
Council

Date: September 15, 2021
Time: 9:30 AM
Location: Council Chambers, Civic Centre, 2nd Floor
300 City Centre Drive, Mississauga, Ontario, L5B 3C1
And Online Video Conference

Members

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

Participate Virtually and/or via Telephone

Advance registration is required to participate and/or make a comment in the virtual meeting. **Questions for Public Question Period are required to be provided to Clerk's staff at least 24 hours in an advance of the meeting.** Any materials you wish to show the Committee during your presentation must be provided as an attachment to the email. Links to cloud services will not be accepted. Comments submitted will be considered as public information and entered into public record.

To register, please email sacha.smith@mississauga.ca and for Residents without access to the internet via computer, smartphone or tablet, can register by calling Sacha Smith at 905-615-3200 ext. 4516 no later than **Monday, September 13, 2021 before 4:00PM**. You will be provided with directions on how to participate from Clerks' staff.

Contact

Sacha Smith, Legislative Coordinator, Legislative Services
905-615-3200 ext. 4516

Email sacha.smith@mississauga.ca

Find it Online

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

Meetings of Council streamed live and archived at Mississauga.ca/videos

1. **CALL TO ORDER**

2. **INDIGENOUS LAND STATEMENT**

"Welcome to the City of Mississauga Council meeting. We would like to acknowledge that we are gathering here today on the Treaty Lands and Territory of the Mississaugas of the Credit, and the traditional territories of the Anishinaabe, Haudenosaunee, Wyndot and Huron people. We also acknowledge the many First Nations, Inuit, Metis and other global Indigenous peoples who call Mississauga home. We welcome everyone."

3. **APPROVAL OF AGENDA**

4. **DECLARATION OF CONFLICT OF INTEREST**

5. **MINUTES OF PREVIOUS COUNCIL MEETING**

5.1. Council Minutes - June 30, 2021

5.2. Special Council Minutes - August 25, 2021

6. **PRESENTATIONS - Nil**

7. **DEPUTATIONS**

7.1. Meghan Nicholls, Mississauga Food Bank regarding Mayor Crombie 2021 Thanksgiving Food Drive

7.2. Sara Wilbur-Collins, The Riverwood Conservancy regarding the Riverwood Conservancy's value to the community

8. **PUBLIC QUESTION PERIOD - 15 Minute Limit**

Public Comments: Advance registration is required to participate and/or to make comments in the virtual public meeting. Any member of the public interested in speaking to an item listed on the agenda must register by calling 905-615-3200 ext. 4516 or by emailing sacha.smith@mississauga.ca by Monday, September 13, 2021 before 4:00PM.

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

1. Questions shall be submitted to the Clerk at least 24 hours prior to the meeting;
2. A person is limited to two (2) questions and must pertain specific item on the current agenda and the speaker will state which item the question is related to;
3. The total speaking time shall be five (5) minutes maximum, per speaker, unless extended by the Mayor or Chair; and
4. Any response not provided at the meeting will be provided in the format of written

response.

9. MATTERS PERTAINING TO COVID-19

10. CONSENT AGENDA

11. INTRODUCTION AND CONSIDERATION OF CORPORATE REPORTS

- 11.1. 2021 Update - Transit Initiatives and Priorities in the City of Mississauga

12. PRESENTATION OF COMMITTEE REPORTS

- 12.1. Planning and Development Committee Report 11 - 2021 - September 7, 2021

- 12.2. General Committee Report 14 - 2021 - September 8, 2021

13. UNFINISHED BUSINESS - Nil

14. PETITIONS

- 14.1. A petition received to request that the planned access at the dead end of Fowler Lane not be permitted (Ward 2)

- 14.2. A petition received regarding aerial spraying for gypsy moth caterpillars (Ward 6)

15. CORRESPONDENCE - Nil

16. NOTICE OF MOTION

- 16.1. A motion to support national Rail Safety Week from September 20 to 26, 2021 (Councillor Dasko)

17. MOTIONS

- 17.1. To express sincere condolences to the family of Patrick Martin, City of Mississauga employee, who passed away on July 9, 2021

- 17.2. To express sincere condolences to the family of Jerry Love, retired City of Mississauga employee, who passed away on July 21, 2021

- 17.3. To express sincere condolences to the family of Connie Mesih, City of Mississauga employee, who passed away on August 31, 2021

18. INTRODUCTION AND CONSIDERATION OF BY-LAWS

- 18.1. A by-law to appoint Acting Deputy Clerks for the Corporation of the City of Mississauga and to repeal bylaw 0128-2019

- 18.2. A by-law to amend Zoning By-law Number 0225-2007, as amended, to remove the "H" Holding Provision - 2495-2505 Speakman Drive, H-OZ 19/010 W2

PDC-0052-2021/September 7, 2021

- 18.3. A by-law to authorize the execution of a Development Agreement, and other related documents between Clarkson Road Holdings Inc. H OZ 19/007 W2

PDC-0042-2021/June 14, 2021

- 18.4. A by-law to amend Zoning By-law Number 0225-2007, as amended, to remove the "H" Holding Provision - 1101-1125 Clarkson Road North, H-OZ 19/007 W2

PDC-0042-2021/June 14, 2021

- 18.5. A by-law to establish certain lands as part of the municipal highway system as Speakman Drive

SP 20-141

- 18.6. A by-law to establish certain lands as part of the municipal highway system as Mississauga Road

B 37-20

- 18.7. A by-law to extend the City's Mandatory Face Mask By-law 0169-2020, as amended, to March 31, 2022

GC-0454-2021/September 8, 2021

- 18.8. A by-law to amend By-law No. 555-2000, as amended, being the Traffic By-law - Centre Line Painting, Traffic Calming, Lower Driveway Boulevard Parking, Prohibited U-Turns (Various Wards)

Traffic By-law Delegation for routine traffic matters 0051-2020/March 25, 2020

- 18.9. A by-law to amend By-law 0298-2000, the Reserves and Reserves Funds By-law to establish a new Automated Speed Enforcement Reserve Fund

BC 0023-2021

- 18.10. A by-law to assume certain roads dedicated by Registered Plan 43M-1710 - Amarone Court, Ruffino Court and Rothschild Trail (Ward 11)

19. MATTERS PERTAINING TO REGION OF PEEL COUNCIL

20. COUNCILLORS' ENQUIRIES

21. OTHER BUSINESS/ANNOUNCEMENTS

22. CLOSED SESSION

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

- 22.1. Personal matters about an identifiable individual, including municipal or local board employees: Citizen Appointments to the Diversity and Inclusion Advisory Committee

- 22.2. Litigation or potential litigation, including matters before administrative tribunals, affecting the municipality or local board: Proposed Settlement of Appeals to Zoning By-law 0121-2020 (Gateway Corporate Centre Character Area) - Ward 5

23. CONFIRMATORY BILL

24. ADJOURNMENT



THE MISSISSAUGA FOOD BANK



Who are we? The Mississauga Food Bank

MISSION

Relieving hunger in
Mississauga by
providing and promoting
access to healthy and
appropriate food.

VISION

A Mississauga
where **NO ONE**
goes hungry.

Who are we? The Mississauga Food Bank



- Central food bank in Mississauga
- Network of over 50 agencies
- Food for almost 5 million meals each year

The Face of Hunger IN MISSISSAUGA





Teresa's Story

Who is hungry?

7.1

- 80% of clients are people of colour vs 62% of Mississauga
- Almost 45% of clients report social assistance as main source of income
- 70% of food bank users pay market rent for their homes
- Average monthly income of a food bank user is \$1,364



Who did we feed this year?



- 24% of all those living in poverty in our city
- 25,800+ neighbours
- 6,800+ first-time users
- Over 30% of food bank clients are single, adult households



September 14 - October 17



This Thanksgiving, be the reason why everyone has access to healthy food.

themississaugafoodbank.org/thanksgiving



GOALS: \$400,000 and 200,000 lbs of food



How You Can Help

Participate in Mayor Crombie's
2021 Thanksgiving Food Drive!

**Join the
Councillor
Challenge**

**Ask your
constituents
to join**

**Host a
fundraiser/
food drive
or make a
gift**

**Promote
the
campaign**

Want to learn more?

Visit our website at:

themississaugafoodbank.org/thanksgiving



/themississaugafoodbank



@themississaugafoodbank



@food_bank



@themississaugafoodbank



/the-mississauga-food-bank



It takes all of us to feed our hungry neighbours.

Together we ensure no one goes
hungry today, but what about
tomorrow?





Thank you!
Any questions?

City of Mississauga

Corporate Report



<p>Date: September 1, 2021</p> <p>To: Mayor and Members of Council</p> <p>From: Geoff Wright, P.Eng, MBA, Commissioner of Transportation and Works</p>	<p>Originator's files:</p> <hr/> <p>Meeting date: September 15, 2021</p>
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Subject

2021 Update – Transit Initiatives and Priorities in the City of Mississauga

Recommendation

1. That the report titled “2021 Update – Transit Initiatives and Priorities in the City of Mississauga” dated September 1, 2021 from the Commissioner of Transportation and Works, be received for information.
2. That the following are endorsed as the City of Mississauga’s priority rapid transit initiatives:
 - a. Lakeshore Bus Rapid Transit and transit improvements along the remaining Lakeshore corridor;
 - b. Dundas Bus Rapid Transit;
 - c. The Downtown Mississauga Terminal and Transitway Connection ;
 - d. Extension of the Eglinton Crosstown West Light Rail Transit to Renforth Station and further to Pearson Airport with a station located within the Airport Corporate Centre;
 - e. Two-way all-day service on the Milton GO Rail Corridor; and
 - f. The Downtown Light Rail Transit Loop.

Executive Summary

- Congestion continues to grow on Ontario roads, having significant economic, environmental and personal impact on residents, employees and businesses.
- Transit initiatives play a key role in implementing Mississauga’s Transportation Master Plan (TMP) vision of “everyone and everything will have the freedom to move safely, easily and efficiently to anywhere at anytime”.
- COVID-19 has impacted the transportation system and these impacts will need to be considered in future studies.

- A local rapid transit network that connects to, and builds on, a regional network is crucial to supporting future growth, creating a balanced community and resilient transportation system.
- It is important to confirm key rapid transit projects for the City to ensure appropriate resources are allocated and funding is secured.

Background

Mississauga continues to grow and add population and employment to key areas of the City such as the waterfront, the downtown, community nodes and along the Hurontario corridor. With this growth, multi-modal transportation and transit options are critically important to ensuring people who live and/or work in Mississauga have the freedom to get to where they need to go safely and efficiently.

In the City's first Transportation Master Plan (TMP), endorsed by Council in 2019, "freedom to move" is a fundamental concept. The vision established in the TMP is:

In Mississauga, everyone and everything will have the freedom to move safely, easily and efficiently to anywhere at anytime.

Transit initiatives have a significant role in implementing this vision.

In 2017, through the report titled "*Transit Initiatives and Priorities in the City of Mississauga*" Council endorsed four priority rapid transit initiatives: the Hurontario Light Rail Transit (LRT) project, the planning and functional design of the Downtown Transitway Connection and Terminal, full Regional Express Rail service on the Milton GO corridor including the implementation of the Missing Link, and Regional Express Rail service on the Lakeshore West and Kitchener GO corridors. In addition to these four projects, in June 2018 Council received a presentation titled "Transit Initiatives – Dundas Street and Lakeshore Road" and adopted a resolution "That the rapid transit recommendations arising out of Dundas Connects (Dundas Street) and Lakeshore Connecting Communities (Lakeshore Road) studies be added to the list of priority rapid transit initiatives endorsed by Council in April 2017."

As Council is aware, the HuLRT is currently under construction and expected to be operational by Fall 2024. This is a transformational project that supports the continued growth in the City and also provides connections to the regional transportation network.

This report presents an update on the Provincial, Greater Toronto Airport Authority (GTAA) and local transportation and transit initiatives that establishes a basis for future transportation in the Greater Toronto and Hamilton Area (GTHA). This report also describes major rapid transit initiatives currently underway or identified for future study in the City of Mississauga (refer to the map in Appendix 1).

Comments

Provincial Initiatives

The Provincial government is undertaking a number of studies that will establish a framework for a future transportation network to move people and goods in Ontario. Below is a summary of the key projects:

Eglinton Crosstown West Extension (ECWE)

Metrolinx is undertaking the ECWE project to extend the Eglinton Crosstown Light Rail Transit corridor from Mount Dennis Station in Toronto to the Renforth Transitway Station in Mississauga, with a planned connection to Pearson Airport. The project is divided into two segments: one from Mount Dennis to Renforth Station, for which a contract for advance tunnelling has been awarded, and another from Renforth Station to the future Regional Passenger and Transit Centre (RPTC) at Pearson Airport (see Figure 1).



The segment from Mount Dennis to Renforth is 9.2 km (5.7 miles) with seven stops and will operate mainly underground. Metrolinx has awarded the Advance Tunnel Contract to design, build and finance 6 km (4 miles) of tunneling for this segment to West End Connectors (WEC). This is being delivered through Infrastructure Ontario's Public-Private Partnership (P3) model, which transfers appropriate risks associated with design, construction and financing of the

project to the private sector. Initial works to prepare for advanced tunnel construction will now begin, with an estimated completion date of Q1 2025. City staff are working with Metrolinx to identify permits and approvals required for the tunnel work and respond to application submissions in a timely manner.

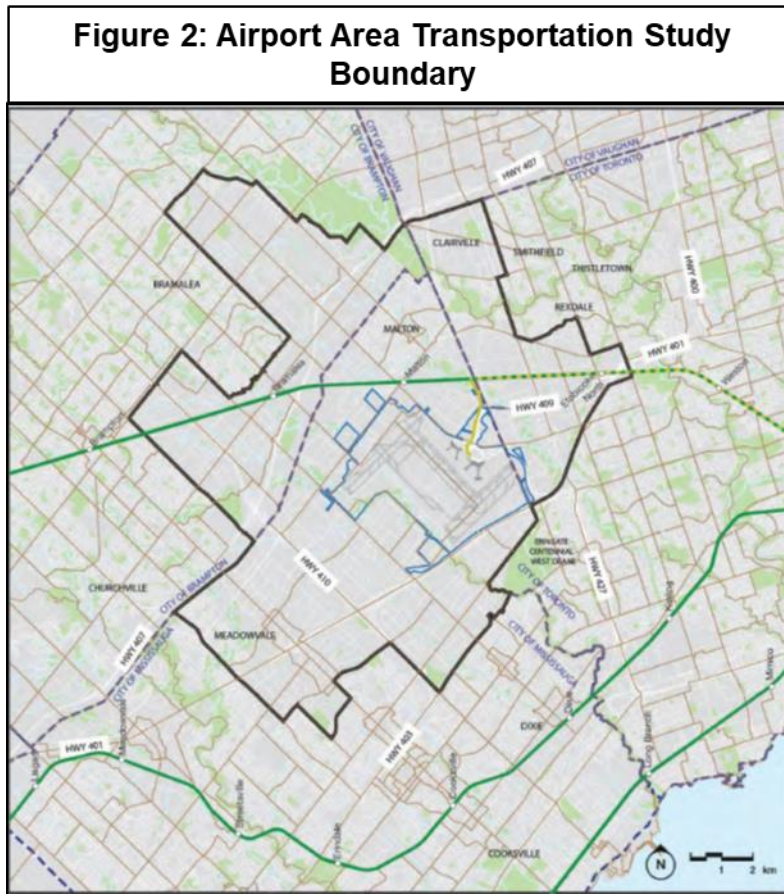
Following the Advance Tunnel component is the Stations, Rails and Systems (SRS) Contract which includes the design of Renforth Station. The SRS Contract is for the stations and all surface facilities, headwalls to support the tunnel, an elevated guideway and commissioning to test, adjust and verify the transit service. City staff continue to provide input and feedback to Metrolinx on the SRS contract. SRS construction is estimated to begin in 2025/2026, with the LRT in-service by 2030/2031.

Metrolinx is also preparing an Initial Business Case for the segment from Renforth Station to the future Pearson Airport RPTC. City staff support the continuation of the extension to the Pearson Airport RPTC, with a connection through the Airport Corporate Centre employment area. City staff are advocating for the addition of an LRT station in the Airport Corporate Centre as this would greatly benefit employees that work in this area.

With connections to the Renforth Transitway Station, the ECWE is a key connection to the Mississauga Transitway and provides higher order transit options for Toronto residents that work in Mississauga. Bringing the line to Pearson Airport would provide access to the Airport Megazone employment area, Canada's second largest employment zone outside of Downtown Toronto.

Airport Area Transportation Study

Metrolinx, in partnership with the GTAA, is undertaking an Airport Area Transportation Study to expand the transit mode share around Pearson Airport and the surrounding area (see Figure 2). The study will recommend medium and long-term transit networks and supporting strategies. To date, a needs and opportunities assessment was completed and the project team is developing scenarios to test transit network configurations. The scenarios will take into account travel time competitiveness, transit mode share and the Frequent Rapid Transit Network presented in the 2041 Regional Transportation Plan including LRT, BRT, GO Bus routes and priority bus routes. The scenario development will be completed in Q3 of 2021 and circulated for review. City staff from Transportation and Works including MiWay, and Planning and Building participate on the Technical Advisory Group. Staff will report to Council at a future date on the study recommendations.



GO Expansion Program / On Corridor

The mandate of the GO Expansion Program is to increase train frequency and availability across the GO network, with a long-term goal of two-way all-day 15 minute service (previously termed Regional Express Rail). Part of this expansion is the On Corridor (OnCorr) program that identifies infrastructure improvements like new tracks, train layovers, switches, bridges and safer crossings to facilitate increased service. These improvements will be implemented through Environmental Assessments (EA) and the Transit Project Assessment Process (TPAP). Components of the OnCorr program that affect GO train corridors in Mississauga are described below:

Project	Scope and Status	Impact to Mississauga
New Track and Facilities TPAP	<p>Identifies new tracks, switches and layovers within the existing GO rail corridor right-of-way (ROW), bridge modifications and upgrades to existing tracks.</p> <p>Draft Environmental Project Report (EPR) was released in 2020 and a Notice of Completion for the project was issued in December 2020.</p> <p>The statement of completion was issued in March 2021 and the project can proceed to detailed design and implementation</p>	<p>New switches and tracks are proposed along the Lakeshore West and Kitchener GO corridors. These infrastructure improvements are located within the rail corridor ROW, with no impact to lands outside of the rail corridor ROW.</p> <p>City staff reviewed and provided comments on the Draft EPR report. The City's comments were addressed in the final EPR.</p>
GO Rail Network Electrification Addendum 2021	<p>This project assesses additional electrification infrastructure required for the new tracks and layover facilities not identified in the 2017 TPAP as well as updated noise, vibration and air quality assessments associated with increased service along the Metrolinx-owned GO lines.</p> <p>The EPR was released in February 2021 and reviewed by the Minister of Environment Conservation and Parks and the project can proceed to detailed design and implementation.</p>	<p>In Mississauga, additional noise walls and new tracks are proposed along various parts of the Lakeshore West and Kitchener GO corridors.</p> <p>City staff reviewed the EPR and provided comments to Metrolinx.</p>

Increased service through electrification of the Lakeshore West GO line is supported; however, no additional grade separations are proposed with the increased service. The City is experiencing significant development on the waterfront and in the communities of Port Credit and Lakeview where a number of at-grade crossings are located. City staff are concerned the 2017 initial assessment of at-grade crossings did not consider future development surrounding the Lakeshore West GO corridor. City staff continue to pursue this concern with Metrolinx.

Milton GO Rail Corridor – Two-Way All-Day Service

Currently the Milton GO line provides rush hour one-way service. A number of Provincial documents such as the 2041 Regional Transportation Plan are recommending two-way all-day service for the Milton GO line. Achieving full two-way all-day service on this GO line is constrained by Canadian Pacific Railway (CP) owning the line and using it for heavy freight movements.

As Council is aware, in 2015 the City of Mississauga, together with Toronto, Milton and Cambridge, funded a study to explore ways to improve service on the Milton and Kitchener GO lines. The study suggested heavy rail freight traffic should be relocated from the Milton and Kitchener GO lines to a proposed by-pass rail line adjacent to Highway 407 (termed the “Missing Link”). This would free up capacity on the Milton and Kitchener GO lines to provide increased passenger service. The study was forwarded to the Provincial government for consideration and Mississauga continued to request increased service along the Milton GO corridor. Since 2016, the Milton GO line has seen a nominal increase in one-way rush hour service to 15 minutes with the addition of one new train.

Recently, Metrolinx advised they are in discussions with CP Rail and these discussions will inform an initial business case for enhanced service. Similar to the Kitchener Line and discussions with CN Rail, changes could include dedicated tracks for passenger trains and upgraded signals. Metrolinx is preparing an initial business case that will be presented to the Metrolinx Board of Directors.

On August 10, 2021 the federal Minister of Transportation, the Honourable Omar Alghabra, announced the Government of Canada’s commitment to service improvements on the Milton GO rail corridor through the National Trade Corridors Fund. In the Federal Budget 2021, the National Trade Corridors Fund was renewed with an additional \$1.9 billion in funding for infrastructure projects to improve the fluid movement of people and goods through strategic trade corridors. The announcement recognized that the Milton GO corridor plays a key role in moving people and goods in the Greater Toronto Area and supports the expanding population and economy. Increased infrastructure capacity along this corridor would allow for fluid freight movement and two-way, all-day service for commuters. The announcement stated:

The Minister of Transport, the Honourable Omar Alghabra, has discussed the opportunity of improving the Milton corridor with the Province of Ontario and with Metrolinx, as the National Trade Corridors Fund could support the development of this corridor. Today, the Minister confirmed that the Government of Canada is committed to making improvements in the Milton Corridor. This could come from the National Trade Corridors Fund to address bottlenecks and increase the capacity of this critical corridor to meet the growing needs of moving people and freight seamlessly through Mississauga and Milton in order to support the expanding population and economy in the Greater Toronto and Hamilton area.

The Milton GO line is a key local and regional rapid transit corridor that, with increased two-way all-day service, will help respond to growing traffic congestion, meet the demand for inter-regional transit service and support economic development. In addition, two-way all-day service will allow for improved transit travel within Mississauga given the six GO rail stations located in the City. With the recent announcement from the Federal Government, City staff will continue to advocate for increased service along the Milton GO line with the Province, Ministry of Transportation and Metrolinx and provide Council with updates.

GGH Transportation Plan

The Ministry of Transportation (MTO) is developing a regional transportation plan for the Greater Golden Horseshoe (GGH). This study was launched in 2016 to identify regionally significant road and transit improvements as well as policy recommendations to guide the GGH transportation network to 2051. Work to date includes background studies to describe the state of the GGH, a scan of global influences and trends, the development of goals and objectives and a gap analysis to understand the transportation issues to be addressed.

City staff are members of the Municipal Technical Advisory Committee for the study and have provided comments and technical input at key project milestones. On June 29th, 2021 MTO released the *Towards a Greater Golden Horseshoe Transportation Plan* discussion paper. The discussion paper was circulated cross-departmentally, with comments consolidated and sent to MTO in August. The GGH Transportation Plan is scheduled to be released in Q4 2021. Staff will continue to monitor this study and report to Council on the final plan.

Highway 407 Transitway

The Highway 407 Transitway is proposed to be a fully grade-separated high-speed interregional transit facility, running parallel to Highway 407 from Burlington in the west to Highway 35/115 in Durham Region. Initially, the 407 Transitway will operate as bus rapid transit with potential in the future to convert to light rail transit. The section from west of Brant Street (Burlington) to west of Hurontario Street (Mississauga) is the subject of a TPAP to determine the preferred route, right-of-way design, station locations and the location of maintenance facilities. The TPAP began in 2018, with Public Information Centres (PIC) in November 2018 and February 2020.

At the second PIC, the Environmental Project Report and preferred route were released for comment. In Mississauga, the initial transitway route was on the east side of Highway 407, with stations located at Britannia Road and Derry Road. This alignment impacted lands on the west side of Ninth Line (proposed Park 452) and lands north of the Garry Morden Centre (proposed for a storage and maintenance facility). The preferred route, released in 2020, follows the initial alignment generally parallel to Highway 407, from Highway 403 to the Derry Station. From the Derry Station, the route diverts to the north side of the CP tracks (Milton GO line) within the Hydro Corridor, over to the Lisgar GO Station, moving north along the Hydro Corridor and then east under Highway 401 and Winston Churchill Boulevard, connecting back to Highway 407. This preferred alternative route no longer impacts City-owned parkland or requires a maintenance and storage facility. The preferred alignment connects to the Lisgar GO station. City staff participated on the Technical Resource group, providing input and technical comments to MTO. The TPAP was completed in October 2020.

MTO is currently in the process of designating all required 407 Transitway lands (runningway alignment and station locations) needed for future implementation. There is no dedicated timeframe or funding associated with implementation of the 407 Transitway at this time. City staff will continue to monitor this project and report back to Council as appropriate.

Greater Toronto Airport Authority (GTAA) – Regional Passenger and Transit Centre

The GTAA is proposing to develop a Regional Passenger and Transit Centre, to connect the Airport to key employment and residential districts in the GGH. This proposal, known as Union Station West, will make it easier to get to and from the Airport and surrounding employment areas. In 2019, the GTAA released the whitepaper report “*Union Station West – the second transit hub we need to keep the region moving*” which summarized feedback from regional transit stakeholders and shows the important role a Union Station West can play in developing regional transit connections. As mentioned previously, the GTAA has also partnered with Metrolinx to study potential connections to the proposed Pearson Airport transit hub. The GTAA has acknowledged it will take years for the aviation industry to recover from the impacts of COVID-19; however, road congestion and the lack of public transit will become a problem again, therefore smart long-term solutions and investments are needed.

City of Mississauga

Dundas Connects Master Plan and Dundas Bus Rapid Transit Project

The Dundas Corridor, along Dundas Street from Kipling Station in Toronto to Highway 6 in Hamilton (48 km, 30 miles), was identified as a priority project in the 2041 Regional Transportation Plan. The City undertook the Dundas Connects Master Plan for corridor lands along Dundas Street (17 km, 11 miles), to develop a land-use vision that identifies opportunities for intensification and redevelopment and recommends a transit mode that best responds to anticipated growth. The Master Plan was approved by Council in June 2018, recommending bus

rapid transit (BRT) in median lanes from Kipling Station to The Credit Woodlands, a reversible lane from The Credit Woodlands to Mississauga Road and then curbside lanes from Mississauga Road to Ridgeway Drive. The corridor will include protected cycling lanes, with multi-use trails in constrained areas.

In September 2020, Metrolinx completed and published the Dundas BRT Initial Business Case (IBC) which provides an evidence-based assessment of the case for investment in the new rapid transit corridor. The City is working with Metrolinx to complete the TPAP, Preliminary Design and Preliminary Design Business Case. Through this work the recommended configuration and alignments of the median lanes from the Dundas Connects work will be reassessed. Existing condition reports such as air quality, natural environment, traffic and transportation, cultural heritage etc. are underway. These reports will inform the preparation of the Environmental Project Report. The first round of virtual community engagement was held in April 2021 with the second round planned for this summer.

On October 9, 2019 Council directed staff to prepare and submit applications for a number of transit-related projects under the Investing in Canada Infrastructure Program (ICIP) – Public Transit stream. Included in the list of projects was the detailed design and construction of a 7 km (4.4 mile) priority segment of the proposed Dundas BRT from the Toronto border to Confederation Parkway. To date, the City has not yet received funding approval.

The Dundas BRT is a key rapid transit corridor that supports redevelopment and growth in the City while connecting to the regional transit network namely the Hurontario LRT and Milton GO line.

Lakeshore Connecting Communities and Lakeshore Bus Rapid Transit

Lakeshore Road, from Etobicoke Creek to Mississauga Road, is identified as a higher order transit corridor in the 2041 Regional Transportation Plan. The City initiated the Lakeshore Connecting Communities study to prepare a Transportation Master Plan (Phase I and II of the Environmental Assessment Process) for Lakeshore Road to look at how to connect the communities of Lakeview, Port Credit and Clarkson and address mobility needs of those living and working in the Lakeshore communities over the next 25 years. The Lakeshore TMP made recommendations for transit improvements, including higher order transit, active transportation and streetscape changes in the Lakeshore corridor to address growth. Phasing of the transit service and infrastructure improvements, proposed as part of the Master Plan, will incrementally add additional transit service capacity as developments come on stream and travel demand increases.

The transit improvements will be undertaken in three phases: Phase I – an increase to local bus service, adding articulated buses and introducing express bus service; Phase 2 – dedicated transit lanes from East Avenue to Deta Road for express bus service, transit signal priority,

further service increases to express bus service; Phase 3 – the extension of rail-based transit from the Long Branch GO Station to Mississauga Road. The plan recommends wider sidewalks, continuous separated cycle tracks, street trees and a wider boulevard. Council endorsed the Lakeshore Connecting Communities Transportation Master Plan in May 2019.

The City is currently undertaking background work for the Transit Project Assessment Process (TPAP) for the section of Lakeshore Road with proposed dedicated bus lanes (i.e. bus rapid transit lanes) from East Avenue to the Etobicoke Creek. This work is expected to be completed in early 2022. An Environmental Assessment (EA) will also be undertaken for the remainder of the corridor. Both the Federal and Provincial Governments have announced funding for the construction of this section of Lakeshore Road through the Investing in Canada Infrastructure Plan – Public Transit stream.

The Lakeshore corridor is a key rapid transit corridor that supports redevelopment and growth along the City's waterfront while connecting to regional transit namely the Hurontario LRT and Waterfront West Rapid Transit (along the Toronto Waterfront).

Downtown Mississauga Terminal and Transitway Connection

The Downtown Mississauga Terminal and Transitway Connection (DMTTC) connects the existing Mississauga Transitway along Rathburn Road/Centre View Drive through the City's downtown core, with a new terminal that serves both MiWay and GO Transit. The terminal, or mobility hub, is a critical element for the HuLRT and supports future growth in the downtown. Since 2015, the City and Metrolinx have been working together to come to an understanding on a vision for the terminal that would integrate with the HuLRT, commercial development directly above and/or adjacent to the proposed terminal site and Oxford's lands. During this time period, options for the terminal and transit hub were considered to service the needs of the HuLRT, GO Transit, and local transit service while respecting the context of an urban downtown where land should be used efficiently. In 2018, an Initial Business Case (IBC) was started, jointly led by the City and Metrolinx. The IBC was completed in 2020 and Metrolinx is in the process of securing funding to move to the next phase of study which is the preparation of a Preliminary Design Business Case (PDBC). City staff will continue to work with Metrolinx on this significant project, emphasizing the importance of its location and function for Downtown Mississauga.

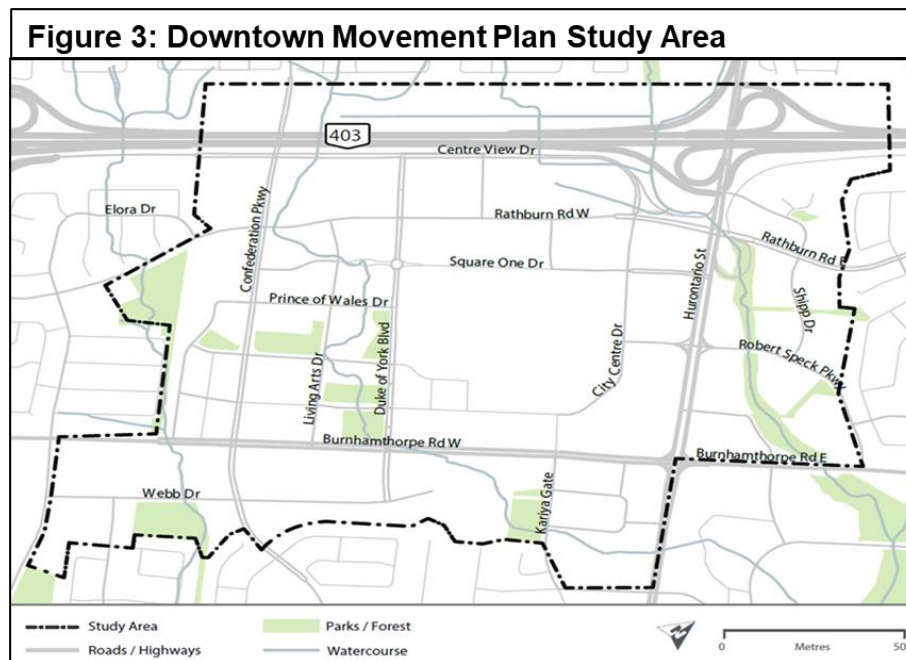
MiWay Infrastructure Growth Plan

The MiWay Infrastructure Growth Plan (MIGP) was initiated to identify and address existing gaps in transit infrastructure required to support the MiWay Five service plan. The study focussed on terminals/stations and stops along MiExpress corridors to address operating issues as well as enhancing the customer experience through transit infrastructure improvements. The study recommended a new stop and terminal classification system, new/updated infrastructure standards and stop and terminal improvements (e.g. enhanced shelters). In March 2021, Council approved the study outcomes and infrastructure recommendations for future capital

projects. The MIGP will enhance the local transit network and support the strategic direction of becoming a transit-oriented City.

Downtown Movement Plan

The Downtown Movement Plan (DMP) was initiated in 2020 to review and update the transportation plan for the Downtown Core (see Figure 3 below). The DMP is a technical background study that will inform the Downtown Strategy; a new guiding document that will set a vision and plan for Downtown Mississauga, building on the 2010 Downtown 21 Plan.



The DMP is evaluating a range of multi-modal transportation options (walking, transit, cycling, and driving) to identify a preferred network to achieve City-wide and Downtown Core objectives. The DMP will consider development pressures in the Downtown to determine an appropriate transportation network that can support continued residential growth, while also attracting employment opportunities. The DMP will examine higher order transit alternatives including the LRT loop around the downtown. In March 2019, the Ontario government announced scope changes to the Hurontario Light Rail Transit (HuLRT) project that removed a key component – the Downtown loop. The Downtown LRT loop was proposed to circle around the downtown core, to support projected residential and employment growth forecasted over the next 30 years such as M-City (currently under construction) and proposed infill development on Oxford lands located on the north side of Rathburn Road and Square One Shopping Centre. Higher order transit in Downtown Mississauga is critical to providing multi-modal transportation options to, from and around the area, in supporting growth and addressing traffic congestion.

The DMP is undertaking a Municipal Class EA (Phases 1 and 2). The project was introduced to the public from July to September 2020, through a project website and virtual on-demand meeting. The on-demand meeting mirrored an in-person open house where information was displayed through interactive slides, presenting study background, issues and challenges. The feedback received through the Phase 1 engagement will inform Phase 2 of the project which is to develop transportation network alternatives. The network alternatives will be presented to Council and the public in Q1 2022.

Transit and Road Infrastructure Plan

The Mississauga TMP, Actions 15 and 16, recommended the City undertake the development of long-term transit and long-term road network plans. The Transit and Road Infrastructure Plan (TRIP), initiated in 2020, is a city-wide plan that will address pressures and issues faced by Mississauga road users as they move throughout the city. The TRIP study will develop a long-term transit network and a long-term road network which will offer additional transportation infrastructure to support and encourage more modes of travel such as transit, cycling and walking. The study will guide actions, policies and transportation investment in Mississauga over the next 20 years. The TRIP study is being prepared under the Municipal Class EA process (Phases 1 and 2).

The study will be undertaken in three phases: Phase 1 – identifying problem and opportunity statements to develop a defined direction for the evolution of Mississauga’s road network; Phase 2 – alternative solution development and evaluation including an assessment of people movement options to address congestion pinch points; Phase 3 – a preferred plan that includes study and infrastructure prioritization and a phasing plan. In December 2020, Phase I engagement was initiated through a virtual on-demand meeting for a month. Stakeholders were able to walk through a number of screens with information and provide feedback, similar to an in-person open house. In Phase 2, the community will be asked to provide input on the alternative solutions – tentatively scheduled for Q4 2021. City staff will update Council at key study milestones.

Impacts from COVID-19

All levels of government, transit operators, the development community and multi-modal transportation providers and users understand that COVID-19 will impact the transportation system. Over the last year, levels of cycling usage and bike purchases have increased, people are walking more, using sidewalks and trails at an increased rate. The increase in active transportation is positive; however, it also flags potential gaps in the cycling network and inadequacies that may exist in the City’s pedestrian network. Transit routes were adjusted based on decreased demand, especially when schools were closed.

The University of Toronto Data Management Group, in partnership with Metrolinx, the Ministry of Transportation, the City of Toronto, and the Regions of Peel, Halton and York and the Toronto Transit Commission undertook a COVHITS (COVID-19 Household Interrupted Travel

Schedule) survey to collect data on post first wave passenger travel demand. The survey results were as expected, weekday household trips and commuting trips decreased, employees exclusively working from home increased and all regions gained in walking and cycling trips. These types of surveys and data collection will continue and it will most likely take a number of years to completely understand the transportation impacts from COVID-19.

Mississauga's Priority Rapid Transit Projects

As outlined above, the Province, the GTAA and local levels of government understand that congestion on roads has significant economic, environmental and personal impacts to residents and employees trying to move around cities. It is imperative to continue to develop a resilient multi-modal transportation network to address these impacts and ensure that transportation users have safe, efficient and cost-effective ways to get around the City and the GTA. Undertaking studies and implementing rapid transit projects is key to this development; however, with limited funding, it is important to identify priority projects to ensure resources are allocated appropriately.

The following projects are recommended for endorsement as Mississauga's priority rapid transit projects (refer to Appendix 2):

1. Lakeshore Bus Rapid Transit (BRT) and transit improvements along the remaining Lakeshore corridor;
2. Dundas Bus Rapid Transit (BRT);
3. Downtown Mississauga Terminal and Transitway Connection;
4. Extension of the Eglinton Crosstown West Light Rail Transit to Renforth Station and further to Pearson Airport with a station located within the Airport Corporate Centre;
5. Two-Way All-Day Service on the Milton GO Rail Corridor; and
6. Downtown Light Rail Transit Loop.

Strategic Plan

The recommendations in this report align with the *Move* pillar – Developing a Transit Oriented City by building a reliable and convenient system to make transit a faster and more affordable alternative to the automobile, one that is frequent, clean and safe with a transit stop within walking distance of every home.

Financial Impact

This update report has no financial implications. As work programs are developed for transit initiatives, funding requests will be included through the City's Business Plan and Capital Budget process and presented to Council for consideration.

Conclusion

As Mississauga continues to grow and redevelop, a multi-modal transportation system that offers safe and efficient ways to move around the City is critical. As outlined in this report, all levels of government recognize the importance of a regional transit network that will support localized growth, business development and seamless travel around the GTHA. To ensure appropriate resources are allocated and funding discussed and/or secured, Mississauga should confirm priority rapid transit projects that continue to have Council support. In 2017 and 2018, Council endorsed six priority rapid transit projects and this report updates the list. It is recommended that the following projects are endorsed as the City's priority rapid transit projects: (a) Lakeshore Bus Rapid Transit and transit improvements along the remaining Lakeshore corridor, (b) Dundas Bus Rapid Transit, (c) the Downtown Terminal and Transitway Connection, (d) Extension of the Eglinton Crosstown West Light Rail Transit to Renforth Station and further to Pearson Airport with a station located within the Airport Corporate Centre (e) Two-Way All-Day Service on the Milton GO Rail Corridor (f) Downtown Light Rail Transit Loop. As other projects outlined in this report progress and move to the implementation stage, Council will be updated and the list of priority rapid transit projects may be revised.

Attachments

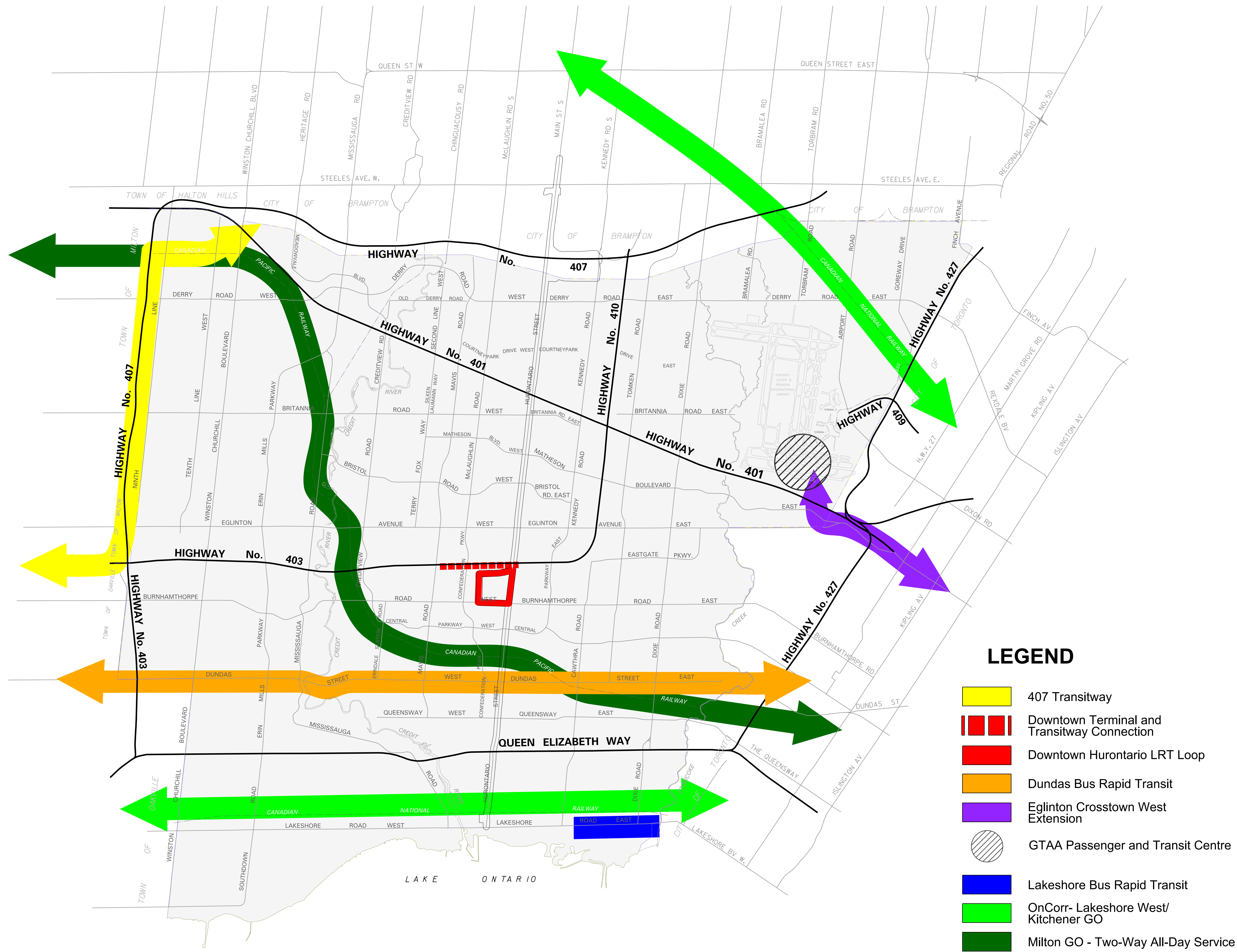
Appendix 1: Transit Initiatives in the City of Mississauga

Appendix 2: City of Mississauga – Priority Rapid Transit Projects



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

Prepared by: Susan Tanabe, Manager, Transportation Planning

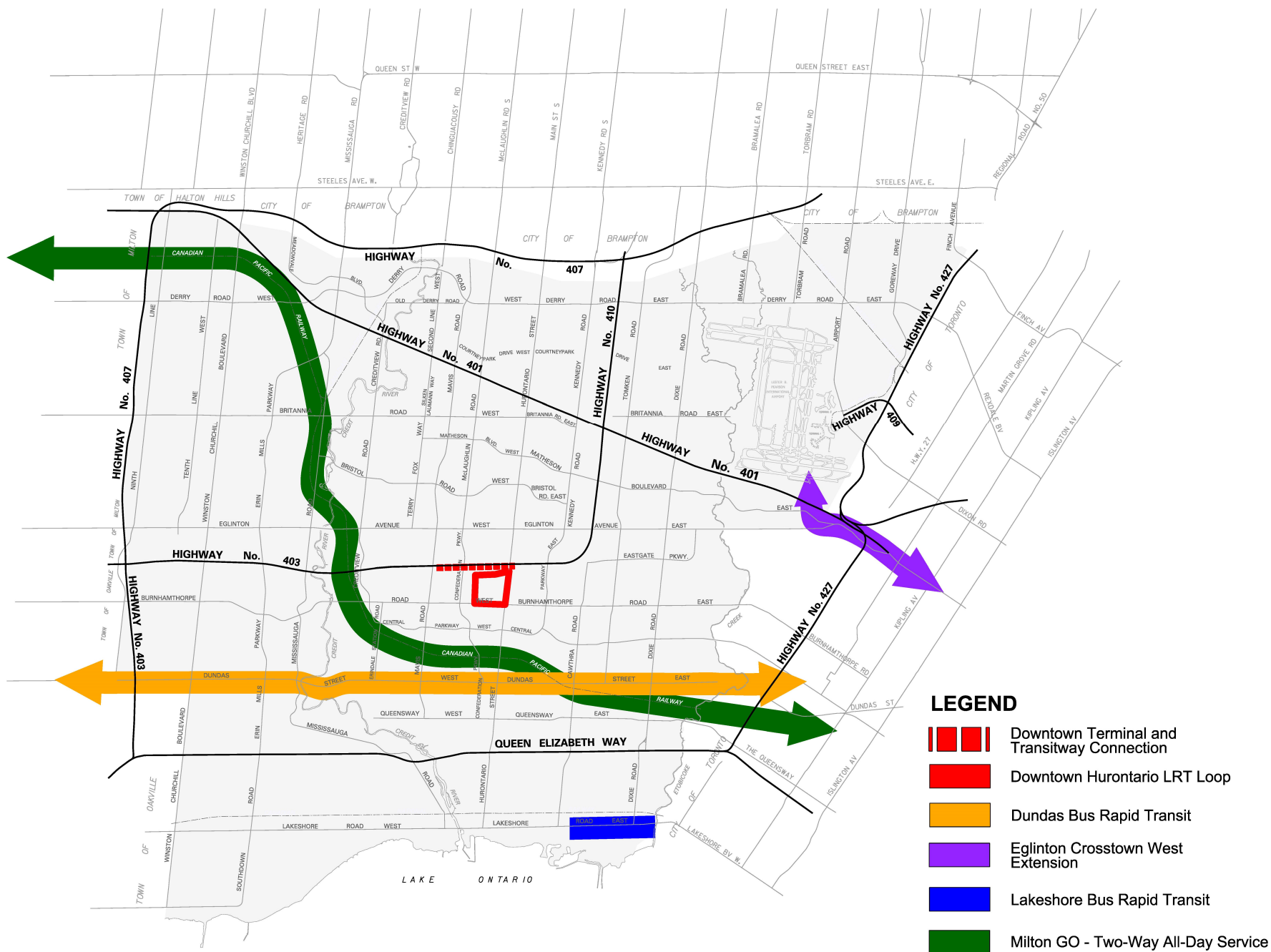


LEGEND

- 407 Transitway
- Downtown Terminal and Transitway Connection
- Downtown Hurontario LRT Loop
- Dundas Bus Rapid Transit
- Eglinton Crosstown West Extension
- GTAA Passenger and Transit Centre
- Lakeshore Bus Rapid Transit
- OnCorr- Lakeshore West/ Kitchener GO
- Milton GO - Two-Way All-Day Service

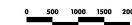
APPENDIX 1

Transit Initiatives in the City of Mississauga



City of Mississauga- Priority Rapid Transit Projects

JUNE 9, 2021



MISSISSAUGA

Produced by
CPS, Geospatial Solutions

REPORT 11 - 2021

To: MAYOR AND MEMBERS OF COUNCIL

The Planning and Development Committee presents its eleventh report for 2021 and recommends:

PDC-0049-2021

1. That the report dated August 13, 2021, from the Commissioner of Planning and Building regarding variances to the Sign By-law under File SGNBLD 21-5852 VAR (W2), Nick Mercouris, 2175 Royal Windsor Drive, be received for information.
2. That the request to permit one (1) Billboard Sign with two (2) electronic changing copy sign faces be approved.

PDC-0050-2021

That the report dated August 13 2021, from the Commissioner of Planning and Building regarding the application by The Erin Mills Development Corporation on behalf of St. Mark and St. Demiana Coptic Orthodox Church to permit a place of religious assembly (Phase 1) and a three storey private community services centre (Phase 2), under File OZ 20/016 W8, 0 Ninth Line, be received for information.

PDC-0051-2021

That the report dated August 13, 2021, from the Commissioner of Planning and Building regarding the application by 3855 Dundas West Storage GP Corp. to permit a five storey selfstorage building and 2 two storey industrial condominium buildings, under File OZ 18/018 W8, 3855 Dundas Street West, be received for information.

PDC-0052-2021

That the report dated August 13, 2021, from the Commissioner of Planning and Building recommending approval of the removal of the "H" holding provision application from the text of By-law 0225-2007 and the "H" symbol from the zoning map, under File H-OZ 19/010 W2, Magnum Integrated Properties Inc., 2495 and 2505 Speakman Drive, be adopted and that the Planning and Building Department be authorized to prepare the bylaw for Council's passage.

REPORT 14 – 2021

To: MAYOR AND MEMBERS OF COUNCIL

The General Committee presents its fourteen report for 2021 and recommends:

GC-0425-2021

The following items were approved on the consent agenda:

- 10.1 - Update to the Expression of Sympathy Policy
- 10.2 – Single Source Contract Extension of Questica Software Inc. Integrated Budgeting System (File Ref: PRC003111 / FA.49.828-11)
- 10.3 - Servicing Agreement Assumption – Residential Subdivision Servicing Agreement, City File M-1710, Di Blasio Corporation – Di Blasio Estates West – Phase II Subdivision (Ward 11, Z-44W)
- 11.1 - Environmental Action Committee Report 5-2021 - July 6, 2021
- 11.2. - Heritage Advisory Committee Recommendation Report 7-2021 - July 13, 2021
- 11.3. - Mississauga Cycling Advisory Committee Report 7-2021 - July 13, 2021

GC-0426-2021

That the changes outlined in the report entitled “Update to the Expression of Sympathy Policy” from the Commissioner of Corporate Services, dated August 11, 2021 be approved.

GC-0427-2021

1. That the single source procurement of maintenance and support services for the Questica Integrated Budgeting System, including new modules and professional services, for a period of five (5) years, as detailed in the corporate report entitled “Single Source Contract Extension of Questica Software Inc. Integrated Budgeting System”, dated July 16, 2021, from the Commissioner of Corporate Services and Chief Financial Officer (“Purchase”), File Ref: PRC003111; FA.49.828-11 be approved;
2. That the Purchasing Agent or designate be authorized to execute all contracts and related ancillary documents with respect to the Purchase between the City and Questica Software Inc. for an estimated amount of \$425,000 exclusive of taxes, in accordance with the City’s Purchasing By-law 374-06, as amended;
3. That the Purchasing Agent or designate be authorized to execute the necessary amendments to increase the value of the contract between the City and Questica Software Inc. for additional products, software licensing, subscription services, professional services, and maintenance and support, including additional features and modules, as required by the City for the purpose of accommodating growth or to ensure business continuity, if the funding for such contract increase has been approved by Council;
4. That the Questica Integrated Budgeting System be approved as a City Standard for a period of five (5) years in accordance with the City’s Procurement By-law 374-06, as amended.

GC-0428-2021

1. That the City of Mississauga assume the municipal works as constructed by the Di Blasio Corporation under the terms of the Residential Subdivision Servicing Agreement for Registered Plan 43M-1710 (Ward 11, Z-44W), lands located between the north and south branches of Fletcher's Creek, west of McLaughlin Road, known as the Di Blasio Estates West – Phase II Residential Subdivision (Appendix 1).
2. That the Letter of Credit in the amount of \$200,000 be returned to Di Blasio Corporation.
3. That a by-law be enacted to assume the road allowances within the Registered Plan 43M-1710 as Public Highway and part of the municipal system of the City of Mississauga as outlined in the corporate report dated August 23, 2021 from the Commissioner of Transportation and works entitled "Servicing Agreement Assumption – Residential Subdivision Servicing Agreement, City File M-1710, Di Blasio Corporation – Di Blasio Estates West – Phase II Subdivision".

GC-0429-2021

That the Corporate Report dated August 23, 2021 from the Commissioner of Transportation and Works entitled "A Correction to Corporate Report dated June 8, 2021 - Proposed Street Names to be added to the City of Mississauga Approved Street Name Reserve List" be referred to the Governance Committee meeting without a recommendation to review the City's *Street Names* Policy and process.

GC-0430-2021

That the deputation and associated presentation by Amina Menkad, Planner, Official Plan Review regarding the Mississauga Official Plan Review be received.
(EAC-0020-2021)

GC-0431-2021

That the deputation and associated presentation by Paris Liu, Summer Student, Waste Management and Diane Gibson, Supervisor, Environmental Sustainability regarding Litter Impacting Waterfowl be received.
(EAC-0021-2021)

GC-0432-2021

That the deputation and associated presentation by Samantha Dilorio, Environmental Outreach Assistant and Diana Suzuki-Bracewell, Supervisor, Environmental Outreach regarding the Climate Change Youth Challenge: Mission to Earth be received.
(EAC-0022-2021)

GC-0433-2021

That the deputation and associated presentation by Alice Casselman, Community Group Representative Environmental Action Committee Member and Catherine Soplet, Founder, Building Up Our Neighbourhoods regarding the Project Crossroads - Canada Healthy Communities Initiative be received.
(EAC-0023-2021)

GC-0434-2021

That the Environmental Action Committee Work Plan be approved as discussed at the July 6, 2021 EAC meeting.
(EAC-0024-2021)

GC-0435-2021

That the request to alter a designated heritage property: 1200 Old Derry Road as per the Corporate Report dated June 16, 2021 from the Commissioner of Community Services be approved.

(HAC-0047-2021)

(Ward 11)

GC-0436-2021

That the request to alter a designated heritage property: 1255 Old Derry Road as per the Corporate Report dated June 16, 2021 from the Commissioner of Community Services be approved.

(HAC-0048-2021)

(Ward 11)

GC-0437-2021

That the request to alter the heritage designated property at 1560 Dundas Street West as per the Corporate Report dated June 29, 2021 from the Commissioner of Community Services be approved.

(HAC-0049-2021)

(Ward 7)

GC-0438-2021

That the request to alter the heritage designated property at 915 North Service Road as per the Corporate Report dated June 16, 2021 from the Commissioner of Community Services be approved with the following conditions:

1. That lime based mortar be used for the chimney repointing; and
2. That if the new porch tile is found to match the existing, the side porch tiling be repaired rather than replaced.

(HAC-0050-2021)

(Ward 1)

GC-0439-2021

That the property at 3611 Mavis Road be added to the Municipal Heritage Register for its associative value and that the appropriate City officials be authorized and directed to take the necessary action to give effect thereto as outlined in the report dated June 29, 2021 from the Commissioner of Community Services.

(HAC-0051-2021)

(Ward 7)

GC-0440-2021

That the property at 1470 Pinetree Cres., which is listed on the City's Heritage Register, is not worthy of heritage designation, and consequently, that the owner's request to demolish proceed through the applicable process, as per the Corporate Report from the Commissioner of Community Services dated June 29, 2021.

(HAC-0052-2021)

(Ward 1)

GC-0441-2021

That the property at 347 Queen Street South, which is listed on the City's Heritage Register, is not worthy of heritage designation, and consequently, that the owner's request to demolish proceed through the applicable process, as per the Corporate Report dated June 16, 2021 from the Commissioner of Community Services.

(HAC-0053-2021)

(Ward 11)

GC-0442-2021

That the property at 1183 Mississauga Road, which is listed on the City's Heritage Register, is not worthy of heritage designation, and consequently, that the owner's request to demolish proceed through the applicable process as per the Corporate Report from the Commissioner of Community Services dated June 29, 2021.

(HAC-0054-2021)

(Ward 2)

GC-0443-2021

That the property at 640 Kedleston Way, which is listed on the City's Heritage Register, is not worthy of heritage designation, and consequently, that the owner's request to demolish proceed through the applicable process, as per the Corporate Report dated June 29, 2021 from the Commissioner of Community Services.

(HAC-0055-2021)

(Ward 2)

GC-0444-2021

That the Recommendations MVHCD-0006-2021 to MVHCD-0008-2021 contained in the Meadowvale Village Heritage Conservation District Subcommittee Report 4 - 2021 dated June 8, 2021, be approved.

(HAC-0056-2021)

GC-0445-2021

That the deputation from Joe Perrotta, Director, LRT Project Office regarding a Hurontario LRT Project Overview and Construction Update be received.

(MCAC-0050-2021)

GC-0446-2021

That the Mississauga Cycling Advisory Committee establish a working group to discuss Micromobility.

(MCAC-0051-2021)

GC-0447-2021

That the Network and Technical Subcommittee Update from Kris Hammel, Citizen Member be received.

(MCAC-0052-2021)

GC-0448-2021

That the Communications and Promotions Subcommittee Update from Paulina Pedziwiatr, Citizen Member be received.

(MCAC-0053-2021)

GC-0449-2021

That the Memorandum dated July 8, 2021 from Fred Sandoval, Active Transportation Coordinator, Active Transportation and Amy Parker, Active Transportation Technologist, Active Transportation entitled "2021 Quarterly Cycling Program Update (Q2)" be received.
(MCAC-0054-2021)

GC-0450-2021

That the Open Data verbal update from Fred Sandoval, Active Transportation Coordinator be received.
(MCAC-0055-2021)

GC-0451-2021

That the verbal progress update on the Mississauga Mountain Bike Association from Raymond Lau, Project Leader Engineering be received.
(MCAC-0056-2021)

GC-0452-2021

That the Mississauga Cycling Advisory Committee 2021 Action List be approved.
(MCAC-0057-2021)

GC-0453-2021

That the Corporate Report from the Commissioner of Transportation and Works, dated June 8, 2021 entitled "Traffic Calming" be received for information.
(MCAC-0058-2021)

GC-0454-2021

1. That the letter dated September 1, 2021 from Dr. Lawrence Loh, Peel Medical Officer of Health regarding the Extension of the Municipal Mandatory Face Covering By-laws be endorsed.
2. That staff be directed to prepare a by-law for the September 15, 2021 Council meeting that includes the extension of mandatory masks to March 31, 2022 as outlined in the September 1, 2021 letter from Dr. Lawrence Loh, Peel Medical Officer of Health.

GC-0455-2021

That the presentation by Sven Tretrop, Senior Manager of Architecture & Innovation, Paul Kus, Program Manager of IT Systems Architecture & Security, and Shawn Slack, Director of IT and Chief Information Officer regarding the Update on Cybersecurity Projects and Initiatives be received.

GC-0456-2021

That the Corporate Report dated August 11, 2021, entitled, "Update on Cybersecurity Projects and Initiatives", from the Commissioner of Corporate Services and Chief Financial Officer be approved.

GC-0457-2021

1. That a new National Day for Truth and Reconciliation paid holiday be introduced for all employees effective September 30, 2021 as outlined in the report titled "National Day for

Truth and Reconciliation (September 30) Paid Holiday” dated August 23, 2021 by the Commissioner of Corporate Services.

2. That Council formally recognize September 30 in accordance with the Association of Municipalities of Ontario (AMO) resolution attached as Appendix 3 to the report titled “National Day for Truth and Reconciliation (September 30) Paid Holiday” dated August 23, 2021 by the Commissioner of Corporate Services.
3. That staff be directed to prepare appropriate programming to commemorate the “National Day of Truth and Reconciliation”.

Petition Submission Date: August 23, 2021

From: Barry Miazga

Address:

Phone:

Email:

To: The Mayor of Mississauga and Members of Council

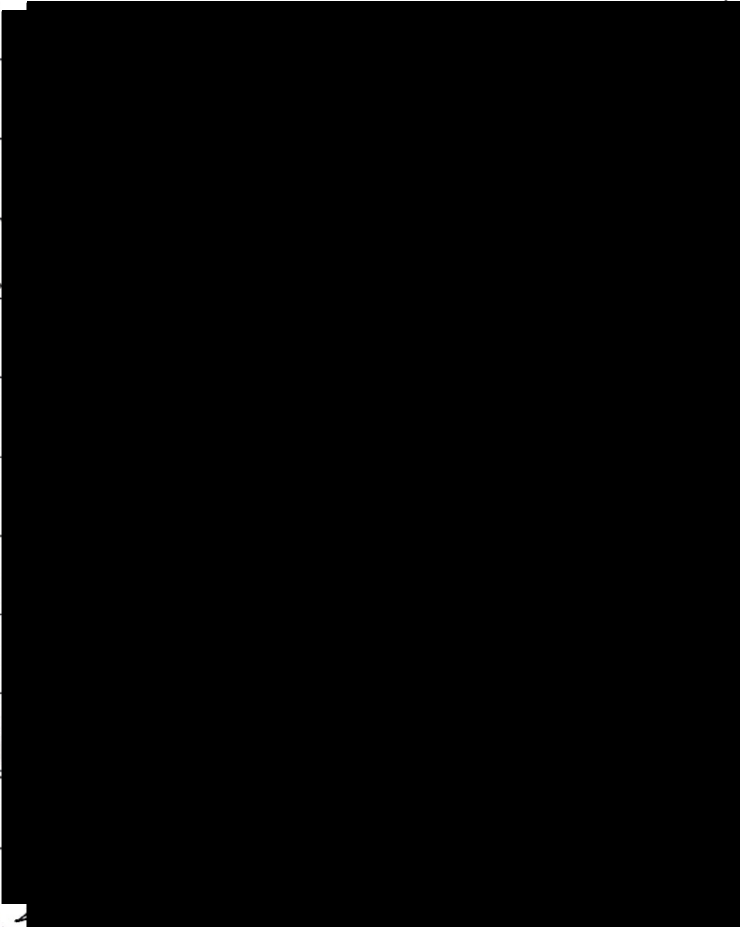
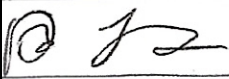
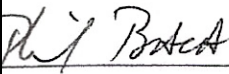
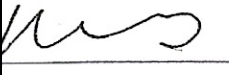
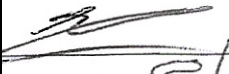
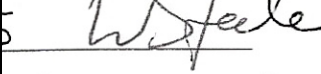
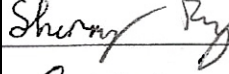
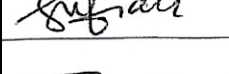
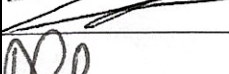
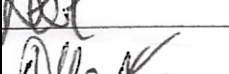
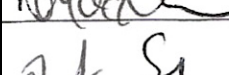
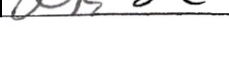
The purpose of this petition is to inform the Honourable Mayor and Council of the residents interest in maintaining their Sheridan Homelands community living, child safety and property values. By way of the unanimously signed petition all residents on Fowler Lane and Kenna Court (the affected streets) request the planned access to Partners Community Health-Mississauga at the dead end of Fowler Lane not be permitted. The named residents strongly oppose the development of this access as the plan will increase street traffic and parking by visitor and staff use to avoid pay parking 24 hours everyday.

We, the undersigned residents of Fowler Lane and Kenna Court (the affected streets) request the planned access at the dead end of Fowler Lane not be permitted.

Resident Name (One Name Per Household)	Address	Signature
BARRY MIAZBA		B. Miazga
Luke Stapleton		Luke Stapleton
Don SCHREADER		Don Schreader
Ed Yohanna		Ed Yohanna
Constance Estepa		Constance Estepa
R. NIKLAS		R. Niklas
Yifei Zhu		Yifei Zhu
Judy COULTER		Judy Coulter
V. VAPINA		V. Vapina
PAUL SZABO		Paul Szabo
M. KUNDAPUR		M. Kundapur
Mary Cabral		M. Cabral
MAT GOETZ		Mat Goetz
Rafal Kusinski		Rafal Kusinski
JOSY GRADZIALA		Josy Gradziala
Augustine C. Mao		Augustine C. Mao
Mark Fitzmaurice		Mark Fitzmaurice
BILL SLAVIC		Bill Slavic
Susan Huang		Susan Huang
Michael Hunter		Michael Hunter

This petition will be considered a public document and the information contained in it may be subject to the scrutiny of the City of Mississauga and members of the general public.

We, the undersigned residents of Fowler Lane and Kenna Court (the affected streets) request the planned access at the dead end of Fowler Lane not be permitted.

Resident Name (One Name Per Household)	Address	Signature
Dawen Zhou		
Paul Baca		
MIKE BOLAN		
Hyeok Lee		
Wendy Steele		
Sherry Pokhoy		
AHMAD MUNIR		
Jacky Xu		
Douglas Simlar		
DON MACKINNON		
FRANK SASSAR		

This petition will be considered a public document and the information contained in it may be subject to the scrutiny of the City of Mississauga and members of the general public.

June 21, 2021

Attention: Mayor Crombie,
Ward 6 Councilor Ron Starr,
City of Mississauga Council,
Jodi Robillos, Director, Parks Forestry and Environment
Re: Aerial spraying for gypsy moth caterpillars in Ward 6

The concerned residents of the Credit Woodlands/Erindale neighborhood in Ward 6 want to bring to your attention the destruction of old growth trees due to inaction by the City of Mississauga. We have large old oak trees and other mature trees which are being decimated by the infestation of gypsy moth caterpillars at an alarming rate (see Figure 1). This is the second year in a row of the spread of this invasive, destructive species and it seems many of these trees may not survive another onslaught next year. Following City of Mississauga guidance, we have attempted to save the trees on our properties by wrapping burlap (see Figure 2), picking and drowning individual caterpillars, using liquid traps, etc. which unfortunately have barely made an impact on the caterpillar population. The trees on our properties and in the nearby Erindale Park continue to be decimated.

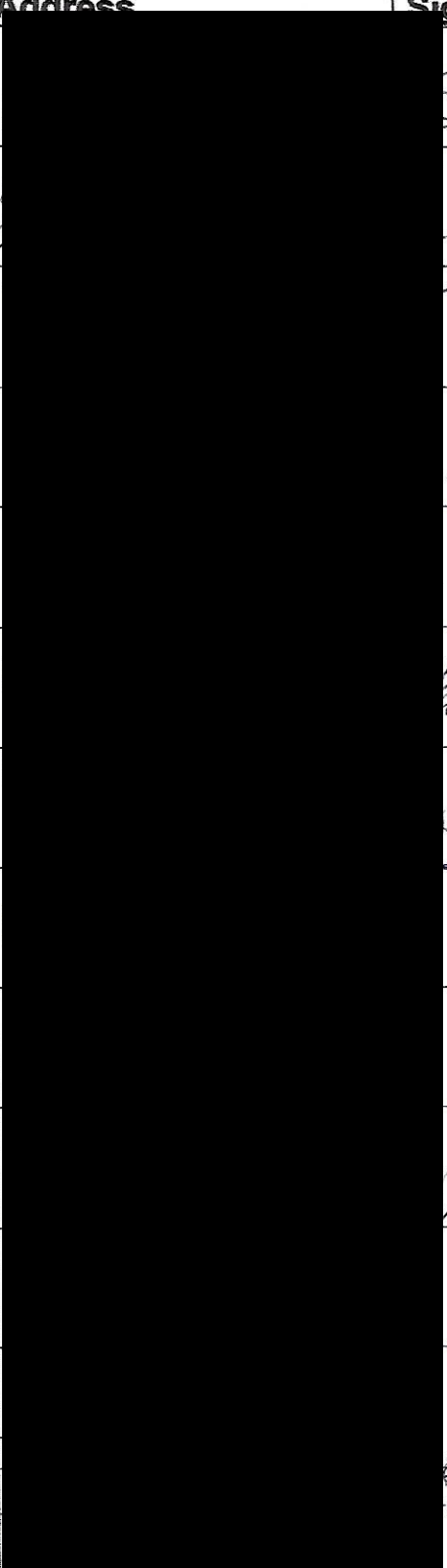
These invasive species are also a health concern as many of us have developed allergic reactions, some quite severe, when coming in contact with the caterpillars or even the airborne hairs. The incredible amounts of excrement add another layer to the problem affecting residents' health concerns, as well as our properties (see Figure 3).

We, the undersigned strongly urge the City to conduct targeted aerial spraying in our neighborhood (or some other overall effective strategy implemented by the City) as soon as possible, or at the latest in Spring 2022 to stop the spread of this invasive species, preserve our natural habitat and show concern for the well-being of the residents.

We are aware that the petition will be considered a public document and that the information contained in it may be subject to the scrutiny of the City Council and members of the general public.






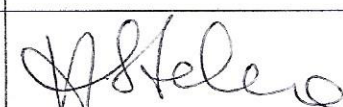
Name	Address	Signature
Rukshana + Porus Dinshaw		X. Dinshaw
Lyzanne + Craig Lyn Francis		Lyzanne
Ernst + Cathia Peters		E. Peters
Natalie Sahl + Michael Badyk		N. Sahl
Sunil Purbhoo		Sunil Purbhoo
Ligia Neglia		Ligia Neglia
Logan Lee		Logan Lee
Colin Wong		Colin Wong
MENG, Y. J.		MENG, Y. J.
JERN NAKON		JERN NAKON
Mary Ann Hand		Mary Ann Hand
Michael + Leila Conte		Leila Conte

Name	Address	Signature
Mike and Michelle Craig		Mike C
DAYMON & RITA ELLER		Rita Ell
CAROL & BRIAN DEWAR		Brian Dewar
Tril Rutledge WIGBOLD RUTLEDGE		Tril Rutledge
Richard L. Hajos How		Richard L. Hajos
Isabella Mikolajczyk		Isabella M
INONA SZYDLOWSKA		Inona S
Imogen Chandry		Imogen C
DIANE ALBANESE		Diane Albanese
Natalie Kozak		Natalie Kozak
JOHN PARLIEFF		John Parlieff
Deborah Moorthy		Deborah M
DARIOS DINSHAW		Darios Dinshaw

Name	Address	Signature
Sabine + Vito DiSumma		SDS.
Rick + Anita Sawicki		R. Sawicki
Ereg Stachula		ES
KEITH GILESPIE		Keith Gillespie
David Ferry		DF
Blair Manacki		Blair Manacki
June Saytar-Manacki		June Saytar-Manacki
Danny Chong		DC
J Bronley		JB
Jeff		JE
Justin Ma		JM
Mark Broz		MB
Ruth Durward		RD

Name	Address	Signature
Michelle Hough		M. Hough
Norian McQueen		N. McQueen
Mimi		
Erik Fiske		E. Fiske
Tom & Mima Puzan		M. Puzan
HOWARD MURPHY		H. Murphy
Shiguo Zhang		S. Zhang
Karen Lee		K. Lee
Jane Lindsay		J. Lindsay
Myrian Zavala		M. Zavala
* moghtadaci		M. Moghtadaci
RANDY NORTH + FAMILY		R. North
Gaye Landgraf		G. Landgraf
Christina Drozdzowz		C. Drozdzowz

Name	Address	Signature
BARRY WHALE		B. White
ELIZABETH RAZUMIENKO		El
M. SHIMANO		MS
A. SCARANGELLA		A. Scarangella
JUNE ROGERS		J. Rogers
A. Tina Mola		A. Mola
Michael Hinton		M. Hinton
Stefano Addio		S. Addio
Antoinette Trilign		A. Trilign
TAI-CHANG LEE		T. Lee
ERGAS LERS		E. Lers
YVONNE LERS		Y. Lers
Antreij Nestorowski		A. Nestorowski

Name	Address	Signature
C. Chernysh		C. Chernysh
J. RAZUMIENICO		
Ken McCulloch		Ken -
Ali Al-Rakaei		
FELUCIO CIOBANU		
ANNA TARLOWSKA		Anna Tarlovska
MARCIN TARLOWSKI		
NORBERT TARLOWSKI		Norbert T
ALEX TARLOWSKI		Tarlovski Alex
JULIA STECKI		
Marcel Stecki		M. Stecki
Anna Stecka		
NEL STECKI		Nel Stecki

Motion to Support Rail Safety Week 2021

WHEREAS Rail Safety Week is to be held across Canada from September 20 to 26, 2021;

AND WHEREAS it is in the public's interest to raise citizens' awareness of the dangers of ignoring safety warnings at level crossings and trespassing on rail property to reduce avoidable deaths, injuries and damage caused by incidents involving trains and citizens;

AND WHEREAS Operation Lifesaver is a public/private partnership whose aim is to work with the public, rail industry, governments, police services, media and others to raise rail safety awareness;

AND WHEREAS CN has requested City Council adopt this resolution in support of its ongoing efforts to raise awareness, save lives and prevent injuries in communities, including our municipality;

AND WHEREAS the City has adopted a Vision Zero approach to road safety;

NOW THEREFORE BE IT RESOLVED that the City of Mississauga support national Rail Safety Week to be held from September 20 to 26, 2021, and Staff prepare a social media campaign to educate about the importance of rail safety.

A handwritten signature in black ink, appearing to read "St. On..." or similar, written in a cursive style.

WHEREAS the Mayor, Members of Council and staff at the City of Mississauga are saddened to learn of the passing of Patrick Martin, Supervisor of Operations on July 9th, 2021;

AND WHEREAS Patrick has worked for the City of Mississauga for 37 years at various facilities, most recently at River Grove Community Centre;

AND WHEREAS he spent time volunteering and driving kids to early morning hockey practices and tournaments;

NOW THEREFORE BE IT RESOLVED that sincere condolences be extended on behalf of the Mayor, Members of Council and staff of the City of Mississauga to his wife Judith and their 2 children, Evan & Wyatt.

WHEREAS the Mayor, Members of Council and staff at the City of Mississauga are saddened to learn of the passing of Jerry Love, retired Director of Recreation on July 21st, 2021;

AND WHEREAS Jerry provided 35 years of service to the City before retiring in 1991;

AND WHEREAS through his leadership a fund was established to provide financial assistance to children to participate in City recreation programs;

AND WHEREAS former Mayor Hazel McCallion paid tribute to his efforts by renaming the fund the "Jerry Love Children's Fund" which has raised over \$2 million since 1985;

NOW THEREFORE BE IT RESOLVED that sincere condolences be extended on behalf of the Mayor, Members of Council and staff of the City of Mississauga to his family

WHEREAS the Mayor, Members of Council, the City's Leadership team and staff are saddened to learn of the passing of Connie Mesih on Tuesday, August 31, 2021.

AND WHEREAS Connie joined the City in 1986 with the Building Department as a Clerk Typist. She subsequently worked in various positions in the Corporate Services Department including 12 years as the Manager of Revenue & Taxation;

AND WHEREAS in 2015 Connie became the City's Director of Revenue and Material Management in the Corporate Services Department. She was a well respected leader in Ontario for property assessment and taxation and provided her expertise to the Association of Municipalities of Ontario, MPAC and various municipal associations;

AND WHEREAS Connie had an outstanding career at the City of Mississauga for over 35 years. She was an exceptional leader, leaving a positive legacy with the City and all who worked with her. She was passionate about her work, her team and the community she served;

AND WHEREAS Connie will be remembered for the love she had for her family, her smile, sense of humour and compassion for others, as well as her vast knowledge and professionalism;

NOW THEREFORE BE IT RESOLVED THAT sincere condolences be extended to her husband John, her daughters Jena and Danielle and her extended family members from the Mayor, Members of Council and all staff at the City of Mississauga.