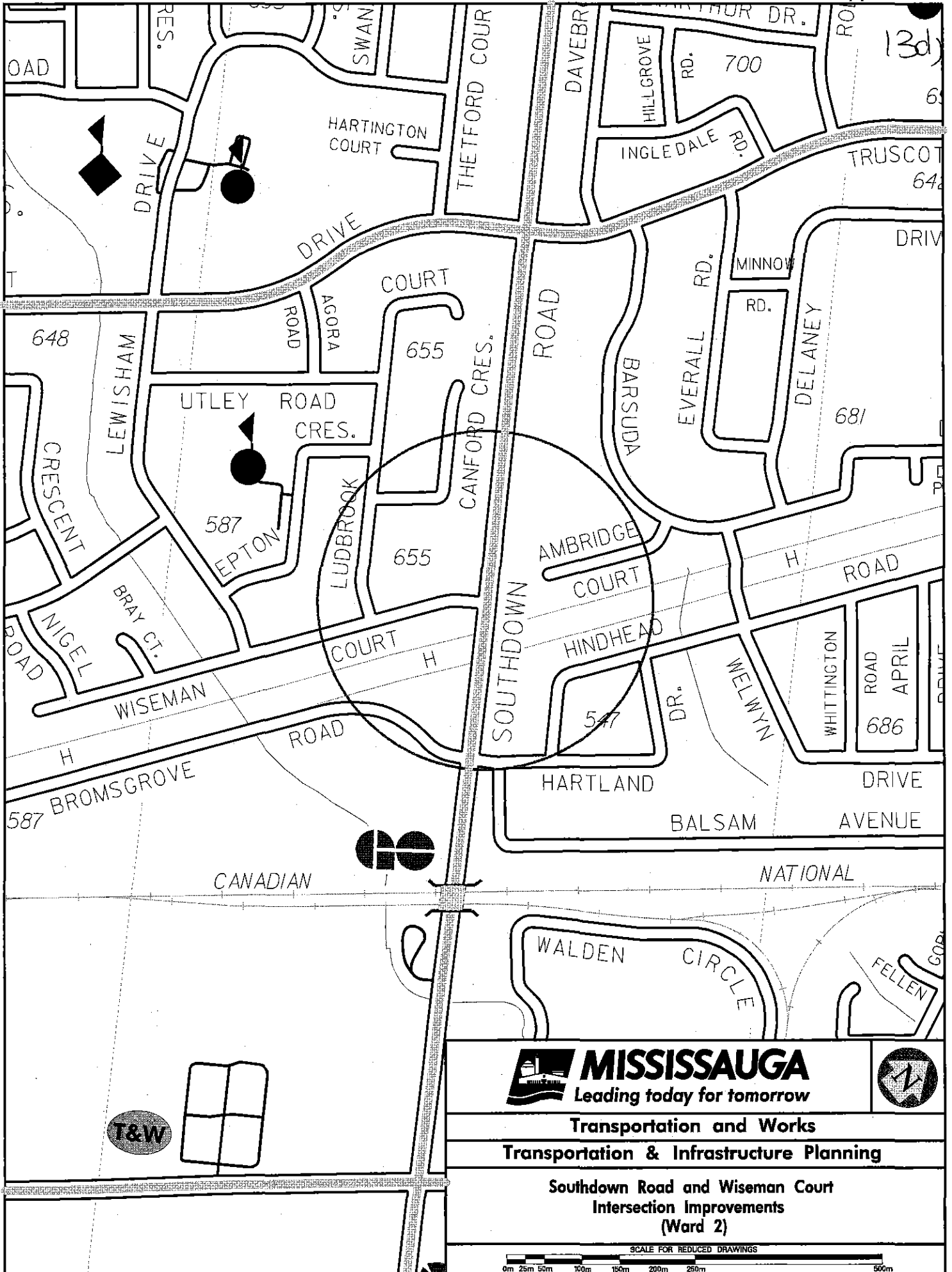
ATTACHMENTS:

- Appendix 1: Southdown Road / Wiseman Court
- Appendix 2: Living Arts Drive / City Centre Drive
- Appendix 3: City Centre Drive – cross section west side
- Appendix 4: City Centre Drive – cross section east side
- Appendix 5: Hazelton Place / Plantation Place - roundabout
- Appendix 6: Burnhamthorpe Road West / Grand Park Drive – cycling lanes
- Appendix 7: Ridgeway Drive / Eglinton Avenue West – cycling lanes



Martin Powell, P. Eng.
Commissioner of Transportation and Works

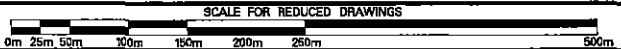
*Prepared By: Steve Barrett
Manager, Transportation Asset Management*

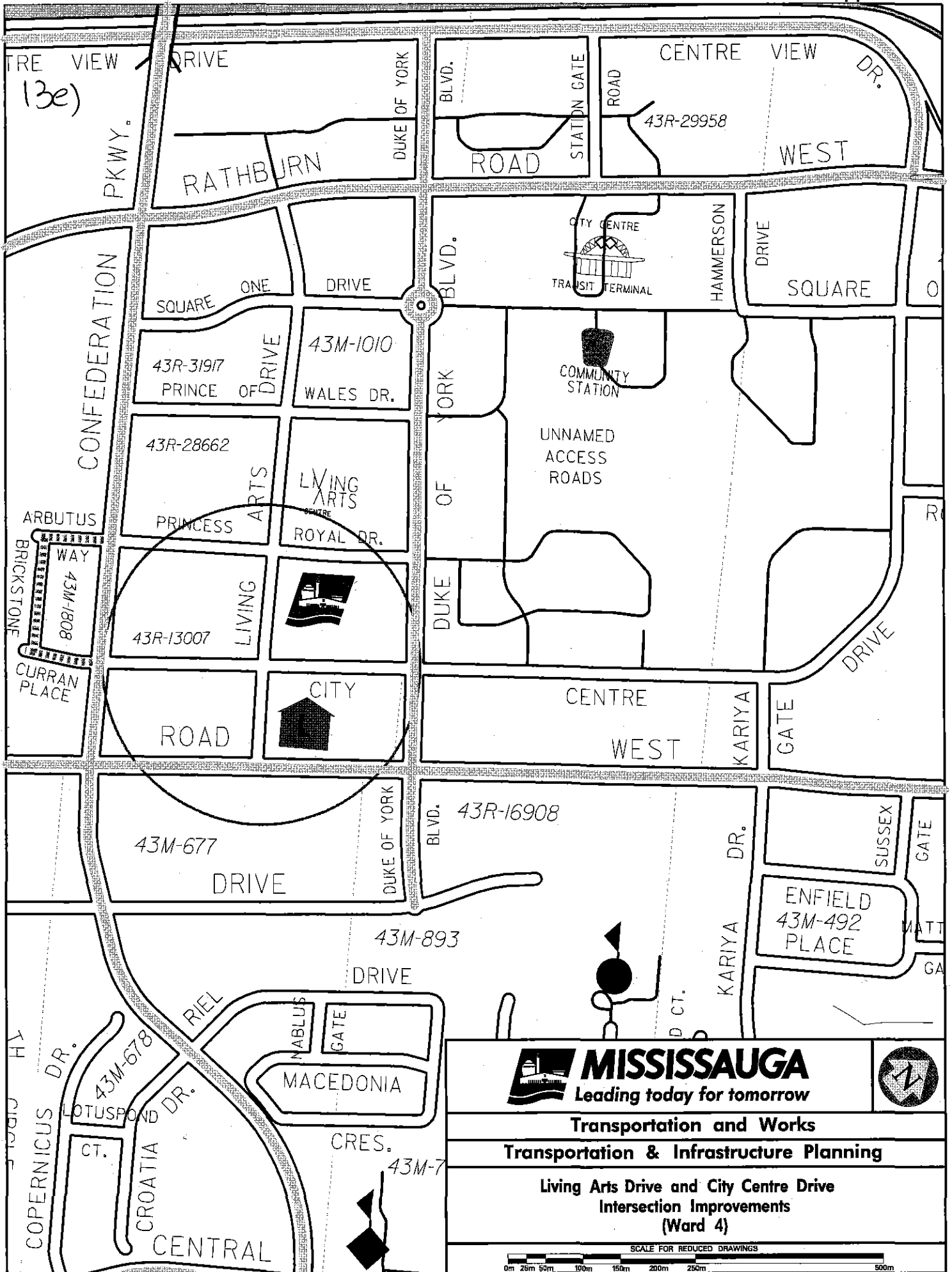


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Southdown Road and Wiseman Court
Intersection Improvements
(Ward 2)





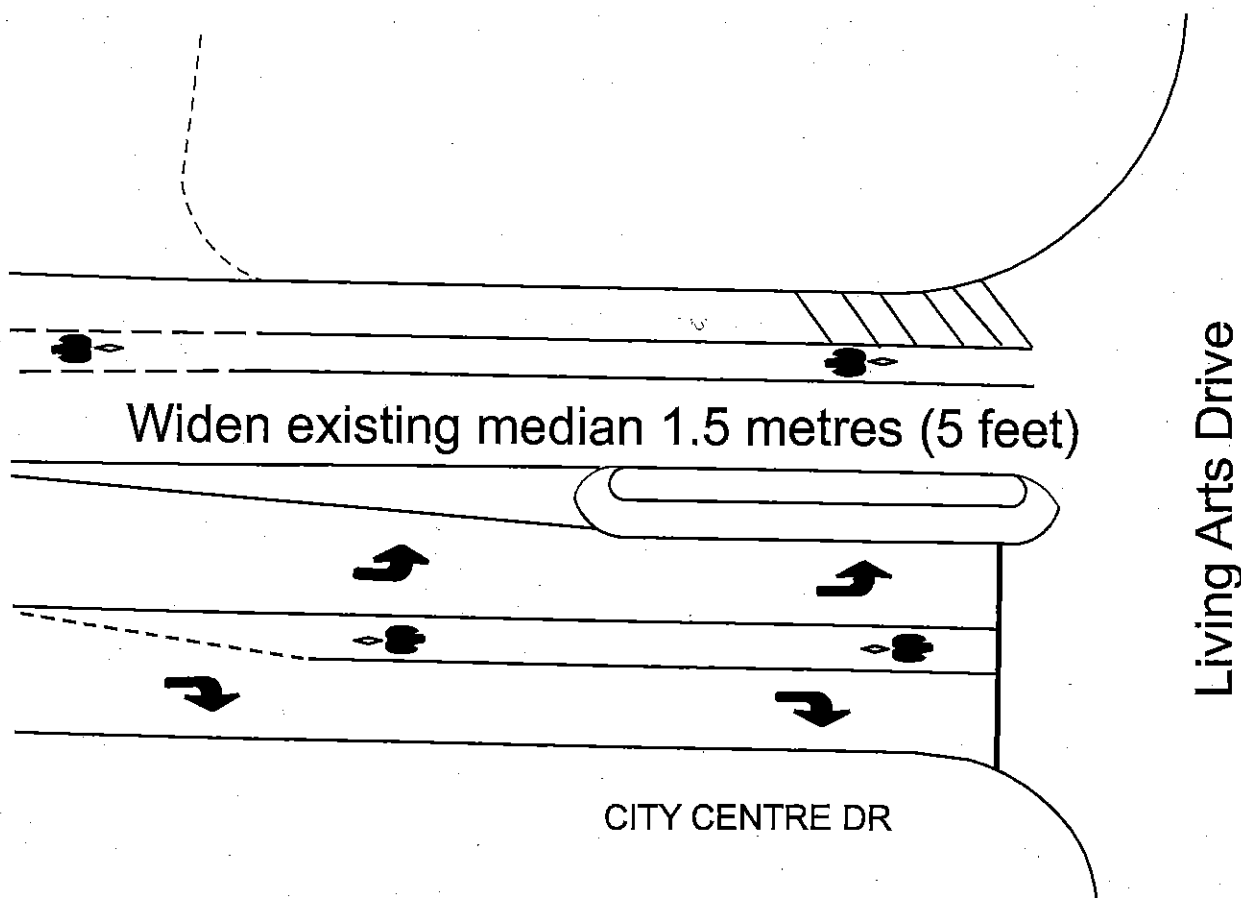
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Living Arts Drive and City Centre Drive
 Intersection Improvements
 (Ward 4)



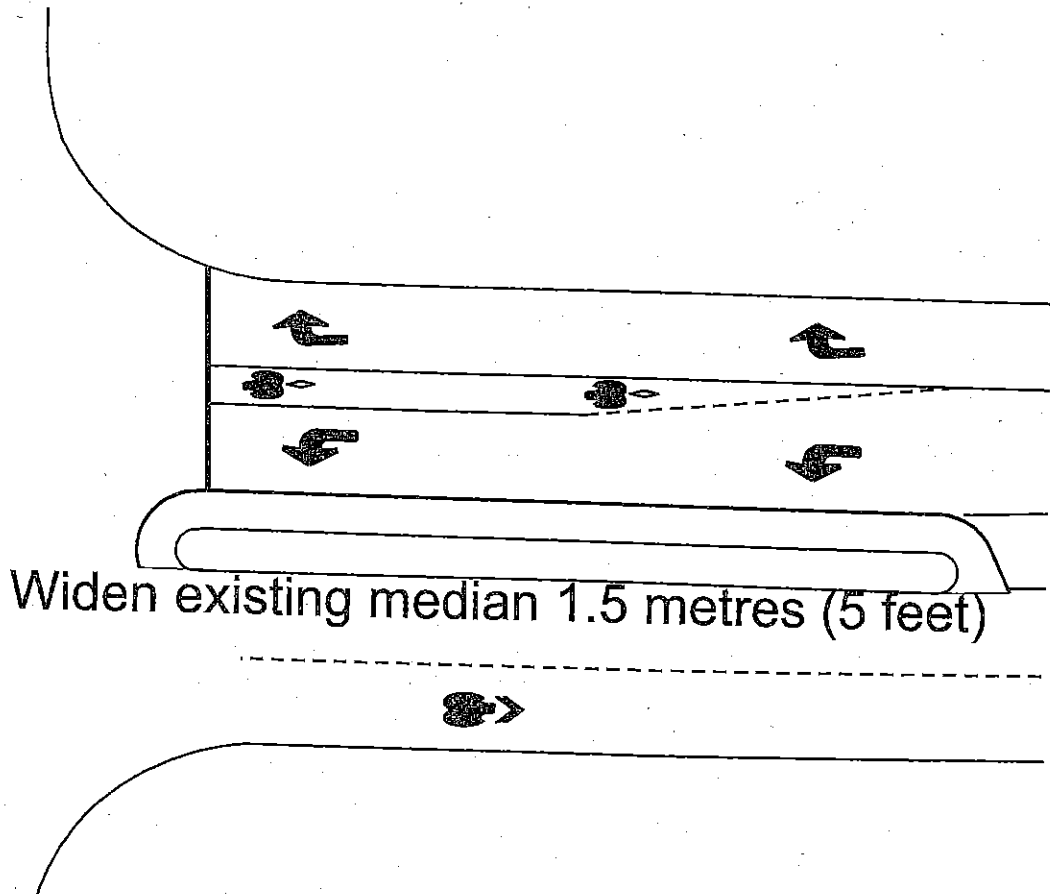
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City Centre Drive Proposed Cross Section (west side of Celebration Square) (Ward 4)	
<small>SCALE FOR REDUCED DRAWINGS</small>	
 0m 8m 15m 31m 46m 62m 77m 154m	

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DUKE OF YORK BOULEVARD



Widen existing median 1.5 metres (5 feet)



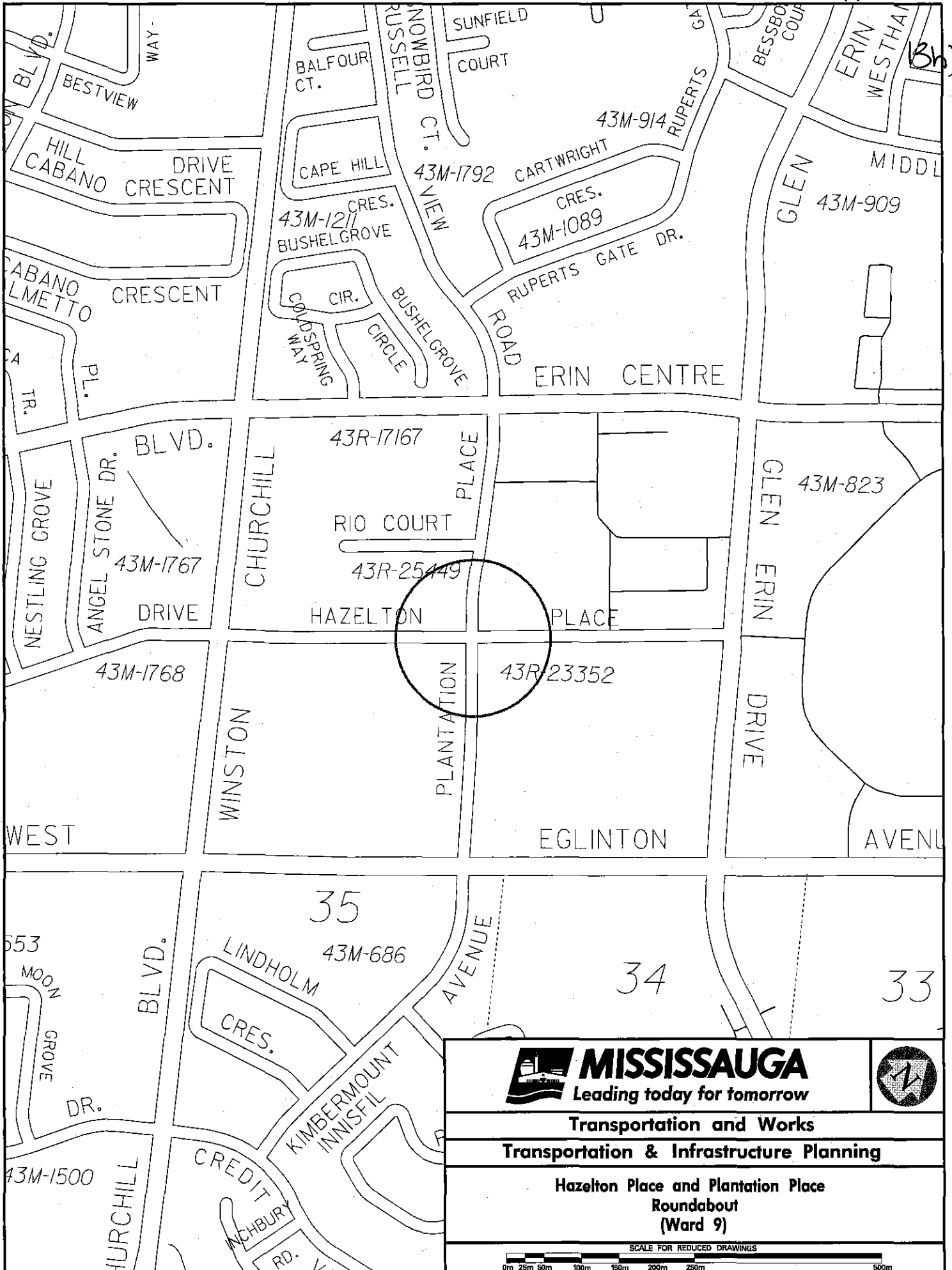
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City Centre Drive
Proposed Cross Section (east side of Celebration Square)
(Ward 4)

SCALE FOR REDUCED DRAWINGS





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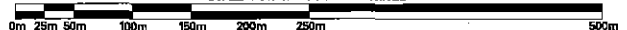


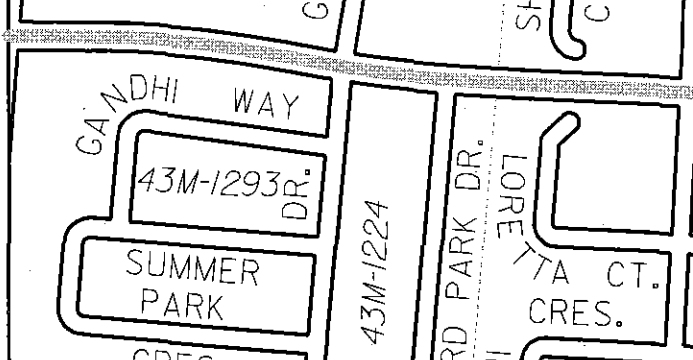
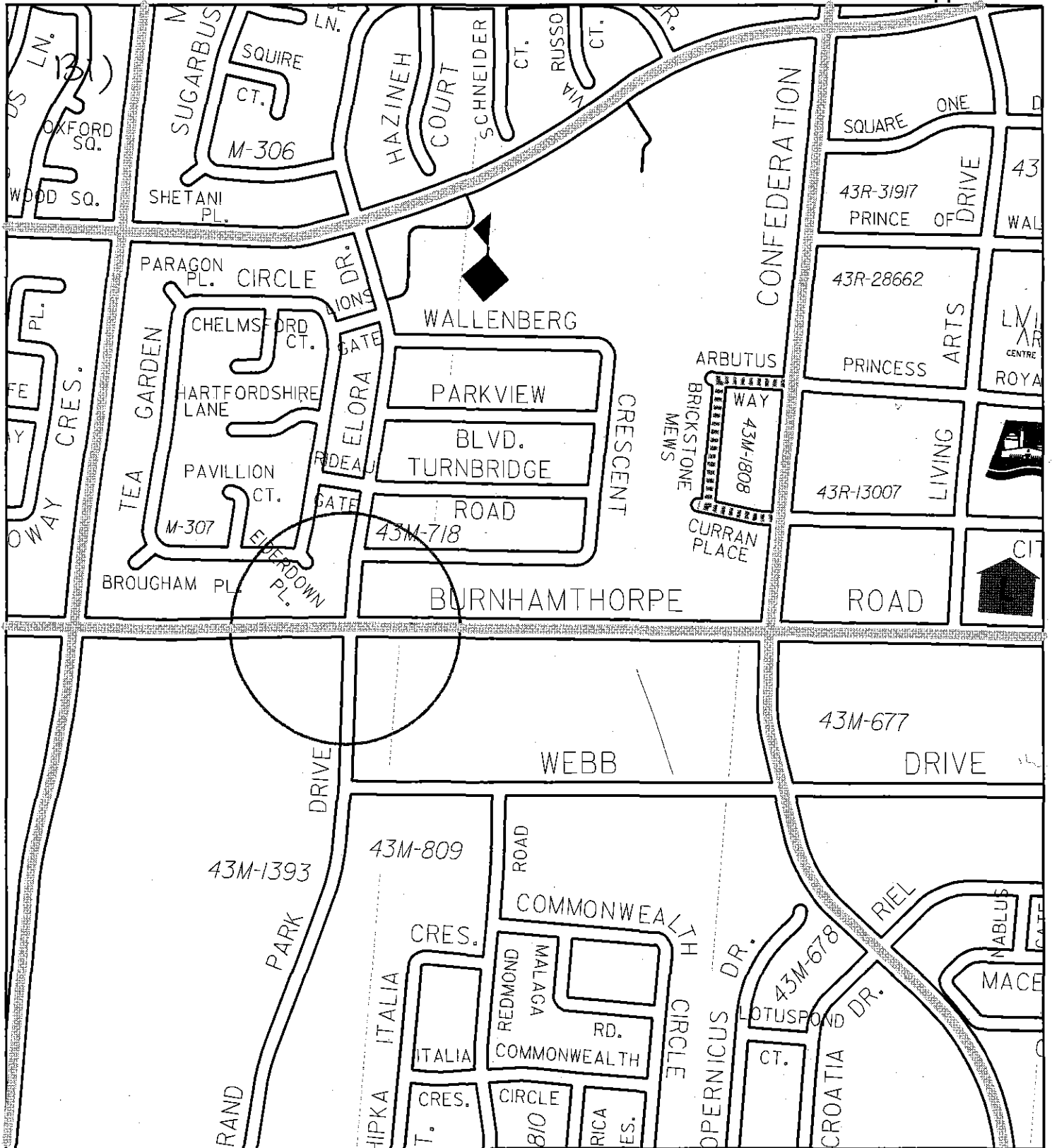
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**Hazelton Place and Plantation Place
 Roundabout
 (Ward 9)**

SCALE FOR REDUCED DRAWINGS







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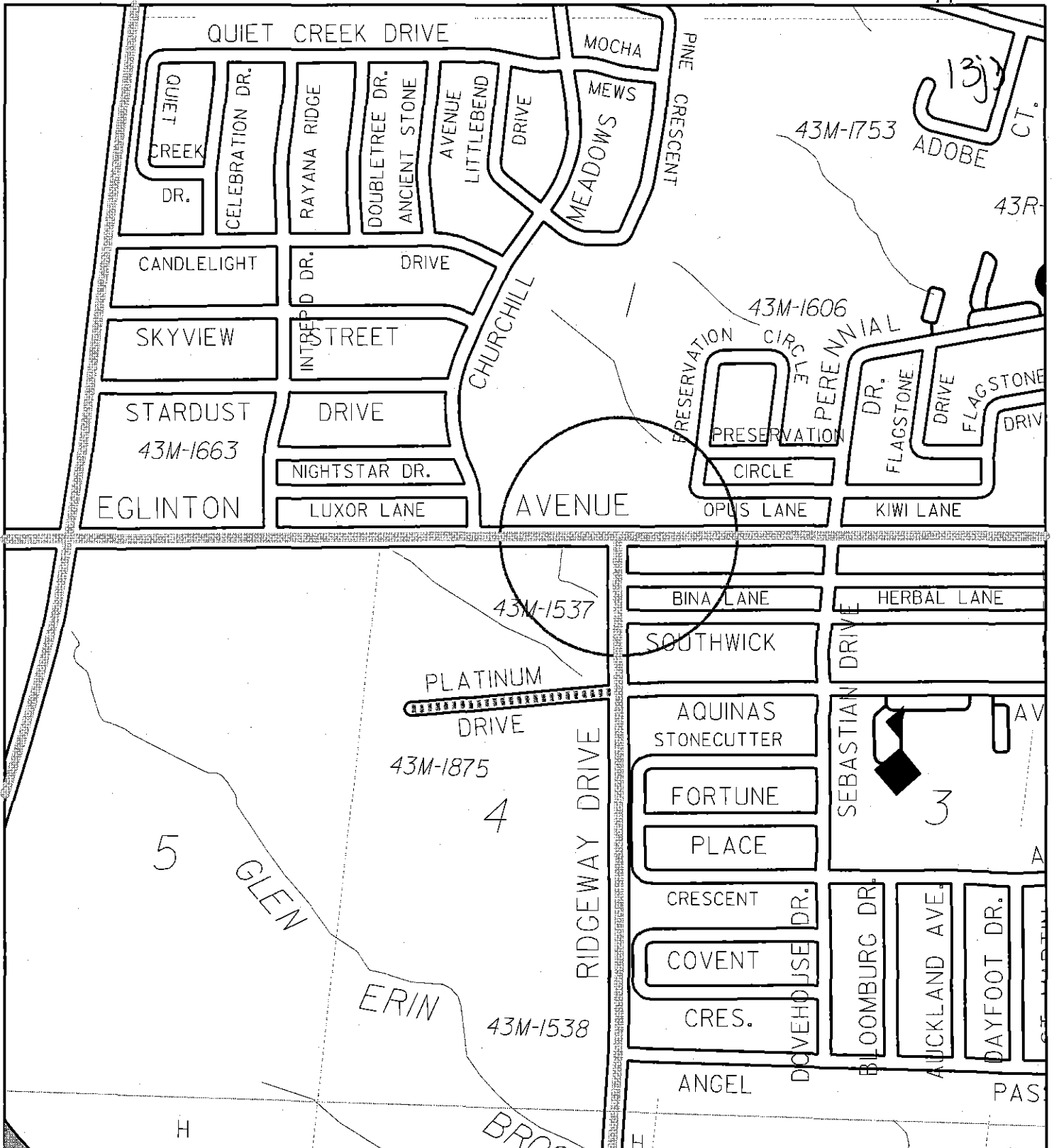
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**Burnhamthorpe Road West and Grand Park Drive
Intersection Improvements (cycling)
(Ward 7)**

SCALE FOR REDUCED DRAWINGS







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**Ridgeway Drive and Eglinton Avenue West
Intersection Improvements (cycling)
(Ward 8)**

SCALE FOR REDUCED DRAWINGS





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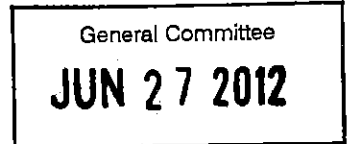
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DATE: June 4, 2012

TO: Chair and Members of General Committee
Meeting Date: June 27, 2012

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

SUBJECT: **2012 Post-Top Streetlighting Replacement Program
(Wards 7 and 8)**



RECOMMENDATION: That the proposed 2012 Post-Top Streetlighting Replacement Program, as outlined in this report dated June 4, 2012, from the Commissioner of Transportation and Works be approved.

BACKGROUND: The Capital Budget provides for the replacement of obsolete post-top streetlights. Post-top replacement throughout the City is scheduled through a 10-year program. For 2012, the streets scheduled for post-top streetlight replacement are located within Ward 7 and 8.

COMMENTS: The existing post-top streetlighting needs to be replaced as they are obsolete and the cost to maintain them is rising as spare parts for repair are difficult to source. As well, the lighting levels provided by these lights do not meet the current light level and uniformity requirements established by City standards.

These lights will be replaced with the standard concrete poles and LED streetlight luminaires unless the residents select to fund the decorative upgrades.

The streets scheduled for post-top replacement for 2012 by Ward are as follows:

Ward 7

Streetlighting on the entire length of the following streets will be rebuilt

- Cherry Post Drive
- Corbin Court
- Kingsberry Crescent
- Palisander Avenue

Ward 8

Streetlighting on the entire length of the following streets will be rebuilt

- Delfi Road
- Frankston Road
- Hortense Road
- Roblo Road
- Tallmast Crescent
- Trevor Court
- Windjammer Road


FINANCIAL IMPACT: A gross amount of \$1,416,667 was approved in the 2012 Capital Budget for streetlighting. The proposed post-top replacement will be funded from a portion of this budget and is estimated to cost \$0.99M.

CONCLUSION: Eleven (11) streets are proposed for post-top streetlighting replacement and these projects will be funded from the approved 2012 Streetlighting Capital Budget.

ATTACHMENTS: Appendix 1: Streetlighting Post-top Rebuild – Cherry Post Drive and Corbin Court
Ward 7

Appendix 2: Streetlighting Post-Top Rebuild – Kingsberry
Crescent and Palisander Avenue
Ward 7

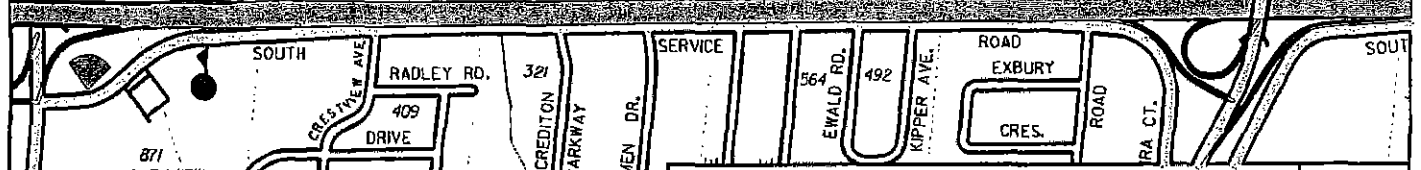
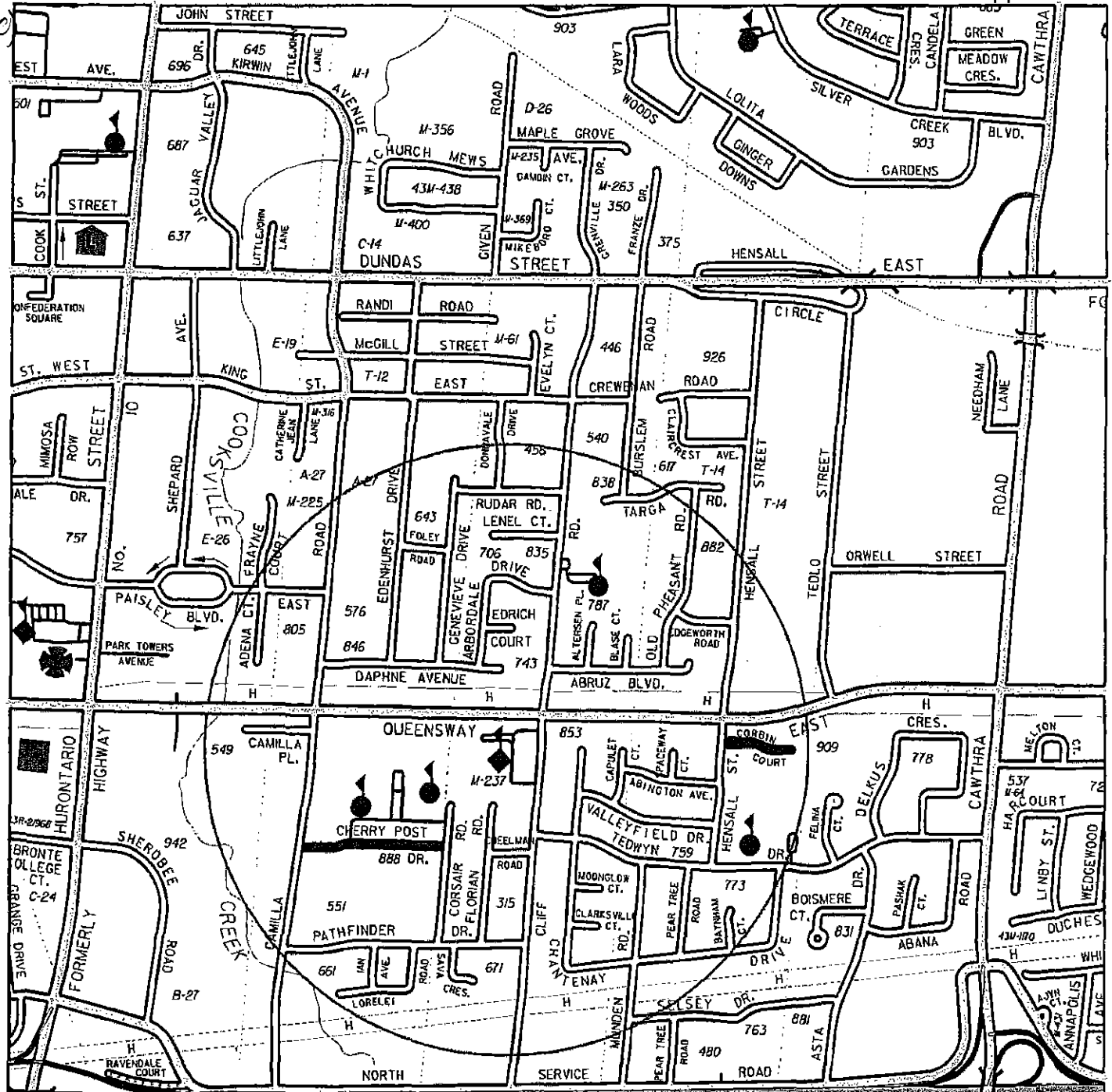
Appendix 3: Streetlighting Post-top Rebuild – Delfi Road,
Frankston Road, Hortense Road, Roblo Road,
Tallmast Crescent, Trevor Court and Windjammer
Road
Ward 8



Martin Powell, P.Eng.
Commissioner of Transportation and Works

Prepared By: Eric Menezes, C.E.T, Supervisor, Streetlighting

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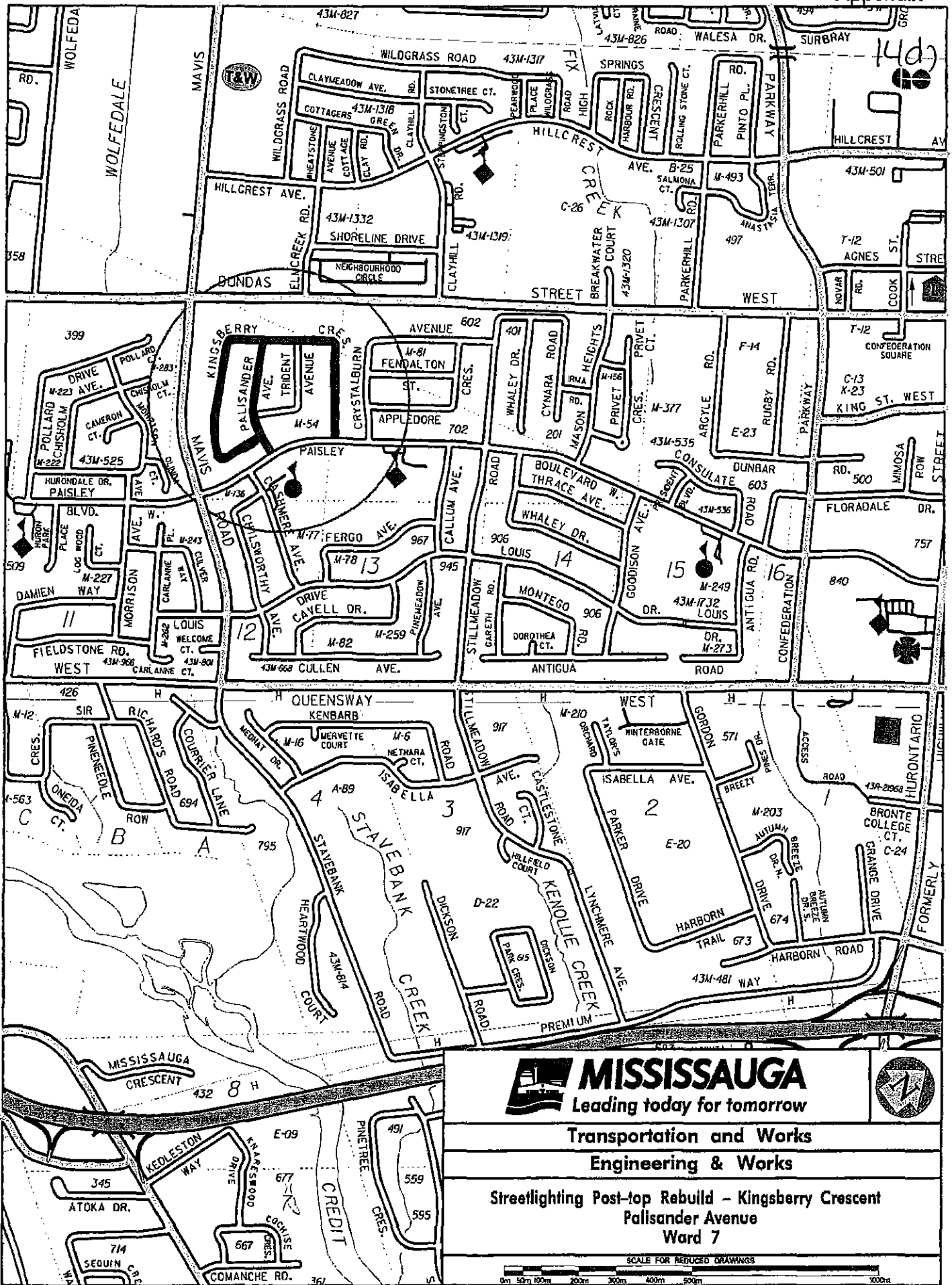
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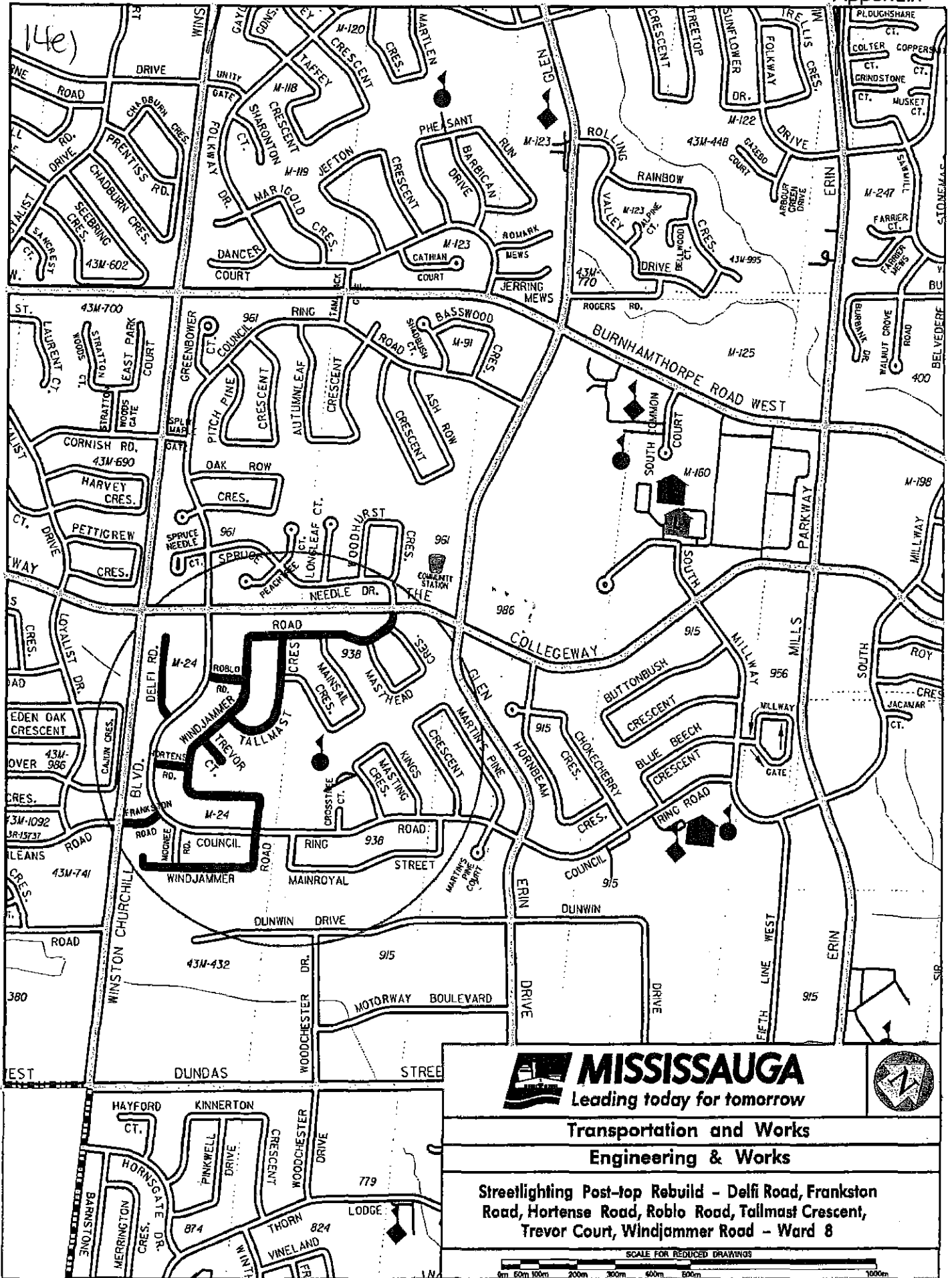


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Streetlighting Post-top Rebuild - Cherry Post Drive,
 Corbin Court
 Ward 7







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 Engineering & Works**

Streetlighting Post-top Rebuild - Delfi Road, Frankston Road, Hortense Road, Roblo Road, Tallmast Crescent, Trevor Court, Windjammer Road - Ward 8





Corporate Report

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15.

DATE: June 12, 2012

TO: Chair and Members of General Committee
Meeting Date: June 27, 2012

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

SUBJECT: **Full Service Food Trucks Pilot Project**

General Committee
JUN 27 2012

- RECOMMENDATION:**
1. That a pilot project consisting of six full service food trucks be implemented for a period of six months subject to the conditions and the selection process outlined in the report to General Committee titled "Full Service Food Trucks Pilot Project" from the Commissioner of Transportation and Works, dated June 12, 2012; and
 2. That staff report to Council at the conclusion of the pilot project.

**REPORT
HIGHLIGHTS:**

- This report addresses the request received from the mobile food industry for full service food trucks and proposes a pilot project for a period of six months. Included in the report are a series of conditions and the selection process to be followed.

BACKGROUND:

In 2011 Alyssa Tangerine approached staff about operating a full service food truck in Mississauga. Concerns were raised with regard to the operation which requires greater time to set-up, perform sales and clean-up than permitted under the Vehicle Licensing By-law 520-04, as amended, Section 50(1)(b). In 2012 Ms. Tangerine again approached staff to look into the possibility of amending the by-law

particularly as the mobile restaurant industry evolves with the advent of social media. The movement to restaurants on wheels has become prevalent throughout North American. Research shows that many cities throughout the United States and Canada are moving towards this type of operation to meet people's demand for healthier and fresher eating options in a very fast paced society.

The City of Calgary has recently moved forward with a "Full Service Food Vehicle Pilot Project". The project sets out criteria that states only trucks can be used, sales are prohibited in residential zones, the truck cannot be used for food delivery and has a maximum time limit per location of four hours. The project garners support through social media as it allows the vender to inform their clientele of their current location.

The City of Hamilton is considering an aggressive by-law with numerous conditions permitting full service food trucks to operate on city streets and private property. Hamilton's proposed by-law permits full service food trucks to operate on residential local roads for no longer than 15 minutes and on any other roads for no longer than 3 hours.

The municipalities of Toronto and Vaughan are still in the investigative stage.

COMMENTS:

The Full Service Food Truck industry is relatively new and is representative of the emerging culture. The lifestyle and pace of today's society is fast and constantly on the move. The culture of today is one of healthier eating habits with a push toward freshly prepared food. Currently many refreshment trucks serve food that has been prepared and allowed to sit on heating elements for extended periods of time. While refreshment carts provide a fresher product, they have a limited selection. The emerging trend is to give people a larger selection of foods which are freshly prepared while the customer waits.

Definition:

For the purpose of this pilot project, a Full Service Food Truck means a mobile truck that is self contained and has the appropriate equipment for the type and method of food preparation and has a menu of multiple food items that are freshly prepared while the customer waits.

Conditions:

In order for the pilot project to go forth, it is recommended that the following conditions be fulfilled:

- a) That the project be exempt from the provisions of the Vehicle Licensing By-law 520-04, as amended, Section 50:
 1. *A Refreshment Vehicle Driver licensed under this by-law shall not offer for sale or sell Refreshments to the public from a Refreshment Vehicle:*
 -
 - (b) which is parked at one location on private property with the Owner's permission for more than 30 minutes in any one hour period.*

The pilot project permits the exempted vehicles a maximum four hours to set up, perform sales and clean up.

- b) That the full service food truck owner provide proof of an inspection by the Technical Safety Standards Authority (TSSA).
- c) That the project be restricted to performing business in an industrial/commercial area with a minimum 500 meter (1,640 feet) separation from any fixed location eatery business.
- d) That the full service food truck owner supply a detailed, to scale site plan, showing the location of the truck, roads, entrances and buildings.
- e) That the full service food truck owner provides written consent from the property owner with details of the hours of operation, location and duration as well as written consent from the local Business Improvement Association, if applicable.

- f) That the full service food vehicle be in compliance with all other sections of the Vehicle Licensing By-law 520-04, as amended.

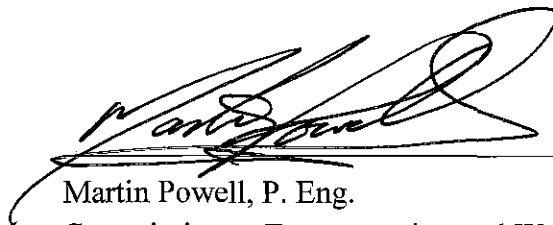
Selection:

For the six month pilot project, a maximum of six full service food trucks will be selected through an open public lottery system. Information regarding the lottery will be advertised through various mediums inviting vendors to submit their application for participation. In order to qualify for participation in this pilot project, all conditions, as outlined in this report, must be met.

FINANCIAL IMPACT: Not Applicable.

CONCLUSION:

Staff believe that a pilot project would be beneficial in areas of the City where individuals do not have access to prepared food options, either because of the geographical location or transportation and time restrictions. Further, the pilot project will keep the City of Mississauga current with emerging trends. Staff propose to proceed with a pilot project for the licensing of six full service food trucks for a period of six months. Upon the completion of the six month pilot project a report will be presented to Council.



Martin Powell, P. Eng.
Commissioner, Transportation and Works

Prepared By: Daryl Bell, Manager, Mobile Licensing



Corporate Report

Clerk's Files

Originator's Files

DATE: June 11, 2012

TO: Chair and Members of General Committee
Meeting Date: June 27, 2012

General Committee
JUN 27 2012

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

SUBJECT: **Award of Contract for the Public Artwork in the Bus Rapid Transit Stations Ref. FA.49.655.12**

RECOMMENDATION: That the Purchasing Agent be authorized to enter into agreements with Panya Clark Espinal for the supply of various art work pieces for Bus Rapid Transit Stations in the estimated amount of \$425,000.

REPORT HIGHLIGHTS:

- The artwork budget was approved as part of the BRT project.
- A Request for Pre-Qualification was issued to hire an artist to develop an art concept for the BRT. Five artists were pre-qualified by a jury of arts professionals.
- The artist, Panya Clark Espinal, was selected by the Art Selection Committee to create an art concept. Now the City wants to hire her to oversee and deliver the artwork's design development, fabrication and installation.
- Hiring the artist for the full scope will assist the City in containing the artwork's costs and assure quality results.

BACKGROUND:

The following summarizes the BRT public art project to date:

- April 2009: The budget for the artwork was approved as part of the BRT project.
- May 2009: A Request for Pre-Qualification (FA.49.594.09) was issued to hire an artist to develop an art concept for the BRT. An Artist Selection Jury of three arts professionals reviewed 22 submissions and pre-qualified five artists.
- August 2009: A Request for Proposals (FA. 49.836.09) was issued to the pre-qualified artists. Panya Clark Espinal was selected by the BRT Art Review Committee which consisted of arts professionals, Transportation and Works and Culture staff.
- October 2010: The BRT Art Review Committee approved the artwork's design. The artist's design concept was presented to the City's Leadership Team (LT). LT unanimously agreed the artwork will positively contribute to creating a distinct identity for the City and the BRT.
- January 2012: The artist's design concept was presented to Council during an education session on public art.

The City of Mississauga is committed to the establishment of a Public Art Program. Public art's importance in the future development and identity of the City is referenced in the Arts Review Task Force Report, the Strategic Plan, the Culture Master Plan and the Draft 2010 Mississauga Official Plan. On July 7, 2010, Council gave their approval for the Framework for a Public Art Program.

The Culture Master Plan Recommendation 41 states that the Culture Division work with City departments to create opportunities for artists to contribute to the design of public infrastructure projects at an early stage. The recommendation specifically references the Mississauga BRT Project as one of these opportunities.

The artwork designed for the BRT stations will:

- improve the rider experience;
- contribute to public transit becoming a desirable choice of travel;
- help to make the stations distinct and memorable places;
- use colour and themes to assist with way-finding in each station;
- make the BRT distinct from other public transit in the GTA.

PRESENT STATUS:

Panya Clark Espinal, the selected artist has created a design concept. It would now be prudent for the City to establish a contract with Panya Clark Espinal to oversee and deliver the development, fabrication and installation of the artwork design that has been approved. As the artist, Panya Clark Espinal holds the copyright and intellectual property rights to the concept she has developed for the BRT stations, we cannot hire another artist to oversee the realization of this art concept.

The artwork's fabrication is a creative custom process. The artwork needs to be developed and refined between the artist and the foundry that will fabricate the bronze elements. Therefore, a set of construction documents to put out to tender would be difficult to establish. Also, a Request for Proposals or tender would not result in a competitive price or good quality of vendors as there is a scarcity of vendors to fabricate large-scale artwork, particularly in bronze, one of the main materials in the approved design concept.

COMMENTS:

Under the circumstances there is reasonable justification for a single source contract for the artist to oversee and deliver the design development, fabrication and installation of the artwork for the BRT stations for the following reasons:

- The artist holds the copyright and intellectual property rights for the approved artwork design.
- The artist has the specialist knowledge required to oversee the design, fabricate and installation of large-scale artwork in a new transit system. The artist was selected through a competitive open process from a pool of 22 applicants for this project. The artist has previous experience delivering a public art project in a Toronto Transit Commission station.

- There is a need to control the output and installation schedule of the artwork over a five-year period to coincide with the completion of the BRT stations (estimated late 2013 to 2015).
- There is a scarcity of supply of quality fabricators for custom bronze artwork. The artist has developed long-standing relationships with foundries that will ensure we can meet our schedule, achieve excellent results and good value for money.
- Schedule "A" section 1(A)(iii) to the Purchasing By-law 374-06, as amended, meets the by-law criteria for a single source purchase from Panya Clark Espinal. The goods and/or services are only available from one supplier by reason of the existence of exclusive rights such as a patent, copyright or license.

STRATEGIC PLAN:

The Public Art planned for the Bus Rapid Transit stations will contribute to the Strategic Plan:

Under the pillar "Connect" public art will assist in realizing the following strategic goal: Create Great Public Spaces. Public art can be used to give places identity and can be a tourist draw.

Under the pillar "Move" public art in the BRT will contribute to making transit a desirable choice by improving the rider experience and will assist with way-finding.

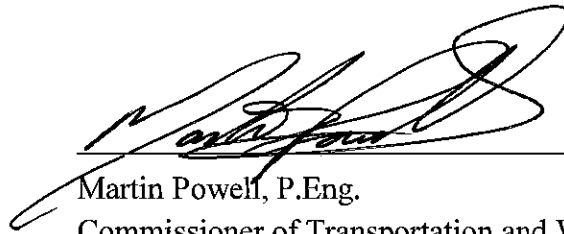
Also, public art installations are one of the Cool Indicators identified in the Action Plan for Our Future Mississauga: "Number of public art installations will track growth in the arts".

FINANCIAL IMPACT:

The cost to deliver the design development, fabrication and installation of the artwork for the BRT stations is included in the project approved capital funding envelope. The estimated contract value will be \$425,000.

CONCLUSION:

It is recommended that a single source contract to oversee and deliver the design development, fabrication and installation of artwork for the Bus Rapid Transit (BRT) stations be awarded to artist Panya Clark Espinal as it will provide value for money by helping to contain costs and to ensure quality is delivered.



Martin Powell, P.Eng.
Commissioner of Transportation and Works

Prepared By: Helena Grdadolnik, Public Art Coordinator



Corporate Report

Clerk's Files

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MG.23.REP

17.

DATE: June 11, 2012

TO: Chair and Members of General Committee
Meeting Date: June 27, 2012

General Committee

JUN 27 2012

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

SUBJECT: **Mississauga Bus Rapid Transit (BRT) Project – Canada Strategic Infrastructure Fund (CSIF) Agreement Amendment and Procurement #FA.49.315-12 (Wards 3 and 4)**

- RECOMMENDATION:**
1. That a by-law be enacted to authorize the Mayor and the Clerk to execute on behalf of the City, an amending agreement to amend the current agreement with Her Majesty in Right of Canada as represented by the Minister of Transport, Infrastructure and Communities under the Canada Strategic Infrastructure Fund Act for the Mississauga Bus Rapid Transit (BRT) Project, in a form satisfactory to Legal Services.
 2. That the Mississauga Bus Rapid Transit (BRT) Project Contract #2 update provided in the report to General Committee dated June 11, 2012 entitled, "Mississauga Bus Rapid Transit (BRT) Project – Canada Strategic Infrastructure Fund (CSIF) Agreement Amendment and Procurement #FA.49.315-12", be received for information.

REPORT

HIGHLIGHTS:

- The Canada Strategic Infrastructure Fund (CSIF) Agreement between Canada and the City requires an extension of the end date in order to ensure subsidy funding.

- Dufferin Construction Company submitted the lowest bid for the Mississauga Bus Rapid Transit (BRT) Contract #2 and will be awarded the contract.

BACKGROUND:

The Mississauga BRT Project will see the creation of a high-efficiency east-west corridor across Mississauga which will run along the Highway 403, Eastgate Parkway and Eglinton Avenue corridors connecting Winston Churchill Boulevard in the west to Renforth Drive in the east.

The Mississauga BRT Project is a cooperative effort between the City of Mississauga, GO Transit, the Province of Ontario and the Federal government.

The Mississauga BRT East infrastructure is being tendered in three separate contracts:

- Contract #1 – Mississauga City Centre to Fieldgate Drive
- Contract #2 – Fieldgate Drive to Etobicoke Creek
- Contract #3 – Etobicoke Creek to Renforth

Contract #1 is currently being constructed. Contract #2 has been tendered and is expected to be awarded in early July, 2012.

COMMENTS:**Canada/Mississauga Canada Strategic Infrastructure Fund (CSIF) Agreement**

The current agreement between Canada (Federal government) and the City provides details concerning Canada's contribution under the Canada Strategic Infrastructure Fund (CSIF) to the City for their segments of the BRT project. The agreement covers costs incurred after March 6, 2007, and before March 31, 2013. The BRT Project has experienced some delays and the expected completion date is now the end of 2014 with a commissioning and start of operations in the spring of 2015.

In order to enable the full agreed to cost share, the Canada Mississauga agreement needs to be amended to extend the end date. City staff has discussed this matter with representatives from Canada and propose a new end date of March 31, 2016 to accommodate final completion of all contracts.

Construction Contract #2:

In April 2012, tenders were publicly advertised for the construction of the BRT Segment 2 (Contract #2). Thirty-one (31) vendors picked up documents, six (6) of whom are estimated to be large enough to do the work, and five (5) vendors submitted bids as follows:

<u>Name</u>	<u>Amount</u>
Dufferin Construction Company	\$64,619,566.18
Bot Construction	\$74,226,463.00
AECOM Infrastructure Group	\$79,357,254.66
B. Gottardo Construction Ltd.	\$79,794,950.70
Dagmar Construction Inc.	\$90,299,962.69

Dufferin Construction Company, a Division of Holcim (Canada) Inc. (Dufferin) submitted the lowest bid. Their documents have been reviewed by the consultant, McCormick Rankin Corporation (MRC), and staff, and their bid is considered compliant. Therefore, the award is being processed to this company.

Approvals and permits are in place for Contract #2. There are still numerous utilities that must be relocated, but on feedback from the utilities, it is not anticipated that any significant delays will occur.

STRATEGIC PLAN: The development of rapid transit infrastructure is consistent with the following Strategic Pillars for change, goals and actions put forth in the City's Strategic Plan:

MOVE: Developing a Transit Oriented City

- Connect Our City
 - Action 5: Provide alternatives to the automobile along major corridors
 - Action 7: Create mobility hubs
- Increase Transportation Capacity
 - Action 14: Implement transit priority measures
- Direct Growth
 - Action 19: Accelerate the creation of a higher-order transit infrastructure

FINANCIAL IMPACT: The amendment to the Canada/Mississauga CSIF Agreement does not impact the original financial arrangement.

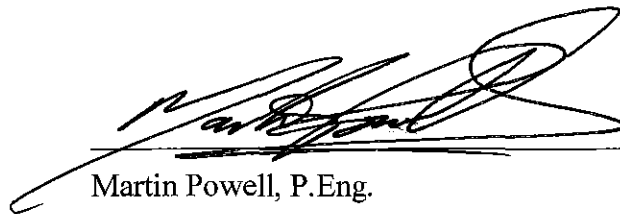
With regard to the project Capital budget, the Contract #2 tender results were in line with engineers estimates. At this time based on current engineers' estimates, sufficient funding has been identified in the 2012 Capital Budget and Forecast to fund Contract #3.

The City's 2012 Capital Budget and Forecast included \$249 million (Gross) for the construction of BRT East infrastructure. GO Transit is responsible for funding the segment of BRT East between Sherwoodtowne Boulevard and Cawthra Road. As per the federal funding agreement, the City is responsible for contributing one third of the remainder of BRT East infrastructure costs plus any cost escalation pressures above the original funding agreement.

CONCLUSION:

This report is seeking the approval for the Mayor and City Clerk to execute an amending agreement to the current CSIF agreement with the government of Canada.

The BRT Construction Contract #2 is expected to be awarded in July 2012 to Dufferin Construction Company – A Division of Holcim (Canada) Inc. (Dufferin).



Martin Powell, P.Eng.
Commissioner of Transportation and Works

*Prepared By: Andy Harvey, MBA, P.Eng., PMP
Manager, Rapid Transit and Parking*



Corporate Report

Clerk's Files

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18.

DATE: June 8, 2012

TO: Chair and Members of General Committee
Meeting Date: June 27, 2012

General Committee

JUN 27 2012

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

SUBJECT: **Authorization to Commit to Procure 2013 Replacement Buses in 2012, Prior to Capital Budget Approval, Procurement File Ref: FA.49.692-12**

RECOMMENDATION: That the Purchasing Agent be authorized to execute a contract (or contracts) for the supply of ten 60-foot clean diesel articulated MiLocal standard style low floor buses and fourteen 40-foot clean diesel MiExpress BRT style low floor buses required under the 2013 bus replacement strategy, in the fall of 2012, prior to final approval of 2013 capital funding.

**REPORT
HIGHLIGHTS:**

- Supply of buses takes upwards of 12-15 months due to scheduling and manufacturing lead times. Funding for the 2013 planned replacements will not be approved until at least December 2012. Suppliers will not accept orders contingent upon future funding approval so purchase order commitments must be firm. Therefore the purpose of this report is to secure approval for the Purchasing Agent to issue firm purchase order(s) in the fourth quarter (Q4) of 2012, after the procurement process has been completed but before the 2013 Capital Budget has been approved. (It should be noted that Council approved this approach in 2010 and 2011 for the 2011 and 2012 purchases respectively).

BACKGROUND:

Mississauga Transit has a well established bus retirement and replacement program. The existing bus replacement plan, which is based on a twelve year life cycle for low floor buses, allows Mississauga Transit to maintain on-street reliability and contain maintenance costs. Customers benefit from safe and reliable buses that comply with the latest environmental and accessibility legislation.

Current lead times for standard diesel buses are twelve months and require that an order be confirmed well ahead of the required delivery date. The pre-approval of bus orders by Council over the last several years has allowed Mississauga Transit to replace old buses with new, fully accessible low floor buses ensuring reliable and cost effective service to residents.

COMMENTS:

This procurement is for replacement buses only and would see all twenty-four 2001 model buses replaced. The fourteen 40-foot buses in the old orange (local) livery will be replaced with BRT style blue (MiExpress) variants to meet the future demand for this service type.

A review of the current bus replacement strategy was conducted in 2011/12. The review will recommend life cycle changes for bus fleet replacements starting in 2015. These changes will be brought forward in the 2013-16 Business Plan and Budget.

In the interim staff recommend proceeding with the 2013 Bus Acquisition Plan. The approved 2012–2021 Capital Plan contemplates the replacement of twenty-four buses in 2013 as follows:

- Fourteen replacement 40-foot buses (clean diesel BRT style low floor buses).
- Ten replacement 60-foot buses (clean diesel standard style low floor buses).

Buses must be ordered in 2012 in order to be received in 2013. Since this is before the 2013 Budget will have been approved, the Purchasing By-law requires Council approval to be obtained to execute the order(s), once the procurement process(es) have been completed and the successful supplier(s) selected.

In the unusual event that the total purchase order value for the twenty-four buses exceeds the funding approved as a result of the 2013 Budget process, then depending upon the amount approved, either a smaller number of buses will be purchased or staff will report back to Council.

Metrolinx Transit Procurement Initiative

The City of Mississauga has not participated in this initiative to date. Given the large numbers of buses ordered since 2007 we were able to achieve better unit pricing as manufacturers were able to plan long production runs. As our volumes decline, it may make sense for the City to join this initiative however for 2013 there is no program for articulated 60-foot buses and Metrolinx has never placed an order for BRT style buses.

2013 Replacement Buses

The emissions profile of the 2001 model sub-fleet is considerably higher than that of buses delivered in 2010 and beyond. The replacement buses have 96% lower emissions of NOx and produce 80% less particulate matter. New vehicles employ lighter materials which help lower fuel consumption and operating costs, as well as contributing to reduced emissions.

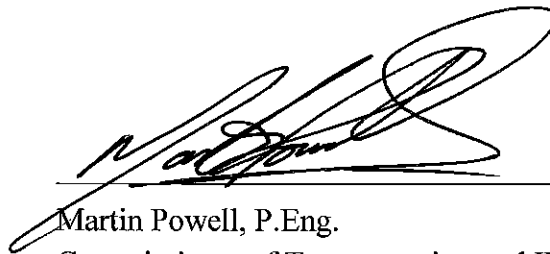
The timely replacement of these buses will avoid higher operating costs. The articulated 60-foot buses are in high demand and have accumulated an average of 707,000 service km and can be expected to travel 850,000 km by the time they are replaced. The 40-foot buses have a different usage profile but are likely to average 640,000 km at retirement. These vehicles lack the corrosion protection available to the newer buses and are likely to fail MTO inspections in the next few years requiring extensive and time consuming body work. As the average time to repair can exceed two months this leads to significant periods of unavailability for this sub-fleet.

STRATEGIC PLAN: The Bus Replacement Plan supports the development of a transit oriented city by maintaining a fully accessible fleet of low floor buses that are reliable and cost effective to operate. Converting fourteen (14) standard buses to BRT style provides a better fleet mix and helps contribute to the following goals:

- Develop environmental responsibility
- Connect our city
- Build a reliable and convenient system
- Increase transportation capacity

FINANCIAL IMPACT: Funding in the amount of \$13.96M will be requested in the 2013-2016 Business Plan and Budget. This 2013 request will be funded from provincial and federal gas tax receipts. No City tax funding is required. This includes the cost to transfer the existing fare boxes, radios, iBus and Presto equipment from old to new buses which will be paid to another supplier later in 2013.

CONCLUSION: The 2013 Bus Replacement Plan ensures continuity and reliability of transit service delivery. Given that a twelve month lead time is needed for bus orders, pre-approval to execute the contract(s) is required to secure delivery in late 2013.



Martin Powell, P.Eng.
Commissioner of Transportation and Works

*Prepared By: Geoff Marinoff, P.Eng.
Transit Director*



Corporate Report

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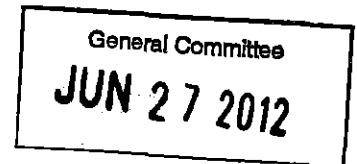
19.

DATE: June 14, 2012

TO: Chair and Members of General Committee
Meeting Date: June 27, 2012

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

SUBJECT: **Authority to Enter into an Agreement with Metrolinx
for Bus Shelter Installation
(Ward 11)**



-
- RECOMMENDATION:**
1. That a by-law be enacted to authorize the Commissioner of Transportation and Works to enter into an agreement with Metrolinx for the purpose of the installation of a bus shelter at the south-east side of the intersection of Mississauga Road and Royal Bank Drive, Mississauga, in a form satisfactory to Legal Services.
 2. That a by-law be enacted to authorize the Commissioner of Transportation and Works to enter into future agreements with Metrolinx for shelter installations, in a form satisfactory to Legal Services on a cost recovery basis.

BACKGROUND: GO Transit - a Division of Metrolinx, for the purpose of providing better customer service to commuters and encourage use of public transit, provides shelters to patrons. At the request of GO Transit, Mississauga Transit erected a bus shelter on lands owned by the Region at the south-east side of the intersection of Mississauga Road and Royal Bank Drive, Mississauga (PIN 14085-0267). The City is authorized under subsection 55(3) of the Municipal Act, 2001, to construct improvements or other services on Regional highway with

the agreement of the Region of Peel. In this case, the Region of Peel has confirmed its agreement to install this shelter on their lands.

Bus shelters are installed and maintained under a multi-year contract that started in July 2000 and ends in 2018. During the term of this contract, CBS is responsible for all shelter installations in the City. Shelter installation and maintenance for Mississauga Transit patron use is free of cost to the City and drawn from a complement. The current shelter is not drawn from the complement neither will future installations on behalf of Metrolinx.

COMMENTS:

Metrolinx agreed to provide financial contribution to the City of up to a maximum of \$25,921.73 (plus applicable taxes) for costs solely and directly related to the supply and construction of the bus shelter through CBS. The costs are site specific and approved by Metrolinx.

Metrolinx issued a PO (dated 2011-09-09) for shelter installation on the south-east side of the intersection of Mississauga Road and Royal Bank Drive. On completion of installation, Metrolinx requested that the City enter into an agreement before payments are released.

Further, it is proposed that the Commissioner of Transportation and Works be authorized to enter into the future agreements for shelter installations with Metrolinx subject to the following:

- Request by Metrolinx is reasonable based on their ridership
- Shelters thus installed are not drawn from the complement
- Full cost of installation will be recovered from Metrolinx
- The agreements shall be in a form satisfactory to Legal Services.

FINANCIAL IMPACT: No funding is required as Metrolinx is paying for installation.

CONCLUSION:

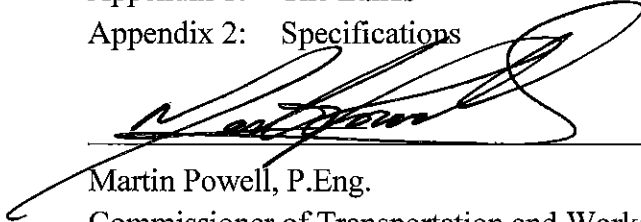
CBS Outdoor is the authorized vendor for the supply/install/repair/relocate and maintain all transit shelters in the City of Mississauga. Installation of shelters through the authorized vendor for GO Transit patrons offer an amenity to the residents of Mississauga at no cost to the City as also conform to the standards and maintain continuity. Therefore, the Commissioner of Transportation

and Works may be authorized to enter into an agreement with Metrolinx for the purpose of shelter installation.

ATTACHMENTS:

Appendix 1: The Lands

Appendix 2: Specifications



Martin Powell, P.Eng.

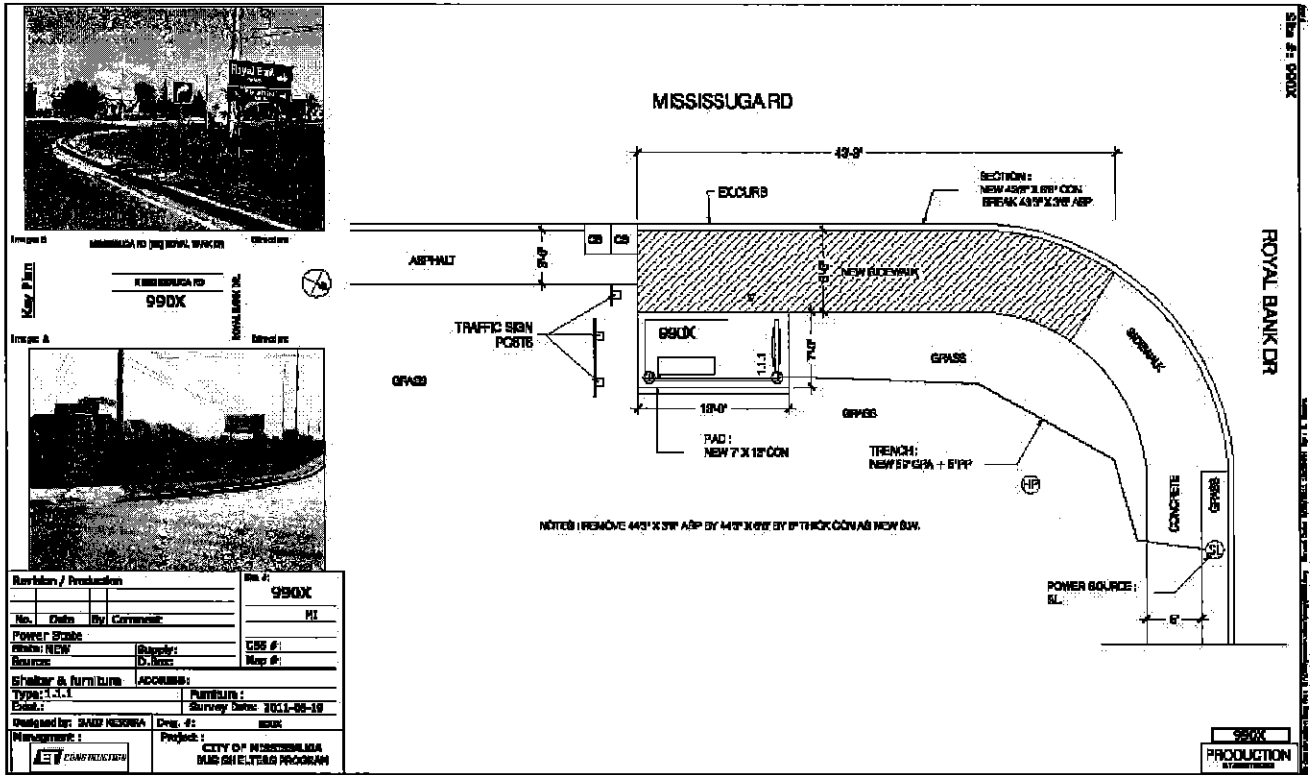
Commissioner of Transportation and Works

*Prepared By: Sunil Kanamala, Transit Facilities Planning Project
Leader, Transit*

19c)

APPENDIX 1 THE LANDS

PIN: 14085-0267



APPENDIX 2 THE SPECIFICATIONS

