



AGENDA

GENERAL COMMITTEE

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

WEDNESDAY, OCTOBER 3, 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
Councillor Chris Fonseca	Ward 3
Councillor Frank Dale	Ward 4
Councillor Bonnie Crombie	Ward 5 (Chair)
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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sacha.smith@mississauga.ca

INDEX – GENERAL COMMITTEE – OCTOBER 3, 2012

CALL TO ORDER

DECLARATIONS OF DIRECT (OR INDIRECT) PECUNIARY INTEREST

APPROVAL OF THE AGENDA

PRESENTATIONS

DEPUTATIONS

- A. Paul Damaso, Manager, Mississauga Celebration Square, Melissa Agius, Manager, Mississauga Celebration Square Events and Frank Giannone, Chair, Mississauga Celebration Square Events Committee to present the Thanks A Million campaign to commemorate and celebrate one million visits at the Mississauga Celebration Square.

MATTERS TO BE CONSIDERED

1. Clean Air Council Green Economy Summit and the 2012 Inter-governmental Declaration on Clean Air and Climate Change
2. Proposed Exemption to Noise Control By-law 360-79, as amended, Burnhamthorpe Road East between Hurontario Street and Dixie Road (Wards 3 and 4)
3. Lane Designations – Rodeo Drive and Venice Street (Ward 5)
4. Driveway Windrow Snow Clearing Pilot Program
5. Mississauga Bus Rapid Transit (BRT) Project – Execution of Boundary Roads and Bridges Agreement – City of Mississauga and City of Toronto, Eglinton Avenue West Bridge at Etobicoke Creek
6. Administrative Penalty System for Licensing and Parking Offences
7. Warning Clause Agreement between the City of Mississauga and Angie Odanski and Michael Lafontaine Pursuant to Site Plan Application SP-11/026 (Ward 1)
8. Warning Clause Agreement between the City of Mississauga and 1127792 Ontario Limited Pursuant to Site Plan Application SP-12/025 (Ward 3)

9. Federal Electoral Boundaries Commission

ADVISORY COMMITTEE REPORTS

Public Vehicle Advisory Committee Report 2-2012 – September 11, 2012

Governance Committee Report -2012 – September 17, 2012

Mississauga Celebration Square Events Committee Report 8-2012 – September 17, 2012

Heritage Advisory Committee Report 8-2012 – September 18, 2012

Road Safety Mississauga Advisory Committee Report 4-2012 – September 25, 2012

Traffic Safety Council Report 7-2012 – September 26, 2012

COUNCILLORS' ENQUIRIES

CLOSED SESSION

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

- A. A proposed or pending acquisition or disposition of land by the municipality or local board – Property Acquisition for the Extension of Square One Drive from Confederation Parkway to Rathburn Road West (Ward 4)

ADJOURNMENT

CALL TO ORDERDECLARATIONS OF DIRECT (OR INDIRECT) PECUNIARY INTERESTAPPROVAL OF THE AGENDAPRESENTATIONSDEPUTATIONS

- A. Paul Damaso, Manager, Mississauga Celebration Square, Melissa Agius, Manager, Mississauga Celebration Square Events and Frank Giannone, Chair, Mississauga Celebration Square Events Committee to present the Thanks A Million campaign to commemorate and celebrate one million visits at the Mississauga Celebration Square.

MATTERS TO BE CONSIDERED

1. Clean Air Council Green Economy Summit and the 2012 Inter-governmental Declaration on Clean Air and Climate Change

Corporate Report dated September 11, 2012 from the Commissioner of Community Services with respect to the 2012 Inter-governmental Declaration on Clean Air and Climate Change.

RECOMMENDATION

That the Mayor or designate be authorized to sign the 2012 Inter-governmental Declaration on Clean Air and Climate Change on behalf of the City of Mississauga.

2. Proposed Exemption to Noise Control By-law 360-79, as amended, Burnhamthorpe Road East between Hurontario Street and Dixie Road (Wards 3 and 4)

Corporate Report dated September 21, 2012 from the Commissioner of Transportation and Works with respect to a proposed exemption to the Noise Control By-law 360-79, as amended for the reconstruction of Burnhamthorpe Road East.

RECOMMENDATION

That Con-Ker Construction Corporation be granted an exemption from Noise By-law 360-79, as amended, to allow for extended asphalt paving work for the reconstruction of Burnhamthorpe Road East between Hurontario Street and Dixie Road commencing Monday, October 15, 2012 and ending Monday, July 1, 2013.

3. Lane Designations – Rodeo Drive and Venice Street (Ward 5)

Corporate Report dated September 17, 2012 from the Commissioner of Transportation and Works with respect to lane designations on Venice Street.

RECOMMENDATION

That a by-law be enacted to amend By-law No. 555-2000, as amended, to designate the northbound curb lane on Venice Street between Rodeo Drive and a point 50 metres (164 feet) southerly thereof, as an exclusive right-turn lane.

4. Driveway Windrow Snow Clearing Pilot Program

Corporate Report dated September 19, 2012 from the Commissioner of Transportation and Works with respect to the Driveway Windrow Snow Clearing Pilot Program.

RECOMMENDATION

That the Driveway Windrow Snow Clearing Pilot Program be extended for the 2012/2013 winter season as outlined in this report dated September 19, 2012 from the Commissioner of Transportation and Works.

5. Mississauga Bus Rapid Transit (BRT) Project – Execution of Boundary Roads and Bridges Agreement – City of Mississauga and City of Toronto, Eglinton Avenue West Bridge at Etobicoke Creek

Corporate Report dated September 14, 2012 from the Commissioner of Transportation and Works with respect to the Mississauga Bus Rapid Transit Project.

RECOMMENDATION

That the Commissioner of Transportation and Works and the City Clerk be authorized to execute the Boundary Roads and Bridges Agreement between the City of Mississauga and the City of Toronto, including the Eglinton Avenue West Bridge over the Etobicoke Creek in a form satisfactory to Legal Services.

6. Administrative Penalty System for Licensing and Parking Offences

Corporate Report dated September 19, 2012 from the Commissioner of Transportation and Works with respect to an Administrative Penalty System for Licensing and Parking Offences.

(6.)

RECOMMENDATION

1. That an Administrative Penalty System (APS) be implemented for the City of Mississauga for the enforcement of licensing and parking offences subject to approval of funding in the 2013 Capital Budget to support the implementation of an APS.
 2. That staff meet with the Regional Senior Justice of the Peace to request that the scheduling of the backlog of parking offences for the City of Mississauga awaiting trial be expedited.
 3. That Council pass a resolution requesting the Province of Ontario to amend the *Municipal Act* to permit the enforcement of accessible parking through an APS.
7. Warning Clause Agreement between the City of Mississauga and Angie Odanski and Michael Lafontaine Pursuant to Site Plan Application SP-11/026 (Ward 1)

Corporate Report dated September 6, 2012 from the Commissioner of Transportation and Works with respect to a Warning Clause Agreement for Site Plan Application SP-11/026 at 277 Pinetree Way.

RECOMMENDATION

That a by-law be enacted to authorize the Commissioner of Transportation and Works and the City Clerk to execute and affix the Corporate Seal to the Warning Clause Agreement between Angie Odanski and Michael Lafontaine and The Corporation of the City of Mississauga to the satisfaction of the City Solicitor.

8. Warning Clause Agreement between the City of Mississauga and 1127792 Ontario Limited Pursuant to Site Plan Application SP-12/025 (Ward 3)

Corporate Report dated September 17, 2012 from the Commissioner of Transportation and Works with respect to a Warning Clause Agreement for Site Plan Application SP-12/025 at 2225 Dundas Street East.

RECOMMENDATION

That a by-law be enacted to authorize the Commissioner of Transportation and Works and the City Clerk to execute and affix the Corporate Seal to the Warning Clause Agreement between 1127792 Ontario Limited and The Corporation of the City of Mississauga to the satisfaction of the City Solicitor.

9. Federal Electoral Boundaries Commission

Corporate Report dated September 26, 2012 from the City Solicitor with respect to the Federal Electoral Boundaries Commission.

RECOMMENDATION

1. That the City of Mississauga inform the Commission that it does not support the federal electoral boundaries proposal that recommends the City of Mississauga and the City of Brampton share the riding of Brampton-Gore.
2. That the City of Mississauga strongly urge the Commission to revise its recommendation and support federal electoral ridings that respect the municipal boundaries of the City of Mississauga and in so doing best protect the rights of the citizens of the City of Mississauga to effective representation.
3. That Council's concerns be expressed before the Commission and that the alternative options set out in this report be presented to the Commission at its hearings scheduled to be held in the City of Mississauga on October 31, 2012.
4. That a copy of this report be circulated to all Members of Parliament and Members of Provincial Parliament representing the City of Mississauga with a request that they support its recommendations.

ADVISORY COMMITTEE REPORTS

Public Vehicle Advisory Committee Report 2-2012 – September 11, 2012

(Recommendation PVAC-0004-2012 to PVAC-0011-2012)

Governance Committee Report -2012 – September 17, 2012

(Recommendation GOV-0018-2012 to GOV-0021-2012)

Mississauga Celebration Square Events Committee Report 8-2012 – September 17, 2012

(Recommendation MCSEC-0032-2012 to MCSEC-0035-2012)

Heritage Advisory Committee Report 8-2012 – September 18, 2012

(Recommendation HAC-0074-2012 to HAC-0081-2012)

Road Safety Mississauga Advisory Committee Report 4-2012 – September 25, 2012

(Recommendation RSM-0015-2012 to RSM-0019-2012)

Traffic Safety Council Report 7-2012 – September 26, 2012
(Recommendation TSC-0123-2012 to TSC-0161-2012)

COUNCILLORS' ENQUIRIES

CLOSED SESSION

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

- A. A proposed or pending acquisition or disposition of land by the municipality or local board – Property Acquisition for the Extension of Square One Drive from Confederation Parkway to Rathburn Road West (Ward 4)

ADJOURNMENT



Corporate Report

Clerk's Files

Originator's
Files

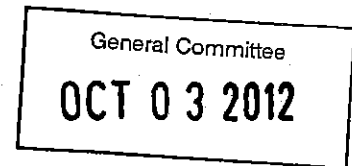
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DATE: September 11, 2012

TO: Chair and Members of General Committee
Meeting Date: October 3, 2012

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

SUBJECT: Clean Air Council Green Economy Summit and the 2012 Inter-governmental Declaration on Clean Air and Climate Change



RECOMMENDATION: That the Mayor or designate be authorized to sign the 2012 Inter-governmental Declaration on Clean Air and Climate Change on behalf of the City of Mississauga.

**REPORT
HIGHLIGHTS:**

- The Greater Toronto Area Clean Air Council (GTA-CAC) is made up of 26 local and regional governments in the Greater Toronto Area along with representatives from the provincial and federal governments. The City of Mississauga is a member municipality.
- The City of Toronto and the Clean Air Partnership have invited the Mayors and Councillors from all of the GTA-CAC member municipalities to attend the GTA-CAC's Green Economy Summit on Friday, October 26, 2012, from 9:00 a.m. to 4:00 p.m., at Toronto City Hall Council Chambers.
- The Summit provides a forum to foster greater collaboration on green policies and green economic development across the region; to sign onto the 2012 Inter-governmental Declaration on Clean Air and Climate Change ("the Declaration"); and to report on progress of past Declarations.

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- During the October 26, 2012 Summit, the City of Mississauga, along with all the other GTA-CAC members, will be invited to have a political signatory participate in the ceremonial signing of the Declaration. By signing the Declaration, the City of Mississauga shows its commitment to continued collaboration across the region to undertake action on clean air and climate change issues.

BACKGROUND:

The Greater Toronto Area Clean Air Council (GTA-CAC) is made up of 26 local and regional governments in the Greater Toronto Area along with representatives from the provincial and federal governments. The City of Mississauga is a member municipality. The GTA-CAC promotes the reduction of air pollution and greenhouse gas emissions and increased awareness of regional air quality and climate change issues in the Greater Toronto Area through the collective efforts of all levels of government.

Each year, the GTA-CAC reports on the progress being made on these issues and supports the organization of an annual summit. The annual summits are a part of the ongoing efforts of the GTA-CAC to address air pollution and climate change opportunities and challenges.

The Clean Air Partnership, a non-profit, registered charity provides secretariat services to the GTA-CAC and is responsible for the administration that supports the GTA-CAC.

COMMENTS:

Clean Air Council Green Economy Summit

The City of Toronto and the Clean Air Partnership have invited the Mayors and Councillors from all of the GTA-CAC member municipalities to attend the GTA-CAC's Green Economy Summit on Friday, October 26, 2012, from 9:00 a.m. to 4:00 p.m., at Toronto City Hall Council Chambers. The Environmental Advisory Committees (EACs) from each of the member municipalities have also been invited along with appropriate municipal staff.

The City of Mississauga has participated in GTA-CAC summits (formerly known as Smog Summits) since 2000.

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The Summit provides a forum to foster greater collaboration on green policies and green economic development across the region; to sign onto the 2012 Inter-governmental Declaration on Clean Air and Climate Change ("the Declaration"); and to report on progress of past Declarations.

The October 26, 2012 Summit will bring together political leaders and municipal representatives from across the region to hear presentations on the business case for sustainability and green economic development; on making the case for accurate pricing and better land use policy to achieve efficient, sustainable and livable communities while spurring economic activity and addressing municipal fiscal challenges; and on the capacity for local improvement charges to spur green economy opportunities associated with energy efficiency.

In addition, the October 26, 2012 Green Economy Summit will:

- Announce the 2012 Clean Air Council Inter-governmental Declaration on Clean Air and Climate Change (along with signing ceremony);
- Present the Clean Air Council Green Economy Report on coordination between municipal sustainability/environmental policies/departments and economic development programs/departments;
- Share lessons learned from green economy regional coordination in other jurisdictions; and
- Gather feedback from leading political leaders and municipal representatives via afternoon working groups on key strategic directions for regional coordination and green economic opportunities.

The agenda for the Summit is attached as Appendix 1.

At the time of this report's writing, Ward 1 Councillor and EAC member Jim Tovey and EAC member Michael DeWit have registered to attend on behalf of the City of Mississauga.

City staff from the Environmental Management Section, Parks and Forestry Division, Community Services Department, and the Economic Development Office, City Manager's Department, will be in attendance at the Summit.

The 2012 Clean Air Council Inter-governmental Declaration on Clean Air and Climate Change

The GTA-CAC has been working collaboratively from 2001 to 2012 to deliver on annual GTA-CAC Inter-governmental Declarations. The Declaration outlines a statement of common understanding in the form of actions and targets. The Declaration also includes a progress update for ongoing work on the commitments made in the Declarations signed at previous summits, along with new commitments as agreed to by the members of the GTA-CAC.

Each year, the actions in the Declaration are identified and prioritized by member jurisdictions. Based on identified prioritization, the GTA-CAC develops the final Declaration. The annual Declarations are announced and signed as part of the annual summits.

The work plan of the GTA-CAC is determined via the Declaration.

The draft 2012 Declaration is attached as Appendix 2.

The 26 members of the GTA-CAC commit to work collaboratively to develop healthy, lower carbon and sustainable communities through the 25 actions in the 2012 Declaration.

During the October 26, 2012 Summit, the City of Mississauga, along with all the other GTA-CAC members, will be invited to have a political signatory participate in the ceremonial signing of the Declaration. In lieu of a political signatory at the event, arrangements can be made for a City of Mississauga political representative to sign the Declaration after the Summit occurs. By signing the Declaration, the City of Mississauga shows its commitment to continued collaboration across the region to undertake action on clean air and climate change issues.

City Clean Air and Climate Change Actions

The City continues to meet the targets and actions set in previous Declarations through various programs and activities including the implementation of the Living Green Master Plan and the Peel Climate Change Strategy, the Smog Alert Response Plan, the Energy Management Program, the Green Building Standard for City-owned facilities, a Cycling Master Plan, the conversion of streetlights to light emitting diode (LED) technology, transportation demand management initiatives, the Green Fleet Program, and various other clean air and climate change initiatives.

STRATEGIC PLAN: The GTA-CAC Green Economy Summit and the Declaration support a number of the goals of the Strategic Plan, particularly the goal of the Living Green Strategic Pillar for Change to “Lead and Encourage Environmentally Responsible Approaches”.

FINANCIAL IMPACT: Not applicable.

CONCLUSION: The GTA-CAC is made up of 26 local and regional governments in the Greater Toronto Area along with representatives from the provincial and federal governments. The City of Mississauga is a member municipality.

The City of Toronto and the Clean Air Partnership have invited the Mayors and Councillors from all of the GTA-CAC member municipalities to attend the GTA-CAC’s Green Economy Summit.

The Declaration outlines a statement of common understanding in the form of actions and targets. The Declaration also includes a progress update for ongoing work on the commitments made in the Declarations signed at previous summits, along with new commitments as agreed to by the members of the GTA-CAC.

During the October 26, 2012 Summit, the City of Mississauga, along with all the other GTA-CAC members, will be invited to have a political signatory participate in the ceremonial signing of the Declaration. In lieu of a political signatory at the event, arrangements

can be made for a City of Mississauga political representative to sign the Declaration after the Summit occurs. By signing the Declaration, the City of Mississauga shows its commitment to continued collaboration across the region to undertake action on clean air and climate change issues.

ATTACHMENTS:

Appendix 1: Green Economy Summit Agenda

Appendix 2: Draft 2012 Clean Air Council Inter-governmental
Declaration on Clean Air and Climate Change

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

Prepared By: Andrea J. McLeod, Environmental Specialist

October 26th, 2012 Green Economy Summit Agenda

- 9:00 – 9:30 am** Welcomes
- 9:30 – 10:30** Bob Willard, author of The New Sustainability Advantage on the compelling business case for municipal sustainability strategies and green economic development
- 10:30 – 11:10** Pamela Blais, author of Perverse Cities: Hidden Subsidies, Wonky Policy and Urban Sprawl, making the case for accurate pricing and better land use policy and how this is fundamental to achieving efficient, sustainable and livable communities all while spurring economic activity and addressing municipal fiscal challenges
- 11:10 – 11:40** Sonja Persram, author of three reports on a municipal financing mechanism called Property Assessed Payments for Energy Retrofits (PAPER), and leader of a multi-sector PAPER collaboration, on the capacity for local improvement charges to spur green economy opportunities associated with energy efficiency.
- 11:40 – 12:00** Announcement and Signing of 2012 Clean Air Council Inter-governmental Declaration on Clean Air and Climate Change
- 12:00 – 1:00** Lunch
- 1:00 – 1:30 pm** Results of Clean Air Council Survey/Interviews on coordination between municipal sustainability/environmental policies/departments and economic development programs/departments.
- 1:30 – 2:00** Case Study of Green Economy Regional Coordination Experiences and Results
- 2:00 – 3:30** Afternoon Break-Out Working Groups: Next Steps on Municipal Coordination and Cooperation between Sustainability and Economic Development Departments; and Green Economy Regional Coordination – Key Partners, Challenges, Opportunities & Workplan for Action.
- 3:30 – 4:00** Summary of Working Groups, Next Steps & Closing



GREATER TORONTO AND HAMILTON AREA CLEAN AIR COUNCIL 2012 INTER-GOVERNMENTAL DECLARATION ON CLEAN AIR & CLIMATE CHANGE

PREAMBLE

WHEREAS the Greater Toronto Area Clean Air Council (GTA-CAC) has been working collaboratively from 2001 – 2012 to deliver on annual GTA-CAC Inter-governmental Declarations, convene annual Summits, to pursue issues raised at previous Summits, to explore opportunities for joint initiatives, and to liaise with other municipalities to share best practices information on smog reduction and climate change;

AND WHEREAS Summits are a part of the on-going efforts of our respective governments to address air pollution and climate change opportunities and challenges;

AND WHEREAS the GTA Clean Air Council has determined that its work will concentrate on moving along an Awareness Building → Knowledge Transfer → Leadership & Action → Promotion, Recognition & Transfer → Monitoring & Reporting approach to clean air and climate change actions made by members of the GTA-CAC;

AND WHEREAS this 2012 Summit marks the evolution of the previous Summits, with much having been accomplished, and much remaining to be done;

AND WHEREAS GTA Clean Air Council representatives of the local and regional municipal governments in the GTA and the Government of Ontario, have gathered on October 26th, 2012 to pursue opportunities to foster greater collaboration on green policies and green economic development across the Region; to report on progress of past Declarations and to sign onto the 2012 Inter-governmental Declaration and commit to continuing to undertake action on clean air and climate change issues;

ACKNOWLEDGING the City of Toronto and Greater Toronto and Hamilton area Clean Air Council member jurisdictions for providing financial and in-kind support for the GTA Clean Air Council work program and assistance in developing and implementing annual Summits and the *GTA Clean Air Council Inter-governmental Declarations on Clean Air and Climate Change*; and

THANKING the non-governmental organizations and other partners who assisted in planning the Summit, and thanking the Clean Air Partnership and the City of Toronto for organizing the Summit.

WE DO HEREBY DECLARE:

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ARTICLE 1 – STATEMENT OF COMMON UNDERSTANDING

- 1.1 Scientists and physicians have linked air pollution levels commonly experienced in the GTA to premature deaths, hospitalizations, increases in chronic heart and lung diseases including lung cancer, and acute respiratory diseases. Even a small increase in air pollution elevates the risk of health impacts, particularly among those who are vulnerable and sensitive to air pollution such as young children, the elderly and those with pre-existing diseases.
- 1.2 Climate change scenarios project an increased risk of extreme weather and other climate-related events in Canada such as floods, drought, forest fires, increased air pollution and heat waves – all of which increase health risks to Canadians.
- 1.3 Research has also indicated that air pollution has a detrimental impact on terrestrial and aquatic ecosystems.
- 1.4 Air pollution, through health effects, environmental degradation, building and property damage and reduced visibility, adversely impacts the economy and quality of life.
- 1.5 Land use and transportation planning decisions that encourage sustainable urban development can have multiple benefits on air quality and human health.
- 1.6 A number of sources are responsible for a large proportion of the emissions of major air pollutants in the GTA. The major air pollutants include nitrogen oxides (NO_x), sulphur dioxide (SO_2), volatile organic compounds (VOCs), fine particulate matter (PM_{10} and $\text{PM}_{2.5}$) and carbon monoxide (CO). The primary sources of these pollutants are:
 - On-road vehicles and off-road equipment that use diesel and gasoline;
 - Residential and commercial use of oil, natural gas and wood;
 - The generation of electricity;
 - Industrial operations;
 - Road dust and construction activities; and
 - Use of solvents and surface coatings such as paints.
- 1.7 Transportation is a major source of the emissions that contribute to both air pollution and climate change. Transportation is responsible, according to 2005 Environment Canada data, for about 27% of $\text{PM}_{2.5}$, 18% of SO_2 , 75% of NO_x , 34% of VOCs, 87% of CO and 30% of CO_2 (carbon dioxide) emissions within the area represented by the member jurisdictions of the GTA Clean Air Council.
- 1.8 Air pollution and climate change are two atmospheric problems sharing common sources. For example, fossil-fuel combustion is a key contributor to air pollution, producing smog precursors and greenhouse gas emissions.

¹ Carbon dioxide percentages are based on 2003 Environment Canada data.

- 1.9 Actions to reduce greenhouse gas emissions are often associated with reductions of other atmospheric emissions that contribute to smog and its associated health, economic and ecosystem effects. In some cases, a co-benefit of reducing smog precursors is to reduce some greenhouse gas emissions.
- 1.10 Addressing key sources of major air pollutants and greenhouse gas emissions requires collaboration between all orders of government. By sharing the best practices from jurisdictions across the GTA, southern Ontario and beyond, we can support one another in achieving improvements in air quality and climate change at a local and regional level for the benefit of all.

ARTICLE 2 – SIGNATORIES TO THE 2010 INTER-GOVERNMENTAL DECLARATION ON CLEAN AIR

Ajax, Town of
Aurora, Town of
Brampton, City of
Burlington, City of
Caledon, Town of
Clarington, Municipality of
Durham, Regional Municipality of
East Gwillimbury, Town of
Halton, Regional Municipality of
Halton Hills, Town of
Hamilton, City of
King, Township of

Markham, City of
Mississauga, City of
Newmarket, Town of
Oakville, Town of
Oshawa, City of
Peel, Regional Municipality of
Pickering, City of
Richmond Hill, Town of
Toronto, City of
Vaughan, City of
Whitby, Town of
York, Regional Municipality of

Government of Ontario

Government of Canada

ARTICLE 3 – CALL FOR GTA CLEAN AIR COUNCIL ACTION

In view of the long-term nature of the air quality problems in our common airshed, the GTA Clean Air Council agrees to on-going work on the commitments made in the Inter-governmental Declarations signed at previous Summits.

The GTA Clean Air Council commits to continue its work to address smog and greenhouse gases, to share information and, where possible, to share resources and undertake appropriate research and actions.

The 26 members of the GTA Clean Air Council commit to work collaboratively to develop healthy, lower carbon and sustainable communities through the following:

Community Planning and Public Health

1. Monitor progress on the implementation of community Bicycle/Pedestrian/Complete Streets Plans and Policies to create a modal shift from single occupancy vehicle use to active transportation.

RAISING THE BAR TARGET - Results: Progress Reports on Implementation of Bicycle/Pedestrian Plans, Review of Provincial Requirements and Guidelines

Approved Plans: Ajax, Brampton, Burlington, Caledon, Durham Region, Halton Hills, Halton Region, Hamilton, Markham, Mississauga, Newmarket, Oakville, Pickering, Richmond Hill, Toronto, Vaughan, York Region.

Plans In Progress: Aurora, Clarington, East Gwillimbury, Oshawa, Region of Peel, Whitby.

2. Work collaboratively with members and partners to identify the connection between public health and land use planning to share, document and act on opportunities to improve public health via land use planning and development.

RAISING THE BAR TARGET – Public Health and Planning Training Program; Healthy Development Index Tracking

Greening Development

3. Monitor progress on the implementation of corporate and community green development policies and practices and identify results and best practices.

RAISING THE BAR TARGET - RESULTS: number, square feet and/or percentage of green municipal buildings; resulting energy and water savings.

Approved corporate green development policies/standards: Ajax, Burlington, Durham Region, East Gwillimbury, Halton Hills, Markham, Mississauga, Newmarket, Oakville, Pickering, Richmond Hill, Toronto, York Region.

Corporate green development policies/standards in progress: Aurora, Caledon, Region of Halton, Halton Hills, Hamilton, King, Region of Peel.

Approved community development policies/standards/incentives: Brampton, Caledon, Clarington, East Gwillimbury, Halton Hills, Hamilton, Markham, Mississauga, Pickering, Toronto, Vaughan (residential), York Region.

Community development policies/standards/incentives in progress: Ajax, Aurora, Burlington, King, Oakville, Region of Peel, Richmond Hill.

RAISING THE BAR TARGET: number, square feet and/or percentage of new buildings that are “green” (above and beyond building code/LEED);

RAISING THE BAR TARGET: Action on energy efficiency retrofits

4. Provide recommendations and keep informed on updates to the Province of Ontario's energy and water efficiency Building Code standards.

1K Energy

5. Participate in an Energy Efficiency, Green Energy and Emissions Inventory Community of Practice to share resources, experience, expertise and lessons learned.
RAISING THE BAR TARGET: Report on actions of COP annually.
6. Work collaboratively with the Province of Ontario, the Ontario Power Authority and the Association of Municipalities of Ontario to develop a more efficient mechanism for gathering energy use data.
RAISING THE BAR TARGET: Annual Corporate Inventories; Community Inventories every 2 – 4 years; Regional Community Inventories every 2 – 4 years
7. Corporate energy Inventories, Plans and Reduction Targets.
RAISING THE BAR TARGETS: Inventories/Plans Approved/In Progress/Implementation Results
8. Community energy Inventories, Plans and Reduction Targets.
RAISING THE BAR TARGETS: Inventories/Plans Approved/In Progress/Implementation Results
9. Increase the implementation of renewable energy purchasing or production.
RAISING THE BAR TARGETS: Amount of Green Energy Produced/percentage of green energy purchased
Green Energy Purchasing: Aurora, Caledon, Mississauga, Oakville, Region of Peel, Toronto, York Region.
Green Energy Production: Ajax, Brampton, Burlington, Caledon, Region of Halton, Halton Hills, Hamilton, King, Markham, Mississauga, Oakville, Region of Peel, Richmond Hill, Vaughan, Toronto, York Region.

Air Quality

10. Monitor progress and outcomes of the Province of Ontario and the Government of Canada's proposed Air Quality Management System.

Action Planning and Policy Development

11. Develop and implement Corporate and Community Action Plans² outlining actions aimed at reducing energy use and mitigating air pollution and climate change.
Approved Corporate Plans: Ajax, Aurora, Burlington, Caledon, East Gwillimbury, Halton Hills, Hamilton, Mississauga, Oakville, Pickering, Richmond Hill, Toronto, York Region.
Corporate Plans in Progress: Brampton, Durham Region, King, Oshawa, Markham, Newmarket, Peel Region, Vaughan.
Approved Community Plans: Caledon, East Gwillimbury, Halton Hills, Hamilton, Mississauga, Oakville, Oshawa, Pickering, Richmond Hill, Toronto, York Region.

² A "Plan" must list out actions that the jurisdiction commits to undertaking in order to reduce its corporate/community energy use. Actions must be approved by council and have a department that is responsible for implementation and a mechanism in place to provide updates on implementation.

Community Plans in Progress: Ajax, Brampton, Clarington, Durham Region, King Township, Markham, Peel Region, Vaughan.

12

12. Undertake a Monitoring and Reporting Scan to identify strategies being used by CAC members to report on progress of corporate and community Action Plans.

RAISING THE BAR TARGET: Implementation Results/Updates: Reported/In Progress

RAISING THE BAR TARGET: CAC identifies and reports on selected common indicators/strategies that will enable the CAC to report on results/progress collectively.

13. Sustainability Training provided to municipal staff and all municipal departments required to report on sustainability actions and implications on Council reports.

RAISING THE BAR TARGET: Development of a Sustainability Training Program

14. Develop and implement corporate Green Procurement Policies that increase the implementation of environmental, energy efficiency zero-waste and sustainable criteria in purchasing, lease and contract decisions.

Approved Green Procurement Policies/Procedures: Burlington; Brampton (Energy Star and EcoChoice label criteria); Oakville (green procurement procedure); Hamilton (life cycle costing policy), Toronto (green procurement procedure).

Green Procurement Policies in Progress: Brampton, Caledon, Halton Region, Region of Peel, Markham, Mississauga, Oshawa, Richmond Hill, Vaughan, Whitby, York Region

RAISING THE BAR TARGET: Green Procurement Actions and Results reported annually.

Green Procurement Progress Report based on agreed upon survey/criteria that is completed every two years.

Urban Forests

15. Develop Urban Forestry Plans that identify actions aimed at increasing, protecting and maintaining the urban forest.

RAISING THE BAR TARGETS: Canopy cover targets; Standards for soil in new developments; Private tree by-laws; Plants and Insects Infestation Action Plans (Results/Approved/In progress)

16. Work with the Province of Ontario to build awareness of the economic and ecological value urban forests provide and development of mechanisms to ensure the increase, protection and maintenance of urban forests.

Food Sustainability

17. Develop municipal urban agriculture strategies that minimize barriers and actively promote and support increased urban food production.

RAISING THE BAR TARGET: Amount or percentage of public land dedicated to urban agriculture; Report on Results of Urban Agriculture Actions

18. Develop Local Food Procurement actions and policies that set local food targets for day cares, long term care centres and/or municipal cafeterias and food services.

RAISING THE BAR TARGET: Local Food procurement results/policies/actions.



Climate Change Adaptation

19. Develop Climate Change Adaptation Plans and integrate climate change adaptation into existing and future municipal plans, in order to identify potential climate change risks and incorporate short term and long term opportunities for increasing community resilience into decision making.

RAISING THE BAR TARGET: Development of a climate change adaptation business case/ Climate Change Adaptation Results/Plans/Actions

Green Economic Development

20. Develop business cases for clean air and climate change actions most likely to move from pilot to mainstream taking into account costs of continuing business as usual as well as externalities.

RAISING THE BAR Target: Develop at least two business cases by end of 2013.

21. Increase coordination and cooperation between economic development and environment/sustainability departments.

RASING THE BAR TARGET: Development of a Green Economic Development Actions Scan and the development of a Regional Green Economic Strategy

Transportation

22. Identify and prioritize municipal opportunities to reduce air pollution and greenhouse gas emissions from personal vehicles.

RAISNG THE BAR TARGET: CAC members tracking and reporting modal split

23. Develop a Green Fleets Actions and Results Scan to highlight actions aimed at reducing emissions through municipal vehicle purchases, operations and behaviours and to support the transfer of lessons learned and actions.

RASING THE BAR TARGET: Green Fleets Plans (Results/Approved/In progress) – Amount of fuel used/versus size of fleet/total mileage of fleet vehicles)

Community Engagement

24. Develop and deliver a Clean Air Council social marketing campaign to increase the public's and politician's knowledge of clean air and climate change actions being implemented across the Region.

RAISING THE BAR TARGET: CAC members to promote CAC social media outreach; # of Followers; # of forwards/shares/overall traffic/comments

25. Build collaboration with community partners to engage them in supporting the development and implementation of Actions Plans and share lessons learned with Clean Air Council members on how to develop and foster community partnerships.

RAISING THE BAR TARGET: CAC members engaged in community outreach and partnerships in the implementation of Action Plans; Case studies of strategies used, lessons learned and results of community engagement activities on the implementation of Action Plans.



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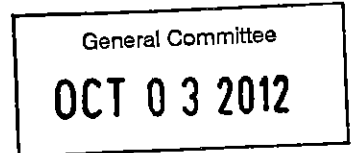
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2.

DATE: September 21, 2012

TO: Chair and Members of General Committee
Meeting Date: October 3, 2012



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

SUBJECT: **Proposed Exemption to Noise Control By-law 360-79, as amended,
Burnhamthorpe Road East between Hurontario Street and Dixie
Road
(Wards 3 and 4)**

RECOMMENDATION: That Con-Ker Construction Corporation be granted an exemption from Noise By-law 360-79, as amended, to allow for extended asphalt paving work for the reconstruction of Burnhamthorpe Road East between Hurontario Street and Dixie Road commencing Monday, October 15, 2012 and ending Monday, July 1, 2013.

BACKGROUND: Con-Ker Construction Corporation, on behalf of the City, intends to proceed with the reconstruction of Burnhamthorpe Road East. The work to be completed includes; construction of transit queue jump lanes, intersection improvements, multi-use trails, excavation and grading, placement of granular materials, curbs, sidewalk, catch basins, watermain, traffic signals, milling of asphalt, asphalt paving and all related roadway appurtenances.

The purpose for the noise by-law exemption is to allow for night asphalt paving only.

COMMENTS:

Con-Ker Construction Corporation, on behalf of the City, has requested an exemption from Noise Control By-law 360-79, as amended to allow for overnight construction work.

In order to minimize any impacts the construction work may have on City of Mississauga residents and the travelling public, work outside the permitted hours is required.

Most of the construction activities will be scheduled during the day. The overnight construction work will be limited to placement of the asphalt and will be carried out in three phases as follows:

Phase 1 – between Hurontario Street and Cawthra Road for the duration of approximately one week and is planned for mid October, 2012.

Phase 2 – between Cawthra Road and Dixie Road, placement of the base asphalt is planned towards the end of 2012 for the duration of approximately one week. The top asphalt will be scheduled in June, 2013 for the duration of approximately three days.

Phase 3 – the north leg of Cawthra Road and Burnhamthorpe Road East intersection for the duration of approximately two days will be scheduled in June, 2013.

These overnight work activities will significantly reduce the duration of the project and it will substantially alleviate traffic disruptions during the day.

Prior to the commencement of construction, arrangements will be made to inform the residents directly affected of the planned overnight construction activities.

The local Ward Councillors have been made aware of the proposed exemption from Noise Control By-law 360-79, as amended.

CONCLUSION:

In order to minimize impacts the construction work may have on City of Mississauga residents and to alleviate traffic disruptions, the Transportation and Works Department supports the Noise By-law exemption to allow for extended 24-hour asphalt paving work for the

reconstruction of Burnhamthorpe Road East between Hurontario Street and Dixie Road commencing Monday, October 15, 2012 and ending Monday, July 1, 2013.

ATTACHMENTS:

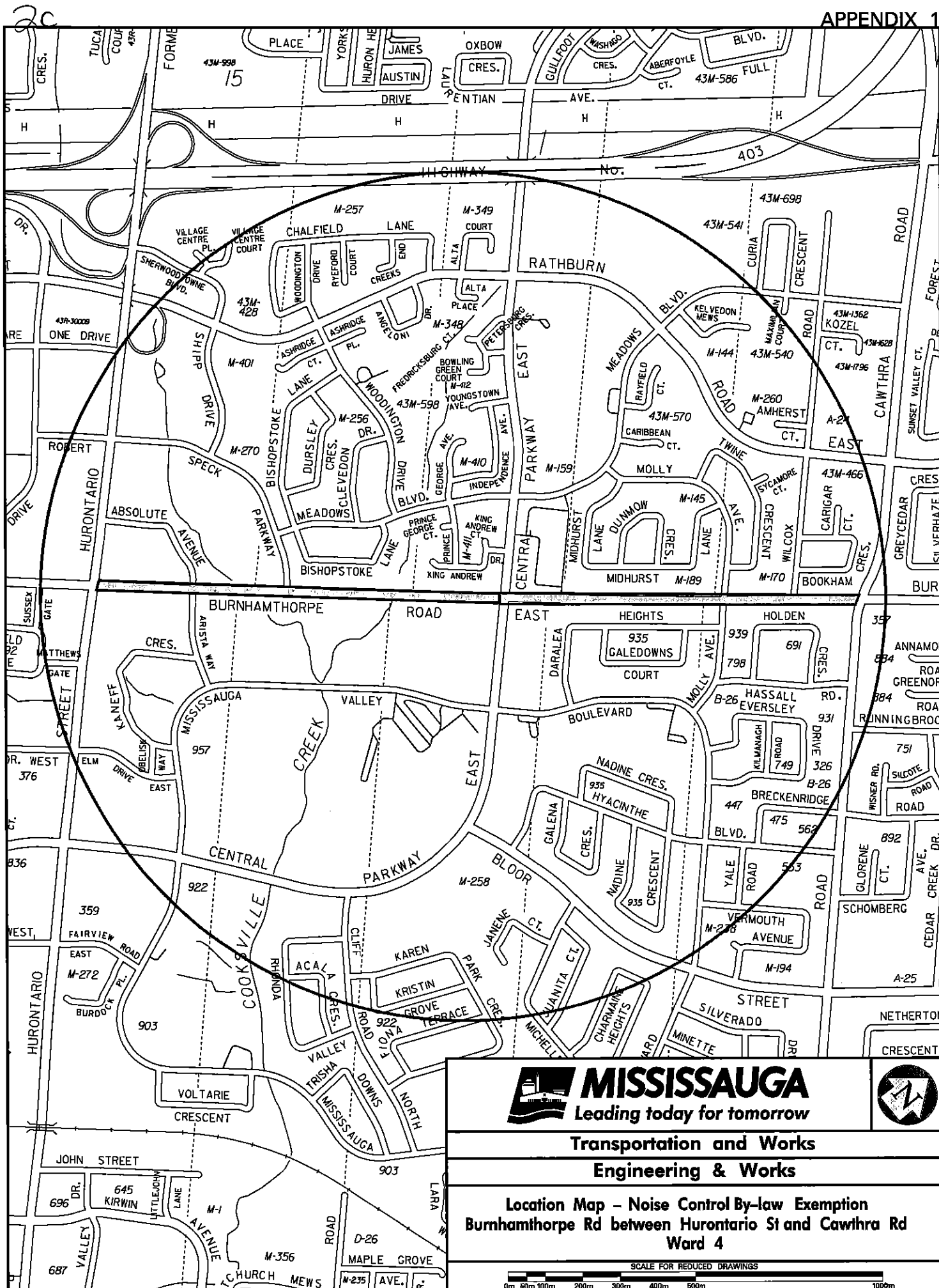
Appendix 1: Location Map – Noise Control By-law Exemption – Burnhamthorpe Road East between Hurontario Street and Cawthra Road (Ward 4)

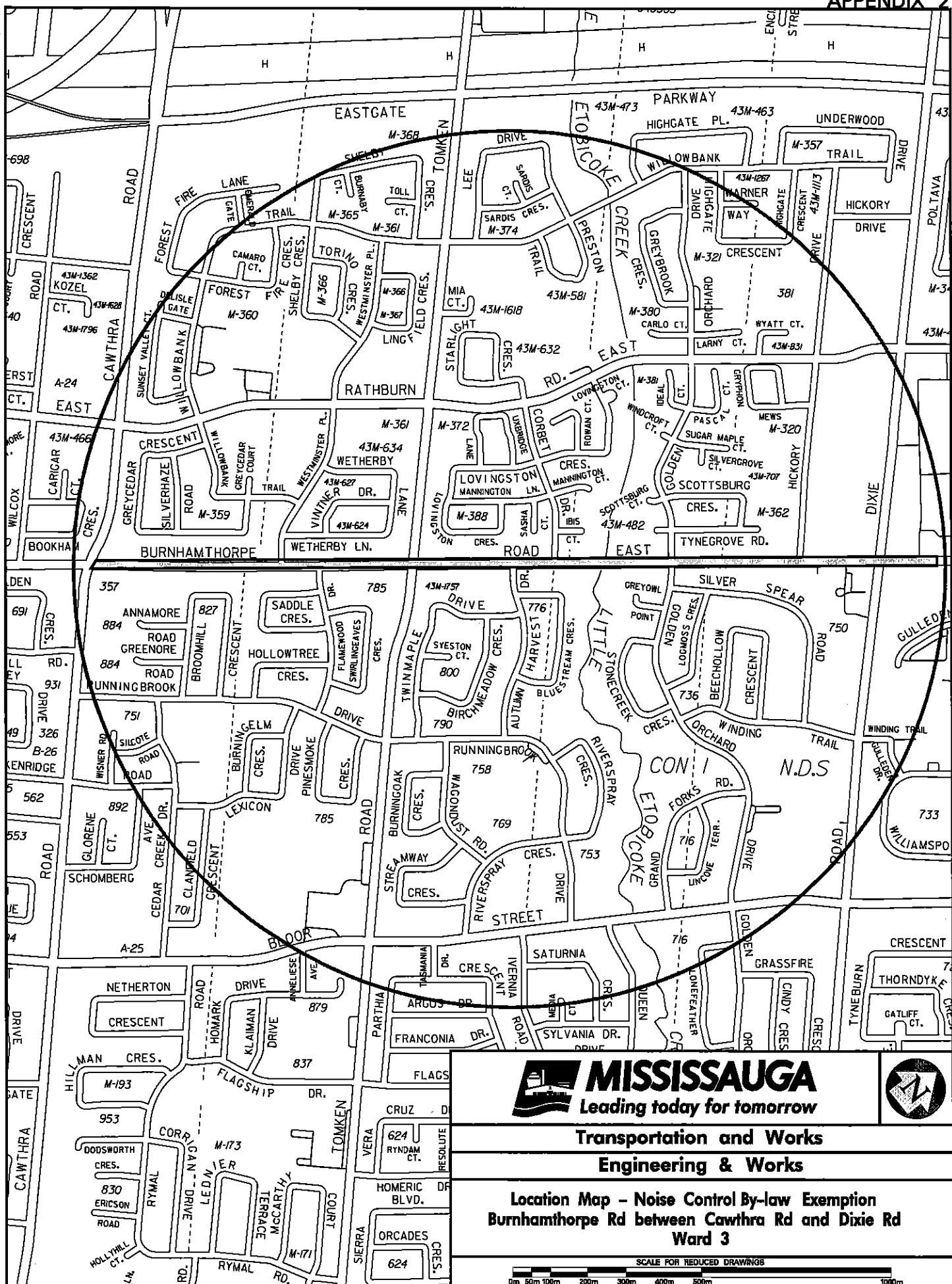
Appendix 2: Location Map – Noise Control By-law Exemption – Burnhamthorpe Road East between Cawthra Road and Dixie Road (Ward 3)



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

Prepared By: Darek Koziol, Traffic Technologist







Corporate Report

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3.

DATE: September 17, 2012

TO: Chair and Members of General Committee
Meeting Date: October 17, 2012

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

SUBJECT: **Lane Designations
Rodeo Drive and Venice Street
(Ward 5)**

General Committee

OCT 03 2012

RECOMMENDATION: That a by-law be enacted to amend By-law No. 555-2000, as amended, to designate the northbound curb lane on Venice Street between Rodeo Drive and a point 50 metres (164 feet) southerly thereof, as an exclusive right-turn lane.

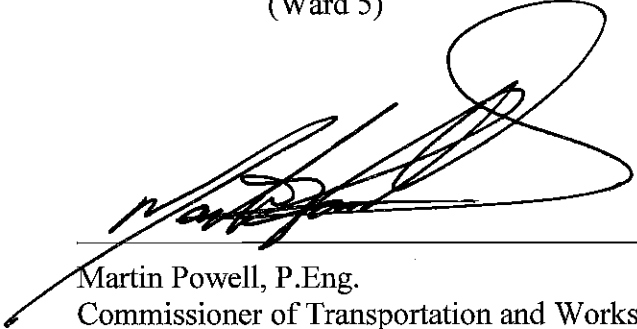
BACKGROUND: Lane by-law designations are required to authorize special lane designations, including right-turn lanes, dual left-turn lanes and special lane changes (example: a through-lane transitioning into a right- turn only lane).

COMMENTS: The geometric changes at the intersection of Rodeo Drive at Venice Street included the addition of a northbound right-turn lane. The northbound approach previously had an exclusive left-turn and a shared through/right-turn lane. This effectively has changed to exclusive left-turn lane, a through lane and an exclusive right-turn lane.

FINANCIAL IMPACT: The cost for the sign can be accommodated in the 2012 Current Budget.

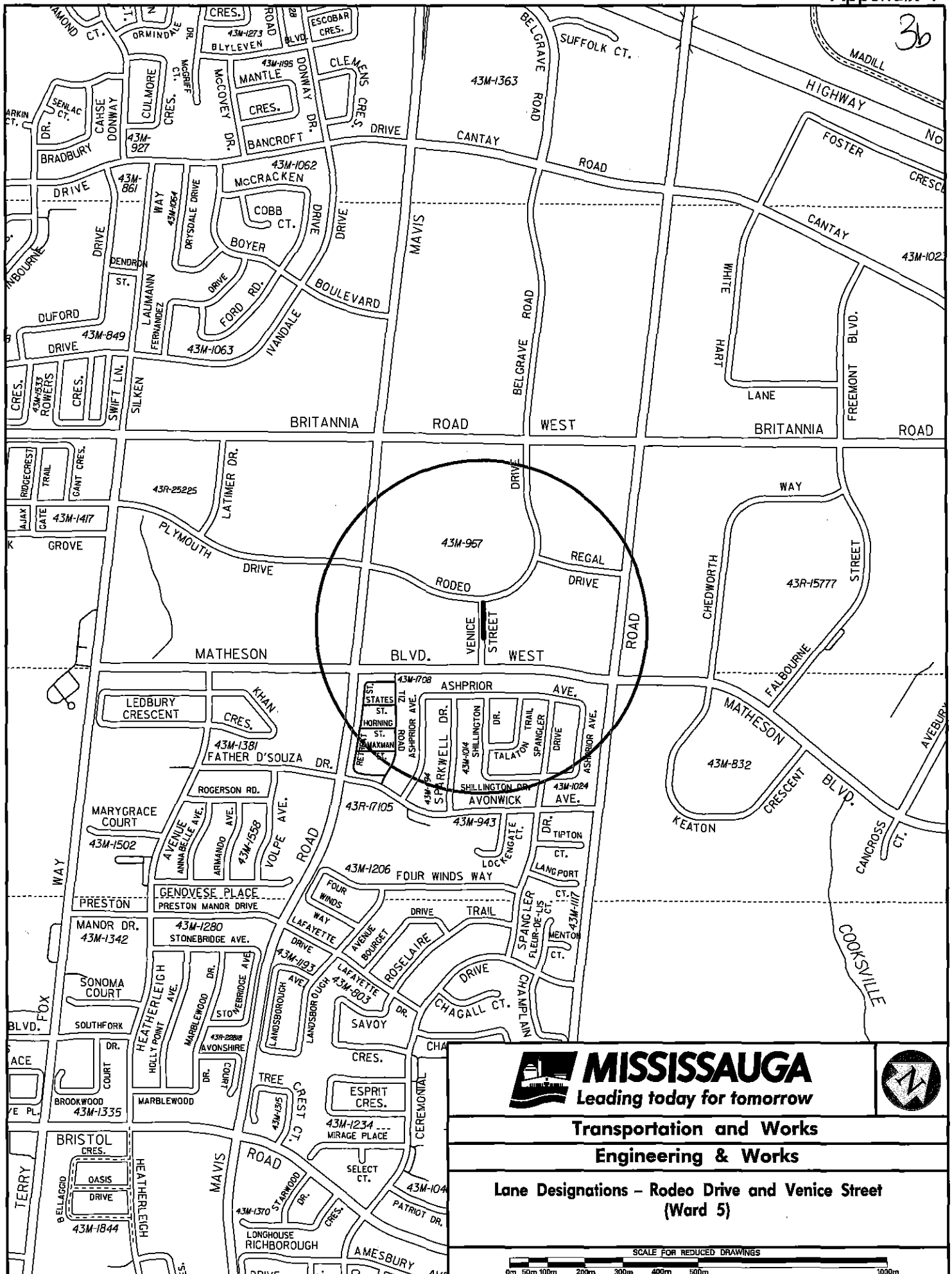
CONCLUSION: The Transportation and Works Department supports the implementation of an exclusive northbound right-turn lane at the intersection of Rodeo Drive and Venice Street.

ATTACHMENTS: Appendix 1: Lane Designations – Rodeo Drive and Venice Street (Ward 5)



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

Prepared By: Alex Liya, Traffic Technician



3c

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

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

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

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

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

SCHEDULE 15
LANE DESIGNATIONS

<u>COLUMN 1</u> <u>HIGHWAY</u>	<u>COLUMN 2</u> <u>LOCATION</u>	<u>COLUMN 3</u> <u>LANE</u>	<u>COLUMN 4</u> <u>DIRECTION</u>	<u>COLUMN 5</u> <u>TIME OR</u> <u>DAYS</u>	<u>COLUMN 6</u> <u>SIGN</u> <u>NUMBER</u>
Venice Street	Rodeo Drive and a point 50 metres southerly	East curb lane	Northbound curb lane	Anytime	Rb-42

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

ENACTED and PASSED this _____ day of _____ 2012.

MAYOR

CLERK



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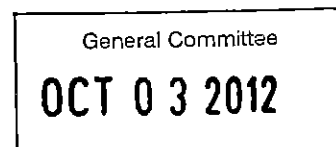
4.

DATE: September 19, 2012

TO: Chair and Members of General Committee
Meeting Date: October 3, 2012

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

SUBJECT: **Driveway Windrow Snow Clearing Pilot Program**



RECOMMENDATION: That the Driveway Windrow Snow Clearing Pilot Program be extended for the 2012/2013 winter season as outlined in this report dated September 19, 2012 from the Commissioner of Transportation and Works.

BACKGROUND: In 2009, during 2010 Budget Committee discussions, a Committee of Council was formed to develop a plan for the provision of windrow snow removal service for adults over the age of 65 and individuals that were physically disabled. Those that could demonstrate a financial need were provided the service free, other residents were charged on a pay-for-service basis. The detailed requirements are outlined in Appendix 1.

For the 2009/2010 season, the program ran from January 4 to March 26, 2010. There were 96 people who were eligible for the free program and 216 who registered to pay. Snow was cleared one time during the season.

For the 2010/2011 season, Council decided to pilot the program again. There were 70 people eligible for the free program and 200 who registered to pay. Snow was cleared 7 times during the season.

For the 2011/2012 season, Council decided to pilot the program again. There were 52 residents eligible for the free program and 44 who registered to pay. Snow was cleared one time during the season.

COMMENTS:

The annual enrolment for the Driveway Snow Windrow Clearing Pilot Program has been steadily declining.

With the lack of snow during the 2011/2012 season, it was difficult to assess the success of the pilot program. As such, it is recommended that the pilot be rerun for the 2012/2013 season. The program will utilize the same eligibility criteria as last season with a fee of \$200.00 for those not meeting the financial criteria.

Complaints received previously focused on the level of service provided. The windrow service doesn't include the whole driveway, just the snow left by the plow at the bottom. The application form indicates a level of service such that the City will clear 3 metres (10 feet) of the windrow to allow one car to pass and it may take up to 12 hours after the completion of all road snow plowing operations. This may equate to 36 hours or more from the last snowfall.

Other snow removal programs and services, which include clearing the entire driveway and sidewalks, are available to residents in the community. For example, Links2Care which is a non-profit organization which provides programs and services to Mississauga residents 65 years and older or disabled adults who are receiving ODSP benefits with no abled bodied person in the home. There are also private firms providing these services at reasonable costs. These programs and services will also be promoted as part of the Driveway Windrow Snow Clearing Pilot Program.


The advertisement of the program will continue through the City web page, community centres, libraries and other public areas, seniors clubs and the City 311 services. Flyers, posters will be utilized as well as advertisements within local newspapers.

FINANCIAL IMPACT: A budget of \$50,000 is estimated for the extension of the pilot program for the 2012-2013 winter season.

CONCLUSION: With declining enrolment, dissatisfaction with the level of service and few significant snow plowing events, it is difficult to assess the effectiveness of the Driveway Windrow Snow Clearing Pilot Program.

As such, it is recommended that the pilot program be extended for the 2012/2013 winter season.

ATTACHMENTS: Appendix 1: Report titled "Driveway Windrow Removal" dated November 2, 2009 from the Commissioner of Transportation and Works.



Martin Powell, P.Eng.

Commissioner of Transportation and Works

*Prepared By: Bob Levesque, P.Eng.,
Manager, Works Maintenance and Operation*



Corporate Report

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MG.23.REP

DATE: November 2, 2009

TO: Chair and Members of Budget Committee
Meeting Date: November 9, 2009

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

SUBJECT: Driveway Windrow Removal

- RECOMMENDATION:**
1. That an additional \$500,000.00 be allocated to the 2010 Winter Maintenance Operating Budget to allow for a City-wide pilot to remove snow windrows from driveways for older adults and people who are physically disabled to run from January 4, 2010 to March 26, 2010 and to fund continuation of the program the following season subject to Council approval.
 2. That the driveway snow windrow removal program be limited to persons 65 years or older and people who are physically disabled as verified by a regulated health professional.
 3. That those persons who are 65 years or older and people who are physically disabled as verified by a regulated health professional who qualify with the financial requirements of the City's Active Assist Program, receive this service at no charge.
 4. That those persons who are 65 years or older and the people who are physically disabled as verified by a regulated health professional who do not qualify under the financial requirements of the City's Active Assist Program, have the service available at a cost of \$120.00 for the duration of the pilot program.

5. That the City's pilot Driveway Windrow Removal Program be limited to 2,500 residences who qualify under the Active Assist Program and limited to 1,000 residences who do not qualify under the Active Assist Program, on a first come, first serve basis.
6. That the Commissioner of Transportation and Works report back to General Committee upon conclusion of the pilot Driveway Windrow Removal Program with recommendations for future winter seasons.

BACKGROUND:

The Transportation and Works Department received a request from Budget Committee during 2010 budget deliberations to re-examine the issue of providing driveway windrow removal and to survey other municipalities to determine the varying levels of service provided for older adults and disabled residents. That report was presented to Budget Committee on October 20, 2009 (Appendix 1).

In discussing the report, Budget Committee passed the following recommendation:

"That a committee consisting of Councillors Eve Adams, Maja Prentice and Pat Saito be formed to meet with City and Region of Peel staff to develop a plan for the provision of windrow snow removal service to senior adults and disabled residents who demonstrate a financial need and other residents on a pay for service basis, to be implemented for the upcoming winter season, and that the report on the implementation of the program including eligibility criteria be provided to Budget Committee as quickly as possible."

COMMENTS:

- " A Committee of Councillors Eve Adams, Maja Prentice and Pat Saito was formed and met with City staff. Due to time constraints, Regional staff were not involved at this time. The following were the outcomes of discussion with the Committee:

Eligibility and Fees

That the program be made available only to adults 65 years and older and to people who are physically disabled as verified by a regulated health professional. Those persons who qualify under the Active

Assist Program would receive the service at no cost; all others would pay a fee of \$120.00 per household for the duration of the pilot program. The cost to provide this service for a full winter season is estimated at \$200.00 per household per season.

Scope of Program

It was agreed that because driveway windrow removal would be a new service and the City has no experience with this type of service, the program should be run as a City-wide pilot.

Duration of Pilot Program

In order to properly advertise, receive and process applications and to organize equipment, the pilot program cannot be available prior to January 4, 2010. In order to meet this timeline Council approval would be required by November 11, 2009. The pilot would run from January 4, 2010 to March 26, 2010. Upon conclusion of the program, the Commissioner of Transportation and Works would report back to General Committee with recommendations for future winter seasons.

Budget and Program Limitations

Because uptake of the program is not known, it is difficult to predict administrative demands and a corresponding budget. It was therefore decided that the program be on a first come, first serve basis, and be limited to 2,500 households of older adults or people who are physically disabled that meet the financial requirements of the Active Assist Program. For those older adults and people who are physically disabled that do not meet the Active Assist Program criteria and are prepared to pay \$120.00 (estimated full cost recovery for a 3-month period) be limited to the first 1,000 households that apply.

A budget of \$500,000.00 is required assuming all 2,500 households apply and qualify for the service and that the program is continued for 2010 – 2011 winter season.

Advertisement of Program

Assuming that the pilot program is approved by Council on November 11, 2009, advertising would start immediately and would run until December 18, 2009.

The Committee proposed that advertising take place on the City's web page, Community Centres, libraries and other public areas, seniors clubs and over the City's 311 service. Flyers and posters detailing the service would be prepared and distributed strategically.

Subsequent to the Committee's concurrence and recommendations, Transportation and Works staff are also recommending that some form of advertising be conducted in the local newspaper following the example of those municipalities that offer the same kind of service.

Application Review and Approval

Applications will be available on the City's web page for download as well as all Community Centres. The applications along with supporting documentation and fees if applicable will be received at all Community Centres and processed by Community Services.

In order to qualify as a person who is physically disabled, there will be a section on the application form requesting verification by a regulated health professional and a declaration by the applicant that there are no able-bodied people living at their residence.

Final approval for acceptance into the program will be done by Transportation and Works based on physical constraints such as on-street parking, extended parking or anything else that may prevent equipment from performing the work.

Level of Service

The pilot Driveway Windrow Removal Program will provide service after every plowing operation. Bare pavement cannot be guaranteed. The clearing will be approximately 3.0 m (10 ft) wide to allow one car to pass. It could take up to 12 hours after the completion of the plowing operation before the windrows are removed.

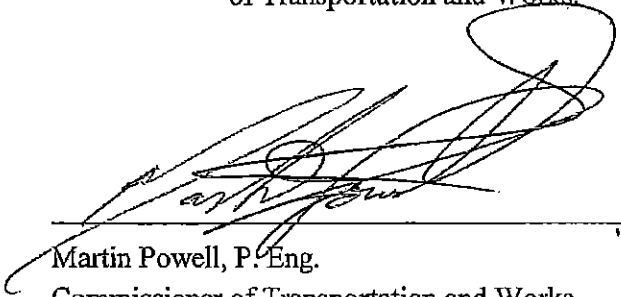
FINANCIAL IMPACT: In order to initiate and provide a driveway windrow removal service at no cost to 2,500 qualifying residences for a full winter season, an additional \$500,000.00 is required in the Winter Maintenance Operating Budget.

CONCLUSION:

There are many municipalities in the GTA area that provide a driveway windrow removal service with varying degrees of service, eligibility and fees. In order to gauge the demand for this kind of program as well as gain operational experience, a pilot program would be beneficial to both residents and staff.

ATTACHMENTS:

Appendix 1: Report dated October 8, 2009 from the Commissioner of Transportation and Works.



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

*Prepared By: J.J. Pitushka, P.Eng.
Director, Engineering and Works*



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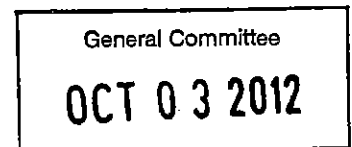
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5.

DATE: September 14, 2012

TO: Chair and Members of General Committee
Meeting Date: October 3, 2012

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



SUBJECT: **Mississauga Bus Rapid Transit (BRT) Project – Execution of Boundary Roads and Bridges Agreement – City of Mississauga and City of Toronto, Eglinton Avenue West Bridge at Etobicoke Creek**

RECOMMENDATION: That the Commissioner of Transportation and Works and the City Clerk be authorized to execute the Boundary Roads and Bridges Agreement between the City of Mississauga and the City of Toronto, including the Eglinton Avenue West Bridge over the Etobicoke Creek in a form satisfactory to Legal Services.

BACKGROUND: The Mississauga Bus Rapid Transit (BRT) project will see the widening of the north side of the Eglinton Avenue Bridge over the Etobicoke Creek in order to accommodate two BRT lanes. Once operational, the Eglinton Avenue Bridge shall accommodate two BRT lanes and four general purpose lanes.

COMMENTS: Mississauga and Toronto entered into an agreement dated October 22, 2008 outlining their respective obligations with regards to boundary roads and bridges. Mississauga now desires to widen the Eglinton Avenue West bridge over the Etobicoke Creek in order to accommodate a dedicated BRT, and as such, a revision to the original

agreement that sets forth the two parties' respective rights and obligations with regards to the maintenance, repair and construction of the bridges and boundary roads is required.

Currently, subject to a 50/50 cost sharing between the two municipalities, the City of Toronto shall be responsible for the performance and implementation of all capital improvements, structural maintenance and boulevard service maintenance required for the bridges and boundary roads, except for Matheson Boulevard from Eglinton Avenue West to a point 375 metres further west thereof. Mississauga is responsible for the capital improvements, structural maintenance and boulevard surface maintenance of the portion of Matheson Boulevard that forms the Boundary Road, subject to a 50/50 cost sharing with Toronto. As a result of the need to review the boundary road agreement between Mississauga and Toronto for the construction of the extension of the Eglinton Avenue bridge, staff also wishes to update the agreement to confirm the arrangements between the two municipalities with regards to streetlighting and traffic signals along the boundary roads. As such, the main changes from the previous agreement include:

- a) Clarification has been added with respect to Toronto having the obligations to maintain the traffic signals located within their jurisdiction at 100% their cost.
- b) Clarification has been added with respect to streetlight maintenance and energizing cost, such that Mississauga shall be fully responsible for the maintenance of only those streetlights that are energized by Enersource Mississauga and that the energy cost of all streetlighting shall be shared between the Parties at 50% each.
- c) Mississauga will carry out the capital activity of the Eglinton Bridge extension to accommodate the BRT lanes, and shall be fully responsible for incurred costs. Mississauga shall also be responsible for the maintenance of the BRT lanes, while Toronto will carry out the maintenance work for the other laneways on the Eglinton Bridge, which shall be cost shared at 50%/50%.

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
 - Action 8: Improve transit service between Mississauga, Union Station and Pearson International Airport
- **Increase Transportation Capacity**
 - Action 14: Implement transit priority measures
- **Direct Growth**
 - Action 18: Require development standards for mixed-use development to support transit
 - Action 19: Accelerate the creation of higher-order transit infrastructure.

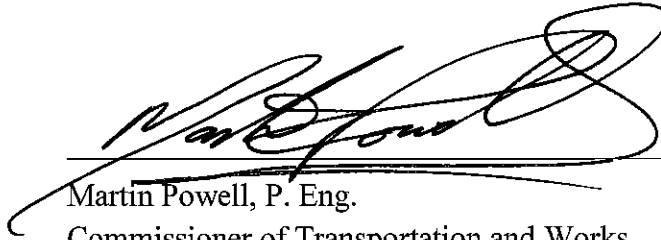
FINANCIAL IMPACT: The construction costs of the Eglinton Avenue Bridge widening has been contemplated and captured within the existing BRT Budget and on-going maintenance costs are captured within the Annual Maintenance Budget.

CONCLUSION: This report is seeking approval for the Transportation and Works Commissioner and City Clerk to execute the Boundary Roads and Bridges Agreement, including the bridge over Eglinton Avenue West at the Etobicoke Creek.

ATTACHMENTS:

Appendix 1: BRT Corridor Map

Appendix 2: BRT Alignment



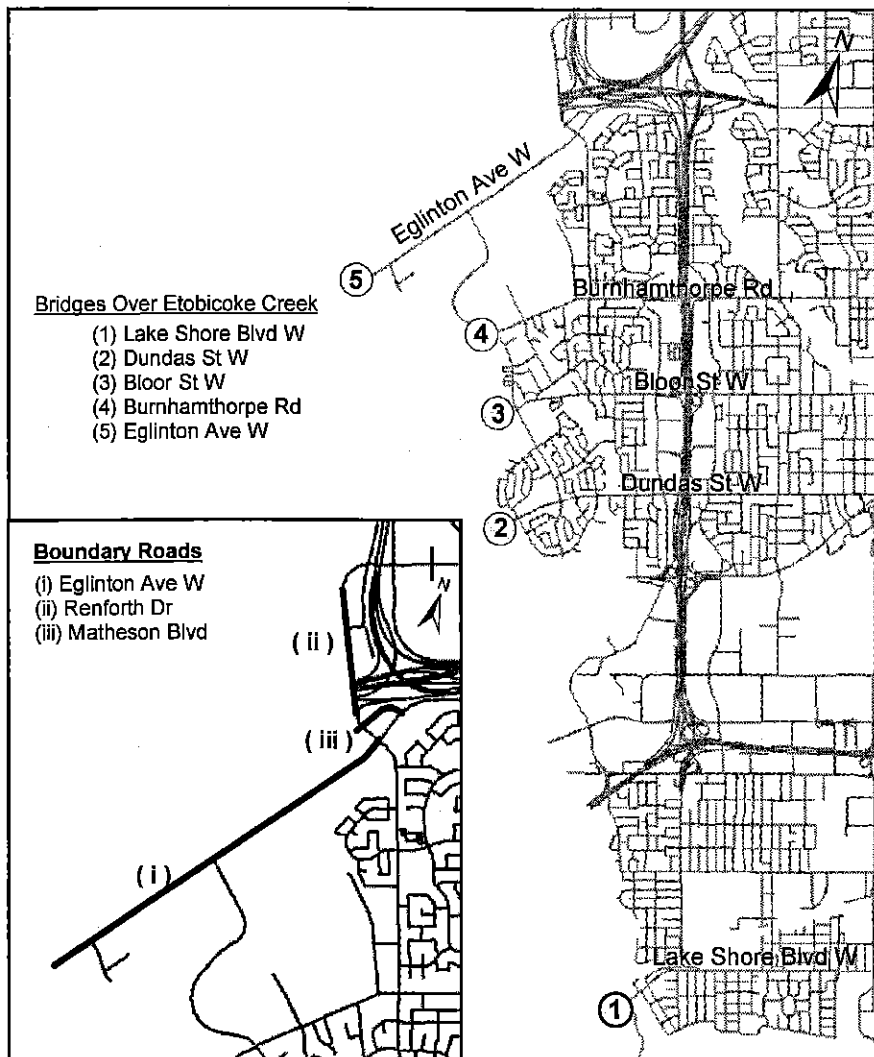
Martin Powell, P. Eng.

Commissioner of Transportation and Works

Prepared By: W. Scott Anderson, BRT Senior Project Manager

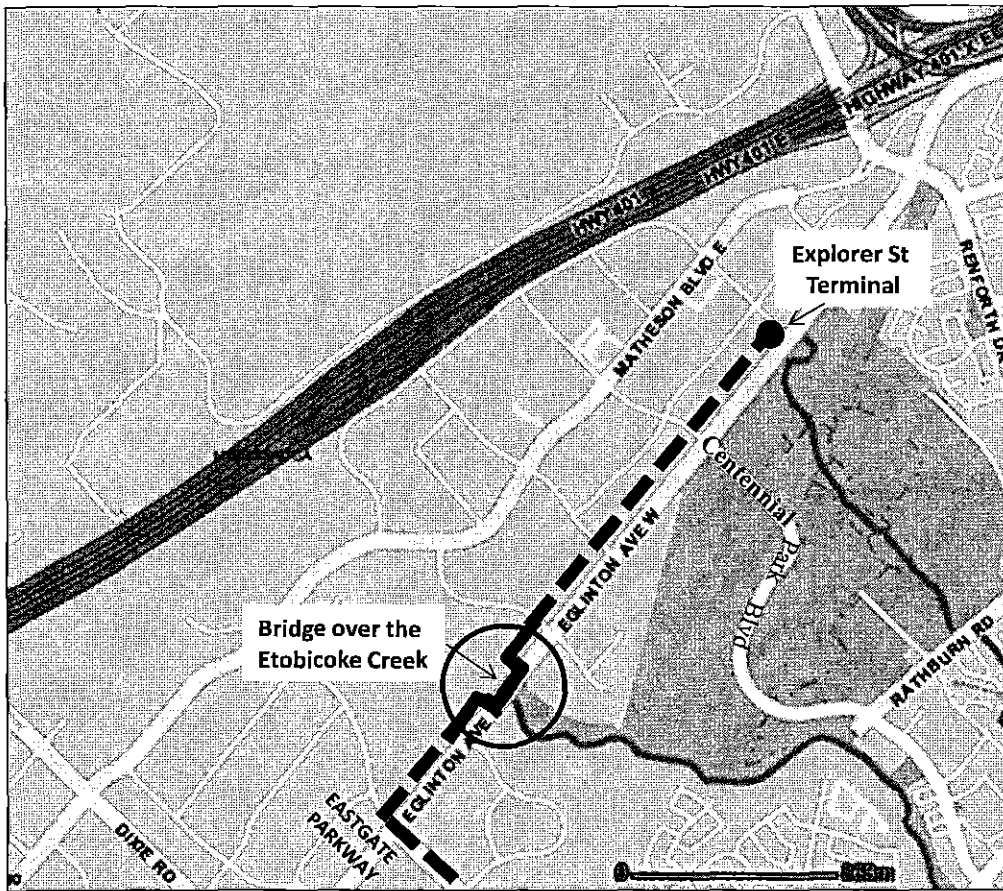
Appendix 1

Boundary Roads and Bridges



Appendix 2

Bus Rapid Transit Alignment



— — — Bus Rapid Transit Alignment



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6.

DATE: September 19, 2012

TO: Chair and Members of General Committee
Meeting Date: October 3, 2012

General Committee

OCT 03 2012

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

SUBJECT: **Administrative Penalty System for Licensing and Parking
Offences**

- RECOMMENDATION:**
1. That an Administrative Penalty System (APS) be implemented for the City of Mississauga for the enforcement of licensing and parking offences subject to approval of funding in the 2013 Capital Budget to support the implementation of an APS.
 2. That staff meet with the Regional Senior Justice of the Peace to request that the scheduling of the backlog of parking offences for the City of Mississauga awaiting trial be expedited.
 3. That Council pass a resolution requesting the Province of Ontario to amend the *Municipal Act* to permit the enforcement of accessible parking through an APS.

**REPORT
HIGHLIGHTS:**

Sections 151(1)(g), (5) and 102.1 of the *Municipal Act, 2001* establishes the new statutory authority for municipalities to implement a system of administrative penalties for the enforcement of licensing and parking offences. Ontario Regulation 333/07, under the *Municipal Act, 2001*, allows municipalities to establish an Administrative Penalty System (APS) for administering, disputing and resolving most minor parking offences as an alternative to the current

system of parking tickets being processed under Part II of the *Provincial Offences Act*.

This report sets out the requirements for, and seeks approval to implement, an APS for the City of Mississauga.

BACKGROUND:

Sections 151(1)(g),(5) and 102.1 of the *Municipal Act, 2001* establishes the new statutory authority for municipalities to implement an APS for the enforcement of licensing and parking offences, respectively, with the exception of accessible parking which is not under this authority. This legislation also allows a municipal council to delegate its quasi-judicial and administrative functions to individuals appointed by Council.

Under an APS, an officer will issue a penalty notice to an alleged offender, which becomes a debt owed to the city. The recipient of the penalty may request a review of the penalty notice by a screening officer, and if unsatisfied with the outcome, may request a review of the decision by a hearing officer. The screening and hearing officers are appointed by Council for the term of Council. Provincial Offences Court (POC) is not an available option and the decision of the hearing officer is final.

The process for establishing an APS for parking is set out in Ontario Regulation 333/07 under Section 102.1 of the *Municipal Act, 2001*. The regulation outlines the administrative fees permitted to be charged, procedural requirements, enforcement powers and general conditions under which the system can operate. The regulation also requires that a municipality “designate” the parking by-law or the part of it to which the administrative penalty will apply. As the *Provincial Offences Act* does not apply to the contravention of a “designated by-law”, an APS for parking would become the only means of enforcing the “designated” parking by-law or the “designated” part of the parking by-law. There is no regulation that specifically deals with a licensing administration penalty process therefore the option to alternate between an APS and the current *Provincial Offences Act* system would remain for licensing matters.

PRESENT STATUS:

The administration of the City of Mississauga's licensing and parking offences are currently governed by the *Provincial Offences Act*. The *Provincial Offences Act* is a procedural code that governs the prosecution of regulatory offences created by provincial law and municipal by-law. The *Provincial Offences Act* contains three parts that govern the commencement of proceedings, as noted below:

Part I:

- This includes less serious offences brought forward by a Provincial Offences Officer (including a Police Officer) or a Municipal Law Enforcement Officer (MLEO), with a maximum fine of \$1,000. Examples include municipal licensing violations (operating as a tow truck driver without a tow truck driver's licence) and traffic violations (speeding and stop sign offences and other *Highway Traffic Act* violations).
- The MLEO can issue a Certificate of Offence under Part 1 and the offender has the option to pay the set fine on the Certificate of Offence issued or the offender can give their Notice of Intention to appear in POC.

Part II:

- This includes less serious offences related only to parking offences established by municipal by-laws and enforced by an MLEO, including a Police Officer, with a maximum fine of \$5,000. Examples include parking a vehicle in a prohibited area, blocking a fire hydrant and parking in a designated fire route.
- An MLEO will issue a Parking Offences Notice (PIN) and the offender has the option to pay the set fine or discuss the ticket with a First Attendance Administrator who has the option to vary, amend or withdraw the ticket. If the offender is not satisfied with the decision of the First Attendance Administrator they may file a Notice of Intention to appear and request a trial date to be heard in POC.

Part III:

- This includes more serious offences (violation of the *Building Code Act*, *Fire Protection and Prevention Act* and *Planning Act*) brought forward by an MLEO, Building and Fire Inspectors or a Police Officer, or where a higher penalty is sought for repeat offenders.
- Under a Part III charge the offender must attend at POC. The person who has been charged can either plead “guilty” or “not guilty”. If a “not guilty” plea is entered, a trial will be held.

Some licensing by-law offences fall under Part I of the *Provincial Offences Act* and requests for early resolution interviews are being scheduled within a three to four month timeframe. If trials are requested, they are currently being set in approximately eight months’ time. This can mean up to one year before a matter is dealt with. As the business can continue to operate while the accused relies on lengthy delays in the court system, delays in proceedings provide no incentive for compliance.

Parking offences fall under Part II of the *Provincial Offences Act* and a review of the City’s court data as it relates to parking offences provides the following information:

- The number of parking tickets for which a trial was requested in 2010 was 3,151 of which 1,796, or 57%, actually proceeded to trial.
- In 2011 of the 3,185 requests for trial only 233 or 7% proceeded to trial.
- The number of trial requests that do not proceed to trial continues to accrue at an average rate of 9% per year.
- As of March 2012, a total of 4,772 requests for trial were unscheduled due to unavailable court time. If these trial requests pending were to proceed to trial, the outcome (based on historical data) would yield 4,104 convictions with total revenue of approximately \$240,000. This data reflects all offences including

accessible parking and fines in excess of \$100.

Approximately 50% of the tickets requesting trial are exceeding the permitted threshold for an APS. Currently the regulation governing administrative penalties for parking matters imposes a fee cap of \$100. This would mean that accessible parking tickets, all heavy vehicle offences and fire route offences would still have to be processed through the POC. A resolution passed by Council on July 4, 2012 seeks to appeal to the province to increase this fee cap to \$500 to avoid operating a dual system. Failure by the province to increase the fee cap for parking matters will mean that the Justices of the Peace will be required to maintain an appropriate level of court time for hearing parking matters.

In addition, the City of Mississauga currently has an agreement under the *Contraventions Act* to process parking tickets issued at Toronto Pearson International Airport. Under federal regulation these tickets would still be required to be processed through the *Provincial Offences Act* system.

In August of 2011 the Regional Senior Justice of the Peace for the Central West District, which includes the City of Mississauga, advised of his intent to allocate judicial resources in order of the seriousness of the offences with Part III, Part I and by-law matters taking precedence over Part II (parking matters). Therefore, effective January 2012, court time for Part II matters (parking tickets) was reduced by 50% which equates to two half days per month. This imposed reduction in available court time to hear parking matters will further impact the City's ability to schedule requests for trial, and will create additional backlog, result in more lost revenue and decreased customer service. Many members of the public are aware of the backlog in trial requests and use this to delay or to avoid payment of parking offences.

Although an APS must have a review process, unlike the appointment of Justices of the Peace, which is managed at the provincial level, the municipality has the authority to appoint the screening and hearing officers that are required for the system. By using an APS, judicial resources would be freed up to address more serious by-law and *Highway Traffic Act* matters.

The use of an APS will also contribute to greater compliance with both the City's licensing and parking by-laws. From a licensing enforcement perspective, rather than having to proceed through a lengthy court process, the City will be able to immediately issue administrative penalties, creating greater incentives for licencees to comply. In addition, the City's powers regarding suspension and revocation of licences will be enhanced as a licencee's record of administrative penalties may be relied on in proceedings before the City's Licence Appeal Tribunal. The City could also refuse to issue or renew a municipal licence where an individual has outstanding administrative penalties.

There will be more incentive to comply with the parking by-law as all disputed parking matters will be required to go before a screening officer and all hearings would be scheduled in a timely manner.

To reiterate, one of the key benefits of an APS is that the municipality takes control of the review process and manages the timing of hearings.

FINANCIAL IMPACT: A one-time capital cost will be required to implement an APS for licensing and parking offences. The majority of this cost will be required to purchase/upgrade the current parking ticket issuance and processing system. Preliminary estimates are in the area of \$350,000. This will include electronic handheld devices for parking and licensing enforcement officers as well as private security officers who issue tickets on behalf of the City on private property. The system will also be required to have dual capability in order to issue both Administrative Penalty Notices and Provincial Offence Tickets. The backend of the system will also be required to operate the two systems.

The existing parking handheld devices and related software were due for replacement in 2011 and included in the 2011 capital budget with funding in the amount of \$250,000. The acquisition of the replacement items was put on hold, pending the implementation of an APS and the requirement for hardware and software with different functionality. Additional funding in the amount of \$350,000 has been included in the Transportation and Works Department proposed 2013 capital budget

for additional costs to upgrade the system to accommodate an APS. This funding also allows for the provision of electronic handheld devices for private security officers issuing tickets on behalf of the City on private property and licensing enforcement officers, as well as software changes to accommodate licensing enforcement.

The primary operating cost will be the compensation of hearing officers. It is estimated that in order to effectively manage the projected volume of parking matters requesting a hearing, it may be necessary to have two part-time hearing officers working up to five days per week. This will result in the elimination of any future backlog and provide for a speedy resolution for the public and potentially increase revenue. The hearing officers would be paid on a per diem basis allowing for flexibility in scheduling once the program has been in place for a period of time.

It is anticipated that one room will be required for the hearings under the proposed system and a suitable vacant room is available at 950 Burnhamthorpe Road West resulting in no additional cost. Situating the hearing room in the provincial court building provides added benefits since individuals will be able to pay their penalty notices at the parking ticket counter. In addition, as Peel Regional Police are on site, no additional security will be required.

The fee cap for an APS impacts total operating costs. If the fee cap is increased to \$500, less parking and licensing matters would be processed through a *Provincial Offences Act* system and Justice of the Peace labour and prosecutor costs would be less for Enforcement Division matters.

Under an APS additional revenues are received from having hearings heard in a timely manner. In addition, under an APS the municipality may charge other administrative fees including fees for late payments and the failure to appear at the time and place scheduled for the hearing. Under the current *Provincial Offences Act* system, only nominal amounts are collected for late payments.

Given the effectiveness of our first attendance program in reducing the requests for trial on parking enforcement matters, the additional operating revenues anticipated to be realized by the City from APS

hearings are not of the same magnitude as other municipalities that transitioned from a *Provincial Offences Act* system without a first attendance program. However, staff are confident that the annual incremental operating costs from the implementation of an APS will be more than offset by the increase in annual incremental operating revenues. Further, staff anticipate that the budgeted capital costs associated with the APS will be recovered in approximately three years as a result of this annual net incremental benefit.

CONCLUSION:

An Administrative Penalty System for the enforcement of the City's parking and licensing by-laws is authorized under the *Municipal Act* 2001. Under this system the City would become the regulatory authority. Some municipalities are already using this type of system and others are in the process of implementation.

For the reasons outlined in this report, it is recommended that an APS be implemented for the City of Mississauga for the enforcement of licensing and parking by-laws and that the system be implemented no later than January 2014, earlier if possible. It is also recommended that additional funding, no greater than \$350,000, be included in the proposed 2013 Transportation and Works Capital Budget for the additional capital costs of implementation. It is further recommended that senior staff from the Enforcement Division, Legal Services and Legislative Services be directed to meet with the Regional Senior Justice of the Peace to request that the scheduling of the backlog of parking offences be expedited. Lastly, it is recommended that Council pass a resolution requesting the Province of Ontario to amend the *Municipal Act* to permit the enforcement of accessible parking through an APS.



Martin Powell, P. Eng.

Commissioner, Transportation and Works Department

Prepared By: Mickey Frost, Director, Enforcement



Corporate Report

Clerk's Files

Originator's
Files

MG.23.REP
SP 11/026

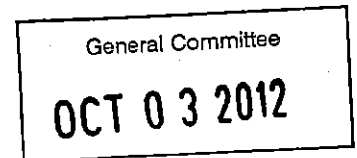
7.

DATE: September 6, 2012

TO: Chair and Members of General Committee
Meeting Date: October 3, 2012

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

SUBJECT: **Warning Clause Agreement Between the
City of Mississauga and Angie Odanski and
Michael Lafontaine
Pursuant to Site Plan Application
SP-11/026 (Ward 1)**



RECOMMENDATION: That a by-law be enacted to authorize the Commissioner of Transportation and Works and the City Clerk to execute and affix the Corporate Seal to the Warning Clause Agreement between Angie Odanski and Michael Lafontaine and The Corporation of the City of Mississauga to the satisfaction of the City Solicitor.

BACKGROUND: Angie Odanski and Michael Lafontaine are the owners of a parcel of land described as 277 Pinetree Way, Mississauga, Ontario, L5G 2R4, being composed of Lot 6, Registered Plan 713, in the City of Mississauga (the "Development Lands"). Angie Odanski and Michael Lafontaine have submitted a site plan application to construct a new dwelling on the above-noted Development Lands.

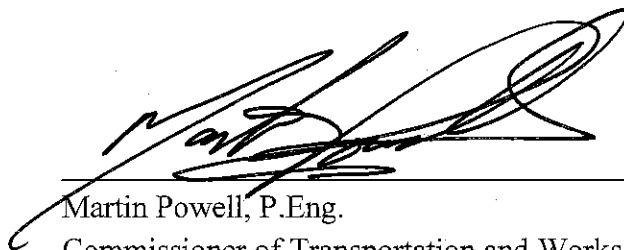
COMMENTS: The new dwelling and existing structures on site at the rear of the lands are located within the floodplain for Kenollie Creek. The Transportation and Works Department has identified that an agreement will be required to advise the owners of the Development Lands of the potential for flooding from Kenollie Creek, to save the City harmless from any acts, actions, damages

or costs which may arise in future, as a result of the approval of the application and location of the Development Lands within the floodplain. This agreement will be registered on title.

FINANCIAL IMPACT: Not applicable.

CONCLUSION: The Warning Clause Agreement between The Corporation of the City of Mississauga and Angie Odanski and Michael Lafontaine will advise the owners of the potential for flooding from Kenollie Creek and will save the City harmless. The Warning Clause Agreement has been approved by Legal Services.

ATTACHMENTS: Appendix 1 – Site Location Map – 277 Pinetree Way



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

*Prepared By John Salvino, C.Tech
Development Engineering Technician*



Corporate Report

Clerk's Files

Originator's
Files

MG.03.REP
SP 12/025

8.

DATE: September 17, 2012

TO: Chair and Members of General Committee
Meeting Date: October 3, 2012

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

SUBJECT: **Warning Clause Agreement Between the
City of Mississauga and 1127792 Ontario Limited
Pursuant to Site Plan Application
SP-12/025 (Ward 3)**

General Committee

OCT 03 2012

RECOMMENDATION: That a by-law be enacted to authorize the Commissioner of Transportation and Works and the City Clerk to execute and affix the Corporate Seal to the Warning Clause Agreement between 1127792 Ontario Limited and The Corporation of the City of Mississauga to the satisfaction of the City Solicitor.

BACKGROUND: 1127792 Ontario Limited is the owner of a parcel of land described as 2225 Dundas Street East, Mississauga, Ontario, being composed of Part of Lot A, Concession 1, north of Dundas Street, in the City of Mississauga, designated as Parts 1 and 2 on 43R-14640 (the "Development Lands"). 1127792 Ontario Limited has submitted a site plan application to construct a new commercial building on the above-noted Development Lands.

COMMENTS: The new building and structures are located within the floodplain for Etobicoke Creek. The Transportation and Works Department has identified that an agreement will be required to advise the owners of the Development Lands of the potential for flooding from Etobicoke Creek, to save the City harmless from any acts, actions, damages or costs which may arise in future, as a result of

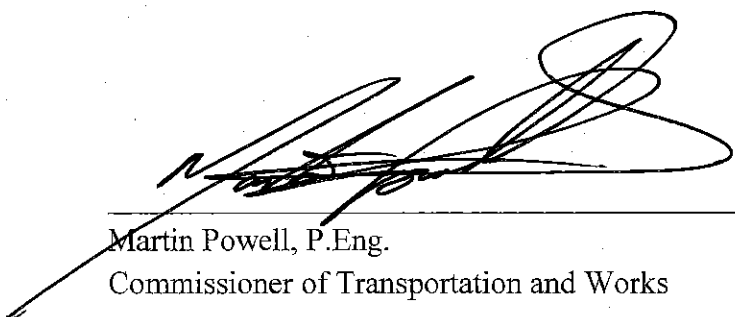
8a

the approval of the application and location of the Development Lands within the floodplain. This agreement will be registered on title.

FINANCIAL IMPACT: Not applicable.

CONCLUSION: The Warning Clause Agreement between The Corporation of the City of Mississauga and 1127792 Ontario Limited will advise the owners of the potential for flooding from Etobicoke Creek and will save the City harmless. The Warning Clause Agreement has been approved by Legal Services.

ATTACHMENTS: Appendix 1 – Site Location Map – 2225 Dundas Street East

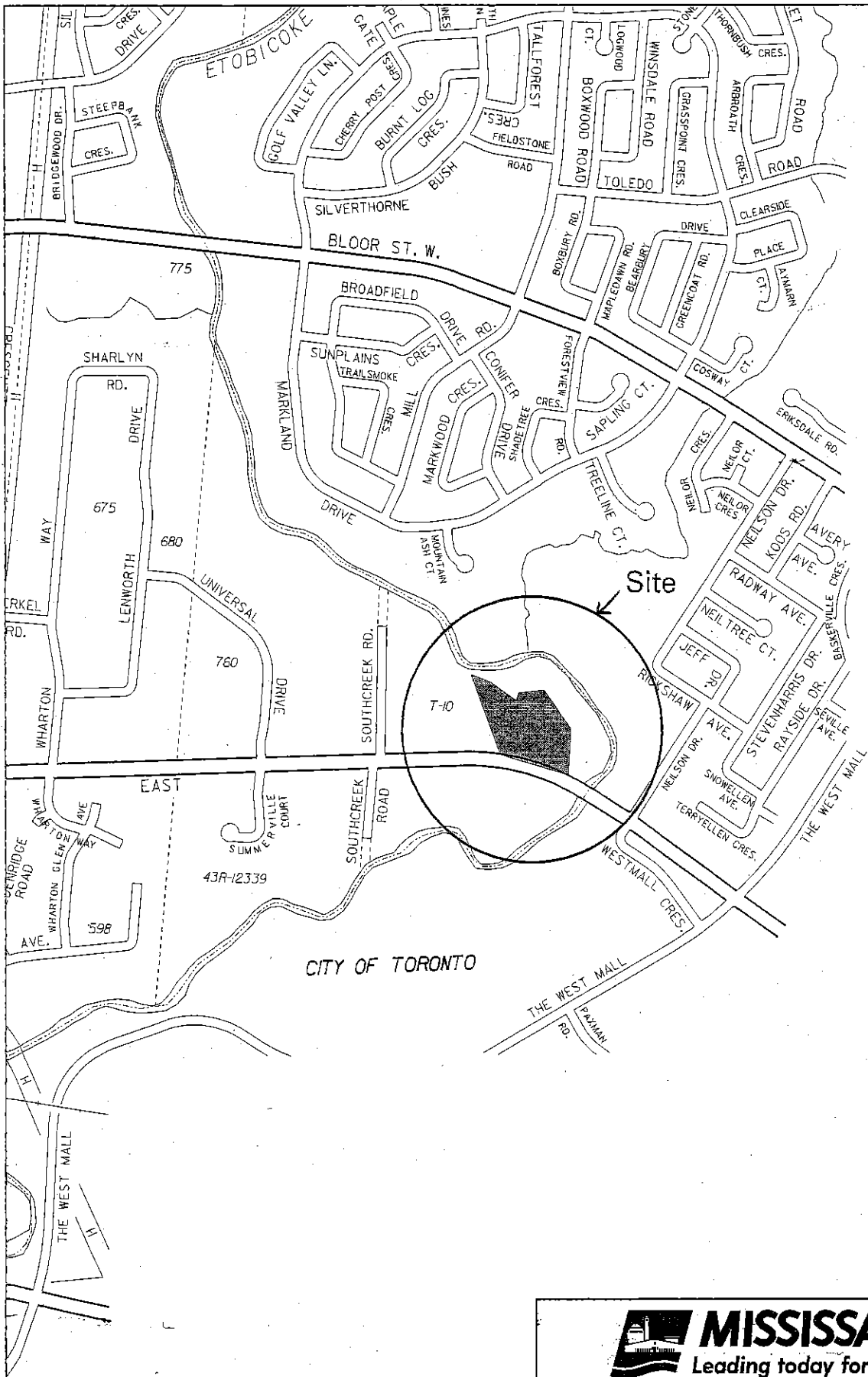


Martin Powell, P.Eng.

Commissioner of Transportation and Works

*Prepared By John Salvino, C.Tech.
Development Engineering Technician*

86



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T&W-Transportation and Infrastructure Planning

1127792 Ontario Limited
2225 Dundas Street East, Parts 1 & 2, 43R-14640
Appendix 1





Corporate Report

Clerk's Files

Originator's
Files

9.

DATE: September 26, 2012

TO: Chair and Members of General Committee
Meeting Date: October 3, 2012

FROM: Mary Ellen Bench, BA, JD, CS
City Solicitor

SUBJECT: **Federal Electoral Boundaries Commission**

General Committee

OCT 03 2012

- RECOMMENDATION:**
1. That the City of Mississauga inform the Commission that it does not support the federal electoral boundaries proposal that recommends the City of Mississauga and the City of Brampton share the riding of Brampton-Gore.
 2. That the City of Mississauga strongly urge the Commission to revise its recommendation and support federal electoral ridings that respect the municipal boundaries of the City of Mississauga and in so doing best protect the rights of the citizens of the City of Mississauga to effective representation.
 3. That Council's concerns be expressed before the Commission and that the alternative options set out in this report be presented to the Commission at its hearings scheduled to be held in the City of Mississauga on October 31, 2012.
 4. That a copy of this report be circulated to all Members of Parliament and Members of Provincial Parliament representing the City of Mississauga with a request that they support its recommendations.

**REPORT
HIGHLIGHTS:**

- The Federal Electoral Boundaries Commission will hold hearings throughout the province to address new electoral ridings.

- The Commission has proposed one new riding be added to the City of Mississauga while other ridings have been amended to reflect the change in population numbers.
- The proposed riding of Brampton-Gore comprises residents of both the City of Mississauga and the City of Brampton.
- The City of Mississauga has long requested that federal and provincial riding boundaries in the City of Mississauga respect its municipal boundaries.
- It is recommended that the City address the Commission at the Mississauga hearing on October 31, 2012 to advocate for federal ridings which do not split municipal boundaries.

BACKGROUND:

The Federal Electoral Boundaries Commission for Ontario (the “Commission”) was established on April 16, 2002 in accordance with the *Electoral Boundaries Readjustment Act* (the “Act”).

Each provincial Commission is charged with readjusting the boundaries of existing electoral districts and establishing the boundaries of new electoral districts in a process known as “electoral redistribution.”

The 2012 Commission for Ontario is chaired by Mr. Justice George Valin, of the Superior Court of Justice. Mr. Doug Colbourne an arbitrator and mediator of land use planning, expropriation and election issues at the provincial and municipal levels and Dr. Leslie A. Pal, the Chancellor’s Professor of Public Policy and Administration at Carleton University join Mr. Justice Valin as Commission members.

The Act authorized the Commission to set its own procedures and, in accordance with those procedures, hearings have been set across the Province. In Mississauga, representations to the Commission will be heard on Wednesday, October 31, 2012 at the Central Library. Following the conclusion of all the provincial hearings, the Commission must file the final report with the Chief Electoral Officer of Canada by February 21, 2013. Parliament will then consider the Report and the final boundaries will be published in the *Canada Gazette*. The electoral boundaries will be in effect for the next federal election in 2015.

Under the Act, commissions are established every ten years following the decennial census when population data is assessed and the number of seats allocated to each province is recalculated. Following the 2011 census, it was determined that Ontario would have an additional 15 seats in the House of Commons based on population data. A National Quotient of 107,220 persons per seat is targeted, subject to minimum seat guarantees set out in the *Constitution Act*, 1867. The Commission attempts to redistribute seats to come as close to the Quotient as possible, however, it has an acceptable variance of 25% more or less where deemed appropriate. This means the acceptable upper limit of deviation from the quota is 132,766, and the lower limit of deviation from the quota is 79,660. According to the 2011 Census, 24 electoral districts currently exceed the allowable 25% variance from the quota.

However, the Supreme Court of Canada determined that strict application of the Quotient can be departed from to give proper recognition to the following:

1. special geographic considerations, which include rivers, major highways, municipal boundaries, and other natural community dividing lines;
2. special community or diversities of interests, for example, First Nation Reservations; and
3. physical features of any areas; and
4. growth projections, within the time period before the next redistribution.

In his message, Mr. Justice Valin states that the Commission's main goal when determining boundaries of each electoral district is to divide the province into districts as close as possible to an average population. Further, Mr. Justice Valin stresses the Commission must take into account such factors as communities of interest or identity, historical pattern of the electoral district and a manageable geographic size for districts in sparsely populated, rural or northern regions of the province.

In 2002, the City appeared at the hearing before the Commission advocating that the cities of Brampton and Mississauga should not share electoral boundaries. The City urged the Commission to establish six electoral districts entirely within City of Mississauga borders given the size of the municipality. The City argued a community of interest in the southern part of Mississauga on both sides of the Credit River should be kept together and furthermore, that Malton should not be separated from the rest of Mississauga and added to a Brampton riding. The City of Mississauga stressed that residents of Malton should be represented by a Member of Parliament ("MP") and/or a Member of Provincial Parliament ("MPP") representing the rights of other Mississauga residents and should not be massed together with the interests of an entirely different and distinct municipality. These arguments remain valid today, and arguably are more significant today.

The City was unsuccessful at persuading the Commission to change the boundaries. The Commission proceeded to recommend the creation of two electoral districts which shared municipal boundaries.

COMMENTS:

In recognition of population shifts since the last census, the Commission proposes to readjust the boundaries of many electoral districts and to create 15 new districts to conform to the number of seats assigned to Ontario. The new electoral districts are located in the following areas: Brampton (2), Cambridge, Durham (2), Hamilton, Markham (2), Mississauga, Oakville, Ottawa, Simcoe, Toronto (2), and York. The Commission has also reduced the electoral districts which cross municipal boundaries affecting Mississauga and Brampton from two to one.

The proposed electoral districts by the Commission are set out in the attached Appendix A.

The five (5) current electoral districts in the City of Mississauga have a population of 713,443 (as of May, 2011 not including the undercount) thus requiring the addition of one (1) electoral district. The Commission has proposed that an electoral district will be named Mississauga West – Streetsville. This district will be comprised of areas currently falling within Mississauga – Streetsville, Mississauga –

North and Mississauga – Brampton. The Commission has proposed Mississauga – Erindale be renamed to Mississauga – Erin Mills. The Commission has proposed a new electoral district named Mississauga – Centre comprised of portions of the current electoral districts of Mississauga – Erindale, Mississauga East – Cooksville and Mississauga – Brampton South. Mississauga – South will remain unchanged.

Lastly, the Commission proposes a new electoral district named Mississauga North comprised of portions of the current districts of Mississauga – Brampton South, Bramalea- Gore – Malton and Mississauga – Streetsville. This would mean that the electoral district of Mississauga East – Cooksville would be comprised of the current electoral district, less that portion assigned to the new district of Mississauga – Centre and the district of Mississauga – Brampton South.

The City of Mississauga is made up of several communities, all of which are integral to the identity of Mississauga as a whole. While population increases over the last decade support the need to adjust the boundaries of existing electoral districts in the City of Mississauga, it is also important that the boundaries of the City of Mississauga be recognized in the process if citizens are to be effectively represented. In large urban centres, it is very difficult, if not impossible, for members of parliament especially members of parliament as the Province regulates municipal matters. Where the municipalities are not aligned, the Members of Parliament and Members of Provincial Parliament are put into a conflict to effectively represent two distinct municipalities.

The City of Mississauga is Canada's sixth largest city. A city of this size has a distinct identity of its own and ought to be represented by its own members of parliament. Staff recommend that the Commission be requested to establish federal and provincial electoral boundaries that keep Mississauga whole and recognize its urban boundaries.

It is important when creating electoral ridings that district neighbourhoods are not split. This has occurred by removing one portion of Malton and placing it within a predominantly Brampton riding. Secondly, in the currently drafted map of electoral boundaries,

the division of Malton from Mississauga – North has occurred by using Morning Star Drive as the divider. Morning Star Drive is not a major arterial road and typically, boundaries are drawn along major collector roads, and Morning Star Drive does not fall into this category.

The Commission, when creating ridings ought to consider historical communities, which means Malton ought to be kept intact and included in an electoral riding with the rest of Mississauga.

Furthermore, because Malton has been identified as a priority neighbourhood, it is important that the portion split from the rest of Mississauga be joined together and represented by a Mississauga MP and/or MPP to best protect the interests of the residents. These 30,000 Malton residents should have adequate representation by federal and/or provincial elected members who can advocate on their behalf in a manner which protects their interests as Mississauga residents and not as Brampton residents. Certain concerns for Malton residents, such as adequate infrastructure, transportation and facilities, require that they are represented in an equitable manner before the federal and provincial government. The interests of Brampton residents may differ from those of Mississauga residents and it seems inequitable to enjoin their interests together represented by only one MP and/or MPP.

Appendices 2, 3 and 4 have been prepared by the Planning and Building Department and contain recommendations that provide options to establish federal electoral boundaries, recognizing the boundaries of the City of Mississauga and also recognizing the growth areas in the City, physical features such as the Credit River and best recognize communities of interest within the City's population.

Scenario 1 as depicted in the attached Appendix 3 removes the Mississauga portion of the Brampton – Gore riding and adds it to Mississauga North district. This has the effect of increasing the population of Mississauga – North to 141,626. While this number falls above the allowable 25% quotient, an argument could be made that respecting municipal boundaries is reason for the Commission to depart from the quota. Further, when the 2021 projected population of each riding in the City of Mississauga is examined, the combined population of Mississauga – North falls in line with the expected

population of Mississauga – Centre at 142,810.

The effect of removing the Mississauga portion of the population in Brampton – Gore has the effect of reducing the overall population in that riding to 78,409 which is just slightly below the allowable quotient.

Scenario 2, depicted in the attached Appendix 4, also adds the City of Mississauga portion of Brampton – Gore to Mississauga – North and also changes the boundary near the Credit River to follow Terry Fox Way. This results in a change of population in Mississauga – West Streetsville to 138,152 and a total population in Mississauga – North to 114,118. As above, while the population may be slightly over the 25% quotient, when the 2021 population projections are examined, this riding is in line with Mississauga – Centre and Mississauga East – Cooksville.

Scenario 3, depicted in the attached Appendix 5, results in boundary changes to three Mississauga ridings. As above, this scenario contemplates adding the City of Mississauga portion of Brampton – Gore to Mississauga North but changes the boundaries in Mississauga West – Streetsville and Mississauga – Erin Mills. By changing the boundaries in the latter two ridings, the populations of Mississauga North would change to 114,118, Mississauga – Erin Mills to 121,572 and would result in a total population in Mississauga West – Streetsville of 132,073. This scenario, while moving more boundary lines, meets the factors set out by the Commission when dividing electoral boundaries and keeps the population of each riding within the allowable quotient. Further, by moving the central Erin Mills community from Mississauga West – Streetsville into the Mississauga – Erin Mills riding it keeps a historical community intact as per the Commission's recommendations.

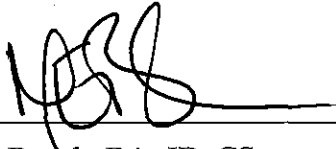
FINANCIAL IMPACT: There is little if any financial impact to the City of Mississauga by putting forth staff recommendations to the Committee at its public hearing on October 31, 2012.

CONCLUSION: The recommended changes to the federal electoral districts put forth by Federal Electoral Boundaries Commission do not respect municipal boundaries. The federal electoral districts are followed from both

federal and provincial elections. It is clear the federal electoral districts need to accurately reflect the change in population over the last ten years, however, the proposed boundaries suggest the City of Mississauga and the City of Brampton share a MP and/or a MPP in Brampton - Gore. This Report proposes that the Commission be advised that the municipal boundaries of the City of Mississauga be recognized by it in establishing federal electoral boundaries to provide effective representation to the citizens of Mississauga. It provides three options for consideration by the Commission to achieve this.

ATTACHMENTS:

- Appendix 1: Proposed boundaries
- Appendix 2: 2011 population and 2021 population projections
- Appendix 3: City proposed boundaries – Scenario 1
- Appendix 4: City proposed boundaries – Scenario 2
- Appendix 5: City proposed boundaries – Scenario 3



Mary Ellen Bench, BA, JD, CS
City Solicitor

Prepared By: Melissa McGugan, Legal Counsel

Proposed Boundaries	2011 Census Population	2021 Population Projection
Mississauga South	112,583	120,020
Mississauga Erin Mills	115,493	123,110
Mississauga Centre	116,619	142,810
Mississauga East - Cooksville	116,478	130,040
Mississauga West - Streetsville **	110,644	114,150
Mississauga North **	111,421	115,800
Brampton - Gore*	30,205	28,780
TOTAL	713,443	774,710

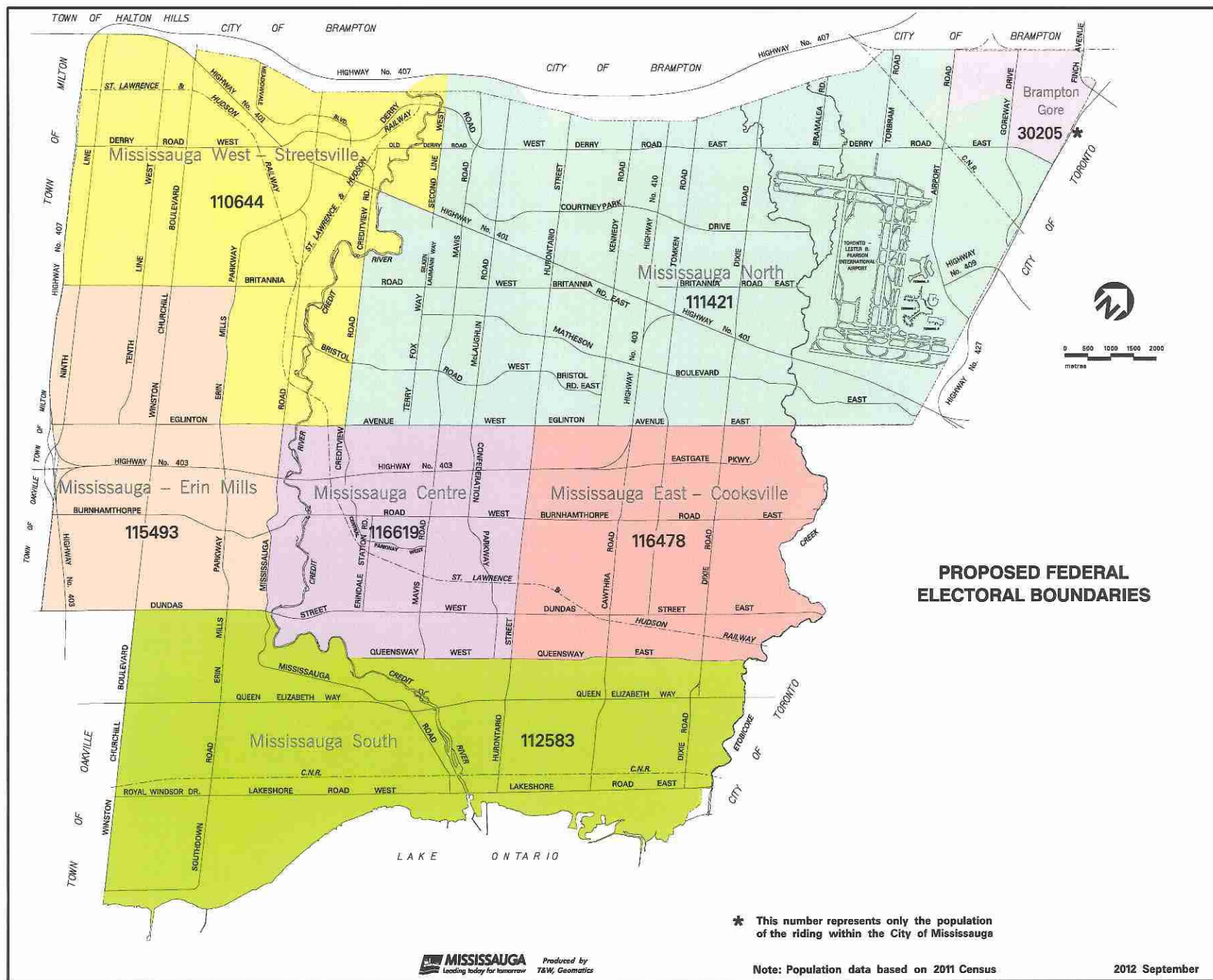
Proposed Boundaries - Scenario 1	2011 Census Population	2021 Population Projection
Mississauga South	112,583	120,020
Mississauga Erin Mills	115,493	123,110
Mississauga Centre	116,619	142,810
Mississauga East - Cooksville	116,478	130,040
Mississauga West - Streetsville **	110,644	114,150
Mississauga North **	141,626	144,580
TOTAL	713,443	774,710

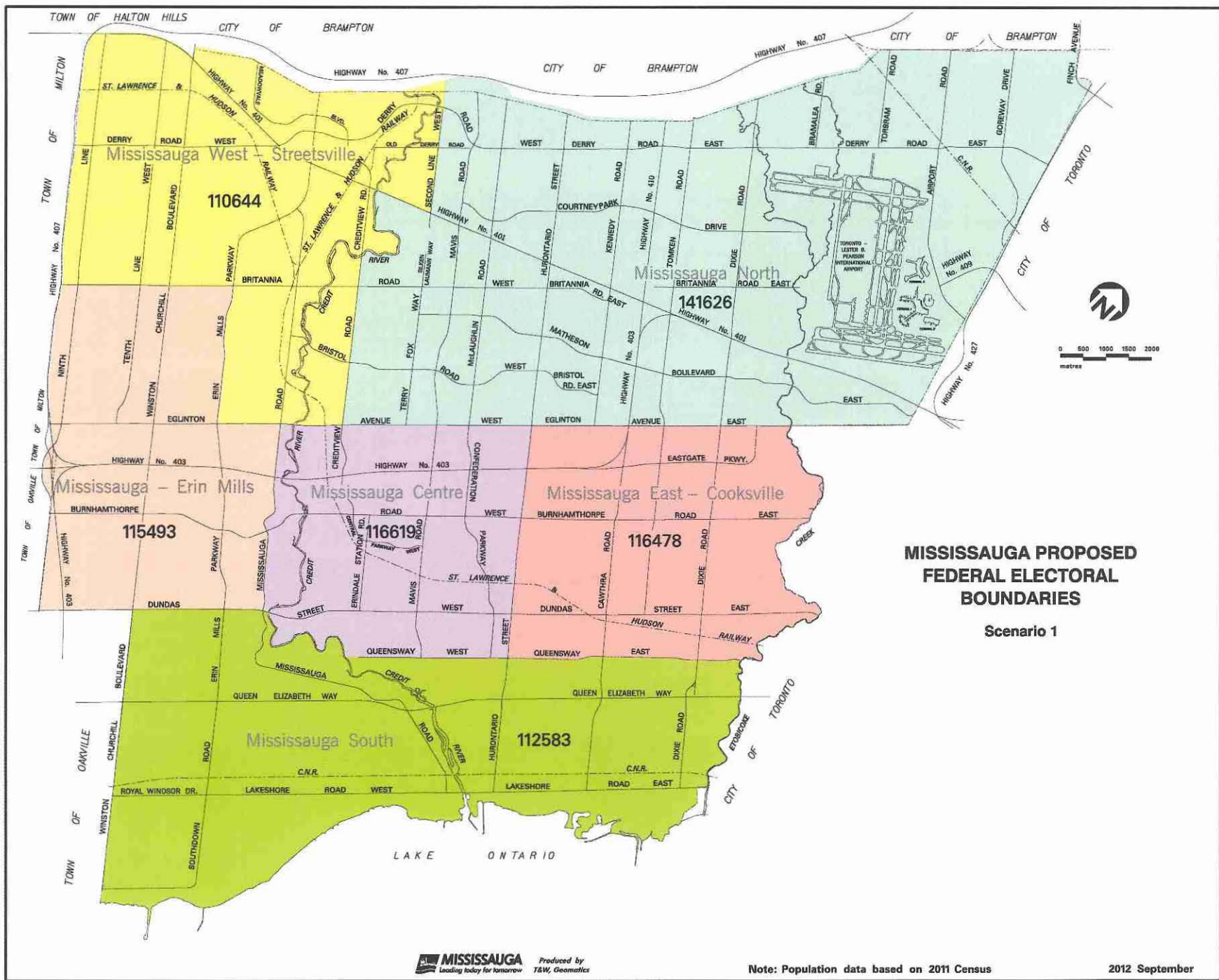
Proposed Boundaries - Scenario 2	2011 Census Population	2021 Population Projection
Mississauga South	112,583	120,020
Mississauga Erin Mills	115,493	123,110
Mississauga Centre	116,619	142,810
Mississauga East - Cooksville	116,478	130,040
Mississauga West - Streetsville	138,152	140,940
Mississauga North	114,118	117,790
TOTAL	713,443	774,710

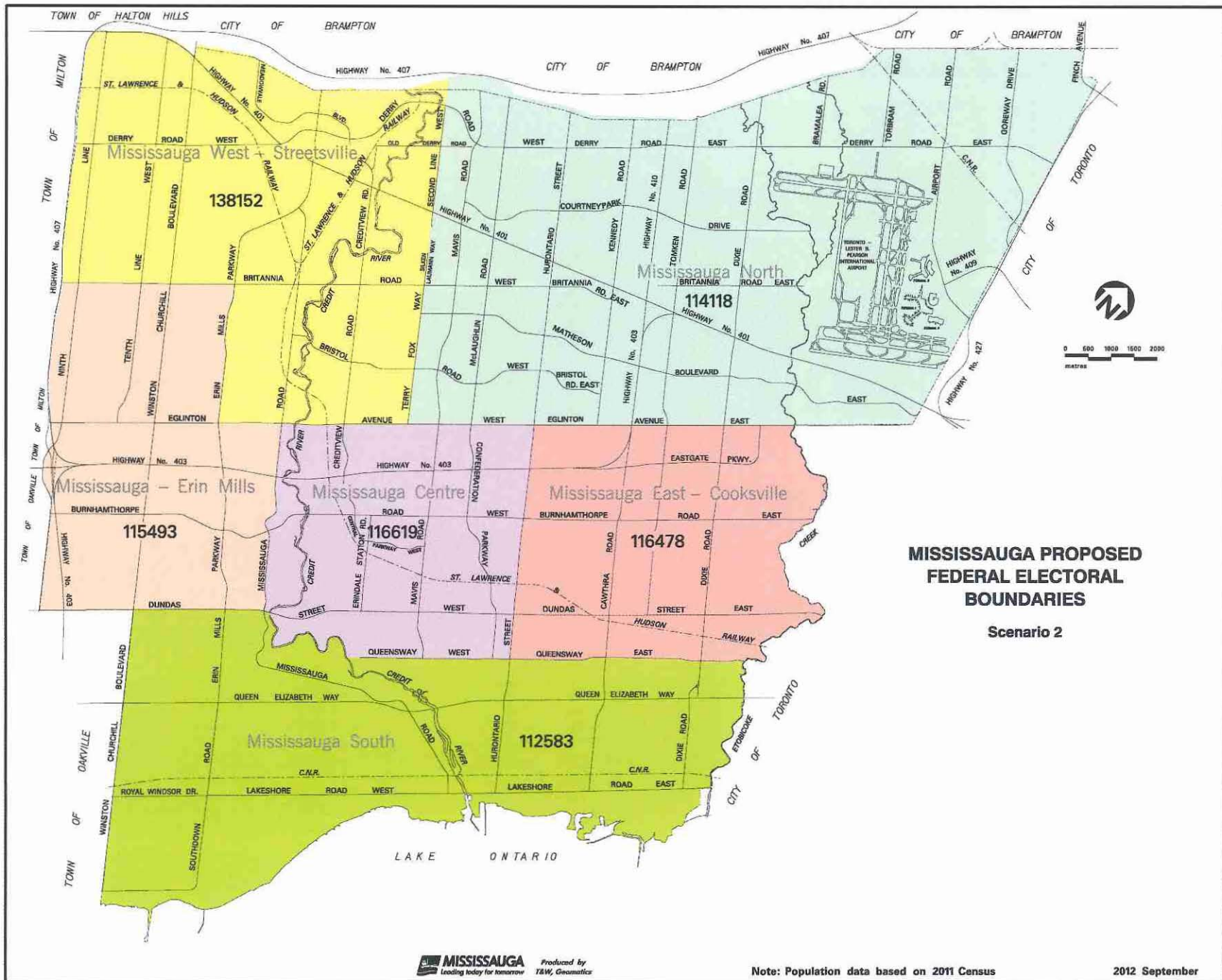
Proposed Boundaries - Scenario 3	2011 Census Population	2021 Population Projection
Mississauga South	112,583	120,020
Mississauga Erin Mills	121,572	130,380
Mississauga Centre	116,619	142,810
Mississauga East - Cooksville	116,478	130,040
Mississauga West - Streetsville	132,073	133,670
Mississauga North	114,118	117,790
TOTAL	713,443	774,710

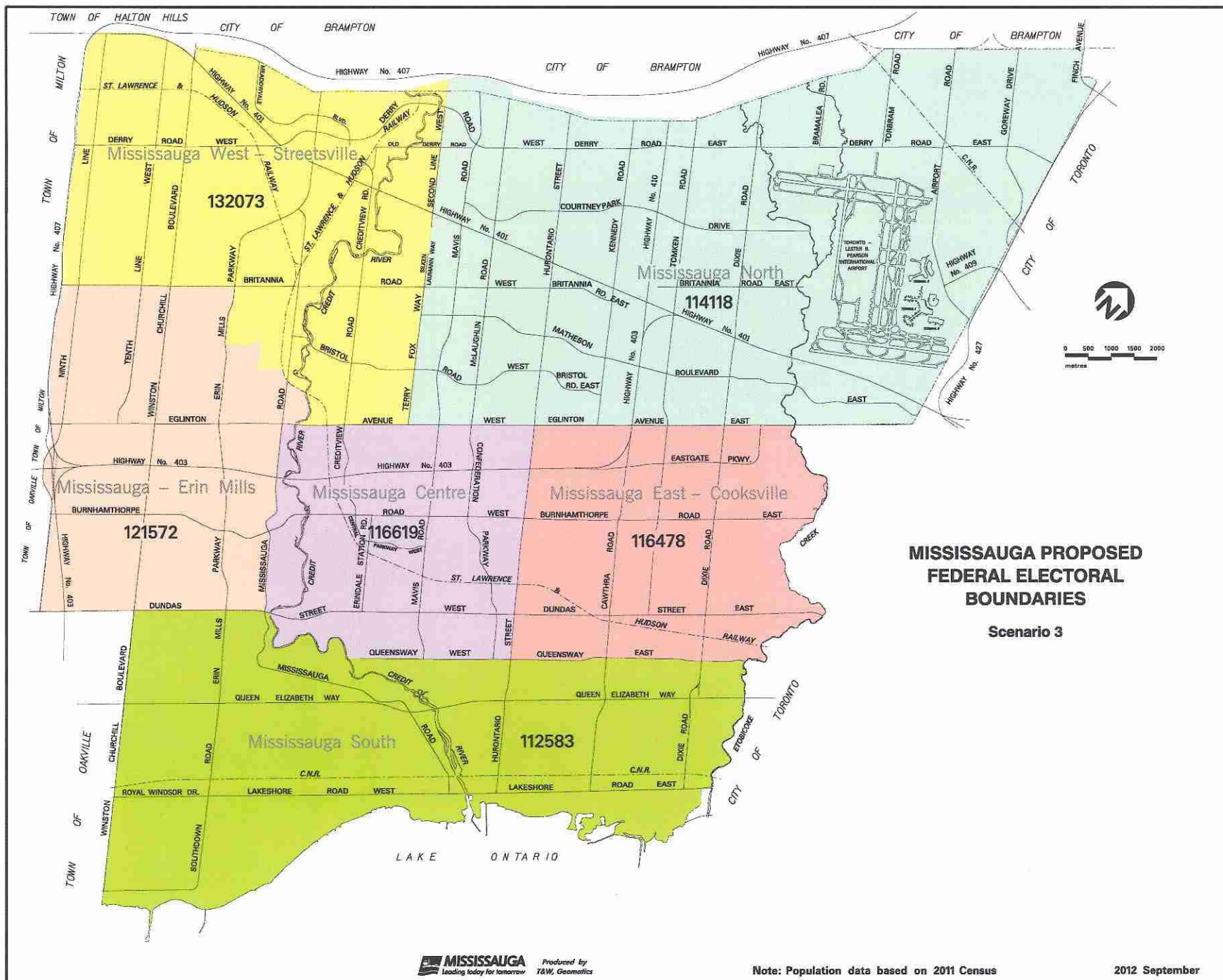
* Excludes portion of boundary located in Brampton

** The Redistribution of the Federal Electoral Districts website notes the population of Mississauga West-Streetsville district as 110,004 and the population of the Mississauga North district as 112,061. This discrepancy of 640 persons in each district is the result of different methodologies in calculating the proportion of the population for the dissemination areas shared by these two districts.









REPORT 2-2012

General Committee

OCT 03 2012

TO: CHAIR AND MEMBERS OF GENERAL COMMITTEE

The Public Vehicle Advisory Committee presents its second report for 2012 and recommends:

PVAC-0004-2012

That the Corporate Report to the Public Vehicle Advisory Committee dated September 4, 2012 from the Commissioner, Transportation and Works, with respect to Tariff Decals on Airport Taxicab Windows be received.

(PVAC-0004-2012)

PVAC-0005-2012

That the Corporate Report to the Public Vehicle Advisory Committee dated September 4, 2012 from the Commissioner of Transportation and Works entitled "Advance Payment of Fares During Evening Hours" be received and referred to Licensing and Enforcement staff to review including a flat rate fee to the tariff card and a simplified reporting system for Peel Regional Police.

(PVAC-0005-2012)

PVAC-0006-2012

That the following correspondence be received and referred to Licensing and Enforcement staff for a report back to the Public Vehicle Advisory Committee;

- a) E-mail dated August 23, 2012 with respect to Accessible Taxi Plates
- b) E-mail dated July 23, 2012 with respect to A New Story CHV Holding Cell
- c) E-mail dated July 26, 2012 with respect to Taxis for Disabled Persons in Mississauga
- d) E-mail dated August 16, 2012 with respect to Accessible Taxi Transportation in the GTHA

(PVAC-0006-2012)

PVAC-0007-2012

That the action list from the meeting held on September 11, 2012 be received for information.

(PVAC-0007-2012)

PVAC-0008-2012

That the correspondence from Mark Sexsmith with respect to the advent of a Smart Phone – Taxi Dispatching System be received and referred to Licensing and Enforcement staff.

(PVAC-0008-2012)

PVAC-0009-2012

That the correspondence from Baljit Singh regarding Issuing Taxi Plates be received and referred to Licensing and Enforcement staff for a report back to the Public Vehicle Advisory Committee.

(PVAC-0009-2012)

PVAC-0010-2012

That the issue regarding prearranged fares or payoffs be received and referred to Licensing and Enforcement staff for a report back to the Public Vehicle Advisory Committee.

(PVAC-0010-2012)

PVAC-0011-2012

That correspondence from the President of Metrolinx regarding the future of the taxi industry be referred to staff to include on a future Public Vehicle Advisory Committee agenda.

(PVAC-0011-2012)

REPORT 6-2012

General Committee

OCT 03 2012

TO: CHAIR AND MEMBERS OF GENERAL COMMITTEE

The Governance Committee presents its sixth report for 2012 and recommends:

GOV-0018-2012

1. That the mandate of the Integrity Commissioner not be expanded to include investigations of members of City staff;
2. That Corporate Policy 02-02-03 be rescinded;
3. That Council approve the amendments to the Council Code of Conduct as set out in Appendix 1 to the Integrity Commissioner's Report dated September 7, 2012;
4. That Council adopt the Council Code of Conduct Complaint Protocol in the form attached as Appendix 2 to the Integrity Commissioner's Report dated September 7, 2012;
5. That Procedural By-law 421-03 as amended, be further amended by replacing section 56(1) with the new section set out in the Integrity Commissioner's Report dated September 7, 2012;
6. That the commentary provided by the Governance Committee with respect to the Council Code of Conduct be referred to the Integrity Commissioner to report back to the Governance Committee on proposed changes to the Council Code of Conduct.
7. That the matter regarding a moratorium on accepting complaints during an election year be deferred to a future Governance Committee meeting.

(GOV-0018-2012)

GOV-0019-2012

That the email dated June 28, 2012 from Alan Kan, resident providing suggestions regarding Council meeting times and Public Question Period be received.

(GOV-0019-2012)

GOV-0020-2012

That the Governance Committee Outstanding Items List for the September 17, 2012 Governance Committee meeting, be received.

(GOV-0020-2012)

GOV-0021-2012

That the City Manager report back to the Governance Committee on a reporting structure for senior staff to report gifts and benefits that have been received.

(GOV-0021-2012)

MISSISSAUGA CELEBRATION SQUARE
EVENTS COMMITTEE

September 17, 2012

REPORT 8-2012

General Committee

OCT 03 2012

TO: CHAIR AND MEMBERS OF GENERAL COMMITTEE

The Mississauga Celebration Square Events Committee presents its eighth report for 2012 and recommends:

MCSEC-0032-2012

That the following recommendations outlined in the Corporate Report dated September 7, 2012 from the Commissioner of Community Services entitled Canada Day 2013 Event

Recommendations be approved:

1. That the start time for the Canada Day Celebration be changed to 4:00 p.m. and schedule the Official Ceremony for between 4:00 p.m. and 7:00 p.m.
2. That the quantity of event surveys collected be increased.
3. That the garbage and recycling bin availability be increased.
4. That the Vendor Application and selection process be updated.
5. That the amount of directional and information signage be increased throughout the site.
6. That a partnership with a radio broadcast partner to simulcast the fireworks music be explored.
7. That secondary audio be placed in the Sponsor/V.I.P. area.

(MCSEC-0032-2012)

MCSEC-0033-2012

That the report from the Commissioner of Community Services dated September 7, 2012 with the revised draft Corporate Policy and Procedure – *Outdoor Events In The Civic District Policy* (Appendix 1) be approved.

(MCSEC-0033-2012)

MCSEC-0034-2012

That Claire Santamaria, Ron Duquette and Rafay Agha from the Mississauga Celebration Square Events Committee represent the committee to review and evaluate event applications for the Mississauga Celebration Square.

(MCSEC-0034-2012)

MCSEC-0035-2012

1. That the report from the Commissioner of Community Services dated September 14, 2012 entitled “Mississauga Celebration Square Resident Complaints: May 24, 2011 to September 11, 2012” be received for information.
2. That staff provide an annual overview report regarding issues at the Mississauga Celebration Square to the Mississauga Celebration Square Events Committee.

(MCSEC-0035-2012)

REPORT 8-2012

General Committee

OCT 03 2012

TO: MEMBERS OF GENERAL COMMITTEE

The Heritage Advisory Committee presents its eighth report for 2012 and recommends:

HAC-0074-2012

1. That the email message dated September 17, 2012 from Miles Backhouse, Corporate Solicitor for the property owner of 7155 Pond Street, requesting deferral of the Memorandum dated September 7, 2012 from Paula Wubbenhorst, Acting Senior Heritage Coordinator, with respect to an alteration to a heritage designated property without heritage permit located at 7155 Pond Street in the Meadowvale Village Heritage Conservation District be received; and
2. That the Memorandum dated September 7, 2012 from Paula Wubbenhorst, Acting Senior Heritage Coordinator, with respect to an alteration to a heritage designated property without heritage permit located at 7155 Pond Street in the Meadowvale Village Heritage Conservation District be deferred to the next Heritage Advisory Committee meeting on Tuesday, October 23, 2012.

Ward 11

(HAC-0074-2012)

HAC-0075-2012

That the overview from Karen Spencer, Advisor, City Strategy and Innovations, City Manager's Office, entitled "City Committees of Council Structure Review," be received.

(HAC-0075-2012)

HAC-0076-2012

That the request to alter the McClure-Lafferty House property, at 2075 Syntex Court, by relocating it within its current property lot, as described in the Corporate Report dated August 21, 2012 from the Commissioner of Community Services be approved, subject to compliance, to the satisfaction of the Director, Culture Division, with the following conditions:

- (a) The acceptance by Heritage staff of a Conservation Plan by a qualified heritage consultant, which must include an itemized list of the costs to both relocate and conserve the house;
- (b) A detailed plan outlining the full process to be used in moving the structure and that reflects, as a minimum, any relevant recommendations in the Heritage Impact Statement and Conservation Plan, and the move be conducted by an experienced and credible heritage moving company, subject to approval by Heritage staff;
- (c) Written agreement from the owner to the revision of the designation by-law, to current Ministry standards, following the relocation;
- (d) A Heritage Easement Agreement binding the moving plan and conservation plan, including long-term maintenance of the property;
- (e) A letter of credit, in an amount to be determined by the Director, Culture Division, provided to the City of Mississauga to cover the cost of replacing and/or restoring any damage that may occur during the move and while conservation work takes place, before the House is ready for occupancy; and
- (f) All approvals of development applications and approval of the Site Plan including documented reconciliation of grading issues on the proposed development site must be obtained from the City of Mississauga in advance of relocation.

Ward 9

(HAC-0076-2012)

HAC-0077-2012

That the property at 1373 Glenwood Drive, which is listed on the City's Heritage Register, is not worthy of heritage designation, and consequently, that the owner's request to demolish proceed through the applicable process.

Ward 1

(HAC-0077-2012)

HAC-0078-2012

That the property at 36 Veronica Drive, which is listed on the City's Heritage Register, is not worthy of heritage designation, and consequently, that the owner's request to demolish proceed through the applicable process.

Ward 1

(HAC-0078-2012)

HAC-0079-2012

That the chart dated September 18, 2012 from Julie Lavertu, Legislative Coordinator, Heritage Advisory Committee, with respect to the status of outstanding issues from the Heritage Advisory Committee be received.

(HAC-0079-2012)

HAC-0080-2012

That the letter dated July 18, 2012 from James P. Holmes, Chairman, Meadowvale Village Heritage Conservation District Review Committee, with respect to the Parminder and Harjit Pabla residence located at 1092 Old Derry Road be received.

Ward 11

(HAC-0080-2012)

HAC-0081-2012

That the brochure by the City of Mississauga's Culture Division with respect to the Wood Window Restoration Workshop hosted by the City of Mississauga's Heritage Advisory Committee on Saturday, September 22, 2012 be received.

(HAC-0081-2012)

REPORT 4-2012

TO: CHAIR AND MEMBERS OF GENERAL COMMITTEE

General Committee
OCT 03 2012

The Road Safety Mississauga Advisory Committee presents its fourth report for 2012 from its meeting on September 25, 2012:

RSM-0015-2012

That the City Committees of Council Structure Review be received for information.
(RSM-0015-2012)

RSM-0016-2012

That the Road Safety Mississauga Advisory Committees (RSM) visioning session debriefing notes be received for information and referred to a later RSM meeting for further discussion.
(RSM-0016-2012)

RSM-0017-2012

That the email dated July 9, 2012 from Alex Liya, Traffic Operations Technician tilted SR# 1982781 – Cactus Gate and Tenth Line be received for information.
(RSM-0017-2012)

RSM-0018-2012

That the Mississauga Road Watch program statistics for May 2012, June 2012, July 2012 and August 2012 be received for information.
(RSM-0018-2012)

RSM-0019-2012

That the Road Safety Mississauga Advisory Committees Terms of Reference be amended to change the requirements of quorum to state that a minimum of 5 (five) citizen members is required to make quorum.
(RSM-0019-2012)

REPORT 7 - 2012

General Committee

OCT 03 2012

TO: CHAIR AND MEMBERS OF GENERAL COMMITTEE

The Traffic Safety Council presents its seventh report for 2012 and recommends:

TSC-0123-2012

That the email dated September 26, 2012 from Denna Yaunan, Traffic Technician, Engineering and Works Division, the attached Collision Summary for the intersection of Creditview Road/ Central Parkway West and Burnhamthorpe Road and the letter dated June 27, 2012 from the Legislative Coordinator outlining Traffic Safety Council's request for a traffic report for the intersection of Creditview Road/ Central Parkway West and Burnhamthorpe Road be added to the Traffic Safety Council Agenda for September 26, 2012 as item number twenty nine (29).

TSC-0123-2012

TSC-0124-2012

That the email dated September 26, 2012, from Sheelagh Duffin, Crossing Guard Supervisor, with respect to a request for a Traffic Safety Council representative to attend a meeting to discuss the recommendations in the report dated September 19, 2012 from the Ontario Chief Coroner's Office with respect to Pedestrian Deaths in the Province of Ontario be added to the Traffic Safety Council Agenda for September 26, 2012 as item number thirty (30).

TSC-0124-2012

TSC-0125-2012

That the deputation by Karen Spencer, Advisor, City Manager's Office, with respect to the City Committees of Council Structure Review be received.

TSC-0125-2012

TSC-0126-2012

1. That the Crossing Guard currently located at the intersection of Rathburn Road and Golden Orchard Drive for students attending St. Basil Catholic School, 4235 Golden Orchard Drive, be retained as the warrants have been met.
2. That the Transportation and Works Department be requested to do the following at St. Basil Catholic School:
 - a. Review existing signage in front of the school and replace the missing No U-Turn signs in front of the school.
 - b. Inform the Traffic Safety Council Legislative Coordinator once the missing No U-Turn signs have been installed.
3. That once the No U-Turn signs have been installed the Peel Regional Police be requested to enforce the No U-Turn signs in front of St. Basil Catholic School.

4. That the Legislative Coordinator be requested to inform the Peel Regional Police once the missing No U-Turn signs have been installed.

TSC-0126-2012

(Ward 3)

TSC-0127-2012

1. That the Crossing Guard located at the intersection of Rathburn Road and Willowbank Trail for students attending St. Vincent de Paul Catholic School, 665 Willowbank Trail, be removed as of December 21, 2012, as, similar to the results of the site inspections conducted on April 5, 2012 and April 17, 2012, the warrants are no longer met and turning traffic is light at this intersection.
2. That the Principal of St. Vincent de Paul Catholic School be requested to notify the affected students and parents that the Crossing Guard currently located at the intersection of Rathburn Road and Willowbank Trail will be removed on December 21, 2012.

TSC-0127-2012

(Ward 3)

TSC-0128-2012

That the Crossing Guard currently located at the intersection of Cawthra Road and Atwater Avenue, for students attending Janet I. McDougald Public School, 498 Hartsdale Avenue, be retained as the warrants have been met.

TSC-0128-2012

(Ward 1)

TSC-0129-2012

1. That the email dated September 7, 2012 with respect to a site inspection request to review pedestrian safety at Bristol Road and Kinglet Avenue/ Lismic Boulevard for students attending Fallingbrook Senior Public School, 5187 Fallingbrook Drive and Rick Hansen Secondary School, 1150 Dream Crest Road be received.
2. That the Site Inspection Subcommittee of Traffic Safety Council be requested to conduct a site inspection to review pedestrian safety at Bristol Road and Kinglet Avenue/ Lismic Boulevard, for students attending Fallingbrook Senior Public School, 5187 Fallingbrook Drive and Rick Hanson Secondary School, 1150 Dream Crest Road.

TSC-0129-2012

(Ward 6)

TSC-0130-2012

1. That the email dated September 6, 2012, with respect to a site inspection request to review pedestrian safety at the intersection of Winston Churchill Boulevard and Burnhamthorpe Road for students attending Erin Mills Senior Public School, 3546 South Common Court be received.

2. That the Site Inspection Subcommittee of Traffic Safety Council be requested to conduct a site inspection to review pedestrian safety at the intersection of Winston Churchill Boulevard and Burnhamthorpe Road, for students attending Erin Mills Senior Public School.

TSC-0130-2012

(Ward 8)

TSC-0131-2012

1. That the email dated September 6, 2012 with respect to a site inspection request to review pedestrian safety at a school bus stop on Gulf Stream Way for students attending Shelter Bay Public School, 6735 Shelter Bay Road be received.
2. That Student Transportation of Peel Region (STOPR) be requested to review the school bus stop on Gulf Stream Way, for students attending Shelter Bay Public School and report back to Traffic Safety Council.

TSC-0131-2012

(Ward 9)

TSC-0132-2012

1. That the email dated September 10, 2012 with respect to the request to extend the times of the Crossing Guards currently located at Bloor Street and Central Parkway East, for students attending The Valley's Senior Public School, 1235 Mississauga Valley Boulevard be received.
2. That the request to extend the times of the Crossing Guards currently located at the intersection of Bloor Street and Central Parkway East for senior public students attending The Valley's Senior Public School be denied as the City of Mississauga's Corporate Policy regarding Traffic Safety in School Zones, policy number 10-03-01 stipulates that Traffic Safety Council can recommend the placement of Crossing Guards for students in kindergarten to grade five (5) and therefore granting this request is not within the mandate of Traffic Safety Council.

TSC-0132-2012

(Ward 4)

TSC-0133-2012

1. That the email dated September 10, 2012 with respect to a request for a site inspection request to review pedestrian safety and traffic congestion along Orano Avenue and Kenmuir Avenue for students attending Janet I. McDougald Public School, 498 Hartsdale Avenue be received.
2. That the Site Inspection Subcommittee of Traffic Safety Council be requested to conduct a site inspection to review pedestrian safety and traffic congestion along Orano Avenue and Kenmuir Avenue for students attending Janet I. McDougald Public School, 498 Hartsdale Avenue.

TSC-0133-2012

(Ward 1)

TSC-0134-2012

1. That the email dated September 11, 2012 with respect to concerns related to speeding motorists along Thomas Street and the safety of students walking to Dolphin Senior Public School, 18 Brookside Drive be received.
2. That the Peel Region Police be requested to enforce traffic infractions along Thomas Street between Erin Mills Parkway and Queen Street South between 8:00 a.m. and 8:30 a.m. and 2:30 p.m. and 3:00 p.m.

TSC-0134-2012

(Ward 11)

TSC-0135-2012

1. That the email dated September 20, 2012 with respect to a request for a site inspection to review pedestrian safety for students walking to a school bus stop at the intersection of Erin Centre Boulevard and Forest Hill Drive be received.
2. That the Site Inspection Subcommittee of Traffic Safety Council be requested to conduct a site inspection to review pedestrian safety at the intersection of Erin Centre Boulevard and Forest Hill Drive for students walking to a school bus stop located at this intersection.

TSC-0135-2012

(Ward 11)

TSC-0136-2012

That the email dated September 18, 2012 from Councillor Chris Fonseca requesting that St. Vincent de Paul Catholic School, 665 Willowbank Trail be considered for participation in the School Walking Routes Program be received and referred to the Walk to School Subcommittee of Traffic Safety Council for the subcommittee's consideration and response.

TSC-0136-2012

(Ward 3)

TSC-0137-2012

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

TSC-0137-2012

TSC-0138-2012

1. That Parking Enforcement be requested to enforce parking infractions along Thorn Lodge Drive, in front of St. Francis of Assisi Catholic School, 2480 Thorn Lodge Drive, between 2:50 p.m. and 3:10 p.m.
2. That the Dufferin- Peel Catholic District School Board be requested to review the adequacy of the signage posted at the St. Francis of Assisi Catholic School driveway.

TSC-0138-2012

(Ward 2)

TSC-0139-2012

1. That Parking Enforcement be requested to conduct a multi day parking enforcement blitz to enforce parking infractions along Edenrose Street in the vicinity of Edenrose Public School, 1342 Edenrose Street, between the hours of 3:10 p.m. and 3:35 p.m.
2. That the Peel Region Police be requested to enforce traffic infractions along Edenrose Street in the vicinity of Edenrose Public School between the hours of 3:10 p.m. and 3:35 p.m.
3. That Traffic Safety Council acknowledge the Principal, Vice- Principal and staff at Edenrose Public School for their efforts which have resulted in the dramatic improvement of the dismissal procedures at Edenrose Public School.

TSC-0139-2012

(Ward 6)

TSC-0140-2012

That the Commissioner of Planning and Building be advised that with respect to the Revised Site Plan SP 09/ 074 - Proposed Private School at 935 Eglinton Avenue West, Ward 6, the Site Plan Review Subcommittee of Traffic Safety Council reviewed the revised site plan submitted on July 9, 2012, and would recommend the following:

1. That modifications be made to the School Zone Safety (Kiss and Ride) Drop-Off lane area to 'smooth out' the lane as set out in the site plan and include the installation of a Stop Sign at the painted stop bar at the end of the lane.
2. That a Pedestrian Crossing Sign be installed at the front driveway for the pedestrian crossing as indicated on the site plan.
3. That the easterly driveway be restricted to ingress only and that No Exit signs be installed on both sides of the driveway.

TSC-0140-2012

(Ward 6)

TSC-0141-2012

That the email dated July 19, 2012 from John Dunn, Traffic Safety Council Citizen Member, Ward 8 South Zone advising of his resignation from Traffic Safety Council be received.

TSC-0141-2012

TSC-0142-2012

1. That the email dated July 19, 2012 from Doug Fryers, Traffic Safety Council Citizen Member, Ward 8 advising of his resignation from Traffic Safety Council be received.

2. That in appreciation of Doug Fryers' many years of volunteer service on Traffic Safety Council, a Certificate of Recognition be created for Mr. Fryers on behalf of Traffic Safety Council.

TSC-0142-2012

(Ward 8)

TSC-0143-2012

That the email dated August 23, 2012 from Yasmeen Ashraf Irshaduddin, Traffic Safety Council Citizen Member, Ward 10, North Zone advising of her resignation from Traffic Safety Council be received.

TSC-0143-2012

(Ward 10)

TSC-0144-2012

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

TSC-0144-2012

TSC-0145-2012

1. That the petition containing twenty two (22) signatures requesting that a Crossing Guard be placed at Winfield Terrace and Westbourne Terrace, received at Council on September 12, 2012 and referred to Traffic Safety Council for a site inspection be received.
2. That the Site Inspection subcommittee of Traffic Safety Council be requested to conduct a site inspection to review the warrants for placing a Crossing Guard at the intersection of Winfield Terrace and Westbourne Terrace for students attending Huntington Ridge Public School, 345 Huntington Ridge Drive and St. Matthew Catholic School, 280 Kingsbridge Garden Circle.

TSC-0145-2012

(Ward 4)

TSC-0146-2012

That the information package dated June 22, 2012 from Karen Spencer, Advisor, City Manager's Office, with respect to the City Committees of Council Structure Review be received.

TSC-0146-2012

TSC-0147-2012

1. That the request for a Crossing Guard at the intersection of Battleford Road and Winston Churchill Boulevard for students attending Meadowvale Secondary School, 6700 Edenwood Drive and Edenwood Senior Public School, 6770 Edenwood Drive, be denied as students crossing this intersection are in high school and middle school and the City of Mississauga's Corporate Policy regarding Traffic Safety in School Zones stipulates that Traffic Safety Council can recommend placement of a Crossing Guard for students in kindergarten to grade five (5).

2. That the request for a Crossing Guard in front of Meadowvale Secondary School and Edenwood Senior Public School be denied as students crossing are in high school and middle school and the City of Mississauga's Corporate Policy regarding Traffic Safety in School Zones stipulates that Traffic Safety Council can recommend placement of a Crossing Guard for students in kindergarten to grade five (5).
3. That Parking Enforcement be requested to enforce parking infractions along Edenwood Drive in the vicinity of Meadowvale Secondary School and Edenwood Senior Public School between 8:15 a.m. to 8:45 a.m. and 2:40 p.m. and 3:05 p.m.
4. That the Peel District School Board be requested to review the feasibility of doing the following at Meadowvale Secondary School:
 - a. Re-paint the School Zone Safety (Kiss and Ride).
 - b. Install appropriate School Zone Safety (Kiss and Ride) signage at the entrance to the School Zone Safety (Kiss and Ride).
 - c. Include the word parking on the Staff Only parking directional sign and on the Student Only parking directional sign located on the school building at the entrance to the School Zone Safety (Kiss and Ride).
5. That the Principal of Meadowvale Secondary School be requested to encourage motorists to utilize the School Zone Safety (Kiss and Ride) when dropping off and picking up students.

TSC-0147-2012

(Ward 9)

TSC-0148-2012

1. That the request for a Crossing Guard at the intersection of Montevideo Road and Lorca Crescent for students attending Settler's Green Public School, 5800 Montevideo Road, be denied as the warrants have not been met.
2. That the Transportation and Works Department be requested to review the feasibility of doing the following at Settler's Green Public School:
 - a. Replace the faded No Stopping Signs in front of the school.
 - b. Install an additional No Stopping Sign east of the school entrance driveway.
 - c. Install an additional No Stopping Sign at the corner on Lorca Crescent, opposite from the school.
3. That Parking Enforcement be requested to enforce parking infractions along Lorca Crescent once the No Stopping Signs have been installed.

TSC-0148-2012

(Ward 9)

TSC-0149-2012

That the request for placement of a Crossing Guard at the intersection of Sheridan Park Drive and Fifth Line West for students attending Sheridan Park Public School, 2280 Perran Drive and St. Francis of Assisi Catholic School, 2480 Thorn Lodge Drive be granted as the warrants have been met.

TSC-0149-2012

(Ward 2)

TSC-0150-2012

1. That the request for a Crossing Guard at the intersection of Runningbrook Drive and Riverspray Crescent for students attending Blessed Teresa of Calcutta Catholic School, 1120 Runningbrook Drive, be denied as the warrants have not been met.
2. That the Transportation and Works Department be requested to review the feasibility of moving the No Stopping Driveway Prohibition on the east side of Runningbrook Drive, south of the school exit driveway an additional car length away from the exit driveway.

TSC-0150-2012

(Ward 3)

TSC-0151-2012

1. That the email dated September 20, 2012 with respect to a request to review the warrants for placing a Crossing Guard mid- block on Tenth Line West at Rosewood Crescent/ Mission Hill Drive, for students attending McKinnon Public School, 3270 Tacc Drive be received.
2. That the request for a Crossing Guard mid- block on Tenth Line West at Rose Ridge Crescent/ Mission Hill Drive, for students attending McKinnon Public School be denied for the following reasons:
 - a. The intersection of Tenth Line West and Tacc Drive provides a signalized intersection for students to cross at and the School Walking Routes signs direct students to cross at the intersection of Tenth Line West and Tacc Drive.
 - b. Traffic Safety Council does not recommend the placement of Crossing Guards mid-block along Tenth Line West due to the nature of the roadway.
 - c. A signalized intersection will be installed at Sunlight Street and Tenth Line West which will provide students with an additional signalized intersection to cross at.
3. That the Principal of McKinnon Public School be requested to direct students to cross at the signalized intersection of Tenth Line West and Tacc Drive as per the School Walking Routes signs.

TSC-0151-2012

(Ward 10)

TSC-0152-2012

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

TSC-0152-2012

TSC-0153-2012

That the Peel District School Board be requested to review the feasibility of replacing the Fire Route Signs on the school property of St. Dominic Separate School, 515 Hartsdale Avenue.

TSC-0153-2012

TSC-0154-2012

1. That the Peel District School Board be requested to review the feasibility of doing the following at Janet I. McDougald Public School, 498 Heartsdale Avenue:
 - a. Re-paint the middle lane of the School Zone Safety (Kiss and Ride) to read Bus Lane.
 - b. Install Maze Gates at the back of the school to restrict use of the school's rear parking lot.
2. That the Principal of Janet I. McDougald Public School be requested to close the Maze Gates, once installed, at the back of the school during the morning arrival and afternoon dismissal periods to restrict the use of the school's rear parking lot during these times.

TSC-0154-2012

(Ward 1)

TSC-0155-2012

That the Additional Dismissal Report for the month of September 2012 be received.

TSC-0155-2012

TSC-0156-2012

1. That the Transportation and Works Department be requested to review the feasibility of doing the following for students attending Loyola Catholic Secondary School, 4100 Sladeview Crescent:
 - a. Install No Stopping signs on Sladeview Crescent in the vicinity of Loyola Catholic Secondary School.
 - b. Install Bus Shelters on both sides of Sladeview Crescent.
2. That Parking Enforcement be requested to enforce parking infractions along Sladeview Crescent in the vicinity of Loyola Catholic Secondary School between 2:00 p.m. and 2:25 p.m.

3. That the Dufferin- Peel Catholic District School Board be requested to review the feasibility of doing the following at Loyola Catholic Secondary School:

- a. Alter the entrance/ exit driveway into a one way driveway.
- b. Install One Way, No Entrance and No Exit signage on the one way driveway.
- c. Paint One Way pavement markings on the one way driveway.
- d. Paint directional arrows on the parking lot to direct traffic flow.

TSC-0156-2012

(Ward 8)

TSC-0157-2012

1. That Parking Enforcement be requested to enforce parking infractions along Montevideo Road in the vicinity of Settler's Green Public School, 5800 Montevideo Road between 3:15 p.m. and 3:25 p.m.
2. That the Transportation and Works Department be requested to review the feasibility of doing the following at Settler's Green Public School:
 - a. Install No Stopping signs on the boulevard in the vicinity of the school's driveway entrance.
 - b. Replace faded signage in the vicinity of Settler's Green Public School.
 - c. Review the placement of the corner No Stopping signs on both sides of Lorca Crescent.

TSC-0157-2012

(Ward 9)

TSC-0158-2012

1. That the email dated September 24, 2012 from Sheelagh Duffin, Crossing Supervisor, requesting that the Walk to School Subcommittee of Traffic Safety Council be authorized to spend up to nine hundred dollars (\$900.00) from the Walk to School Subcommittee's budget allocation in the approved 2012 Traffic Safety Council budget to purchase ten thousand (10 000) Frequent Walker Cards for the School Walking Routes program be received.
2. That the Walk to School Subcommittee of Traffic Safety Council be authorized to spend up to nine hundred dollars (\$900.00) from the Walk to School Subcommittee's budget allocation in the approved 2012 Traffic Safety Council budget to purchase ten thousand (10 000) Frequent Walker Cards for the School Walking Routes Program.

TSC-0158-2012

TSC-0159-2012

That the Traffic Safety Council Site Inspection Calendar outlining the site inspections to be completed and the Traffic Safety Council events for the month of October 2012 be received.

TSC-0159-2012

TSC-0160-2012

1. That the email dated September 26, 2012 from Denna Yaunan, Traffic Technician, Engineering and Works Division, the attached Collision Summary for the intersection of Creditview Road/ Central Parkway West and Burnhamthorpe Road and the letter dated June 27, 2012 from the Legislative Coordinator outlining Traffic Safety Council's request for a traffic report for the intersection of Creditview Road/ Central Parkway West and Burnhamthorpe Road be received.
2. That the Traffic Safety Council Legislative Coordinator be requested to forward the Collision Summary for the intersection of Creditview Road/ Central Parkway West and Burnhamthorpe Road, from Denna Yaunan, Traffic Technician, to Jane McCann, Resident, in response to her request for a traffic report for this intersection.

TSC-0160-2012

(Ward 6)

TSC-0161-2012

1. That the email dated September 26, 2012, from Sheelagh Duffin, Crossing Guard Supervisor, with respect to a request for a Traffic Safety Council representative to attend a meeting to discuss the recommendations in the report dated September 19, 2012 from the Ontario Chief Coroner's Office with respect to Pedestrian Deaths in the Province of Ontario be received.
2. That once a meeting is scheduled to discuss the recommendations in the report dated September 19, 2012 from the Ontario Chief Coroner's Office with respect to Pedestrian Deaths in the Province of Ontario, Traffic Safety Council representatives be requested to attend the meeting.

TSC-0161-2012