City of Mississauga
Agenda

MISSISSAUGA

General Committee

Date:	February 9, 2022
Time:	IMMEDIATELY FOLLOWING the completion of Special Council
Location:	Online Video Conference

Members

Mayor Bonnie Crombie	
Councillor Stephen Dasko	**Ward 1**
Councillor Pat Mullin	**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 (CHAIR)**

Participate Virtually and/or Telephone

Advance registration is required to participate and/or make a comment in the meeting. **Questions for Public Question Period may be provided to Clerk's staff at least 24 hours in an advance of the meeting.** Comments submitted will be considered as public information and entered into public record.

To register, please email dayna.obaseki@mississauga.ca and for Residents without access to the internet via computer, smartphone or tablet, can register by calling Dayna Obaseki at 905-615-3200 ext. 5425 **no later than Monday, February 7, 2022 before 4:00PM.** You will be provided with directions on how to participate from Clerks' staff.

Contact

Dayna Obaseki, Legislative Coordinator, Legislative Services
905-615-3200 ext. 5425 | Email: dayna.obaseki@mississauga.ca

Find it Online

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

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1. CALL TO ORDER

2. INDIGENOUS LAND STATEMENT

"We acknowledge the lands which constitute the present-day City of Mississauga as being part of the Treaty and Traditional Territory of the Mississaugas of the Credit First Nation, The Haudenosaunee Confederacy the Huron-Wendat and Wyandotte Nations. We recognize these peoples and their ancestors as peoples who inhabited these lands since time immemorial. The City of Mississauga is home to many global Indigenous Peoples.

As a municipality, the City of Mississauga is actively working towards reconciliation by confronting our past and our present, providing space for Indigenous peoples within their territory, to recognize and uphold their Treaty Rights and to support Indigenous Peoples. We formally recognize the Anishinaabe origins of our name and continue to make Mississauga a safe space for all Indigenous peoples."

3. APPROVAL OF AGENDA

4. DECLARATION OF CONFLICT OF INTEREST

5. MINUTES OF PREVIOUS MEETING

5.1. General Committee Minutes - January 26, 2022

6. PRESENTATIONS - Nil.

7. DEPUTATIONS - Nil.

8. PUBLIC QUESTION PERIOD - 15 Minute Limit

Public Comments: Advance registration is required to participate and/or to make comments in the 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. 5425 or by emailing dayna.obaseki@mississauga.ca by **Monday, February 7, 2022 before 4:00PM.**

Pursuant to Section 42 of the Council Procedure By-law 0139-2013, as amended:

General Committee may grant permission to a member of the public to ask a question of General Committee, with the following provisions:

1. Questions may 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 a written

response.

9. MATTERS PERTAINING TO COVID-19

10. CONSENT AGENDA

11. MATTERS TO BE CONSIDERED

11.1. Review of Sign By-law 54-2002 – Election Signs

11.2. Dundas Bus Rapid Transit (BRT) Mississauga East - Transit Project Assessment Process (Wards 1, 3, 4 and 7)

11.3. Memorandum of Understanding between the Regional Municipality of Peel and the City of Mississauga for Storm Sewer Discharge (Wards 3 and 4)

11.4. Foundation Repairs at Port Credit Library (Ward 1)

11.5. Authorization to enter into a Greenlands Securement Agreement between The Corporation of the City of Mississauga and The Regional Municipality of Peel

11.6. Delegation of Authority- Acquisition, Disposal, Administration and Lease of Land and Property- July 1, 2021 to December 31, 2021

11.7. Shortage of Judicial Resources for the Provincial Offences Court

12. ADVISORY COMMITTEE REPORTS

12.1. Road Safety Committee Report 1 - 2022 - January 25, 2022

12.2. Traffic Safety Council Report 1 - 2022 - January 26, 2022

13. MATTERS PERTAINING TO REGION OF PEEL COUNCIL

14. COUNCILLORS' ENQUIRIES

15. OTHER BUSINESS/ANNOUNCEMENTS

16. CLOSED SESSION

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

16.1. Advice that is subject to solicitor-client privilege, including communications necessary for that purpose:

Legal Advice - Limiting the Number of Election Signs Permitted on Residential Property with a Single Dwelling Unit

16.2. A proposed or pending acquisition or disposition of land by the municipality or local board:

Dundas and Lakeshore Bus Rapid Transit (“BRT”) Projects - Authority to Negotiate and to Delegate Authority to enter into Agreements to Acquire Interests in Land (Wards 1, 3, 4 and 7)

17. ADJOURNMENT

City of Mississauga

Corporate Report

MISSISSAUGA

11.1

Date: January 27, 2022 To: Chair and Members of General Committee From: Andrew Whittemore, M.U.R.P., Commissioner of Planning & Building	Originator's files: CLE.LA.25-21-126 Meeting date: February 9, 2022

Subject

Review of Sign By-law 54-2002 – Election Signs

Recommendation

1. That the proposed amendments to the City's Sign By-law 54-2002 outlined in the corporate report from the Commissioner of Planning and Building dated January 27, 2022 entitled "Review of Sign By-law 54-2002 – Election Signs" be approved.
2. That all necessary by-laws be enacted.

Executive Summary

- The Election Sign Section of Sign By-law 54-200 as amended has been reviewed and benchmarked with other municipalities.
- Various provisions have been identified and recommended to be updated.
- Proposed limitations on the number of elections displayed reducing proliferation.
- Increase fines penalizing those contravening the By-law and deter others.
- Provide direction regarding the storage and disposal of elections signs removed by city staff.

Background

Council requested a review of the Election Signs provisions in the Sign By-law (54-2002) prior to the upcoming 2022 Provincial and Municipal Elections.

Present Status

Sign By-law 54-2002 includes the following provisions regarding election signs:

The Sign By-law regulates Election Signs, both on private and public property, specifically, the location, size and timing for which signs are allowed to be installed. Election signs are not permitted to be displayed on public property. There are no limits to the amount of election signs permitted on residential and non-residential properties and there is no permit required to install election signs if they comply with Section 21 of the By-law (e.g. size, location, etc.). Any sign that deviates from the By-law is considered in violation.

The Sign By-law provides the City with authority to remove election signs on both public and private property. Presently, staff have concentrated on the removal of election signs from public property. Removing signs from private property results in trespassing complaints from residents despite the City having the authority to remove election signs from private property that are in contravention of the Sign By-law.

All election signs removed from public property are disposed of unless they are greater than $1.0m^2$ (10 sq. ft.), in which case they are stored for 30 days by the City and destroyed if not reclaimed within this time. All signs stored are subject to a storage fee ($20.00/ day or $2.00/1.0m^2$ of sign face) if retrieved. A removal fee of $200.00 is required for the return of any election sign, which has been removed in violation of the By-law.

The By-law places the responsibility on the “candidate, or his agent, or any other person”, for compliance with the By-law related to election signs. Violators of the By-law who are charged are subject to prosecution. Laying charges for election signs has been relatively limited and typically directed to the most egregious violators of the By-law. Prosecution can be a lengthy process and fines are determined by the Court, which may not be that requested by the City

Enforcing the Sign By-law During Election Periods

Three divisions are responsible for implementing different aspects of the By-law as it relates to election signs, as generally described below:

Building Division: The Sign Unit is responsible for writing, administering and enforcing the By-law (including but not limited to, preparing amendments, proactive education, issuing charges). Upon the Writ dropping for federal and provincial elections, staff distribute an election sign fact sheet at all election returning office locations in Mississauga. With municipal elections, all candidates are provided an information package on election signs, and are required to acknowledge their understanding of the Sign By-law (Appendix 1).

Sign Unit staff are not advised of the infractions of the Sign By-law observed by Works Operations and Maintenance staff. Before laying charges, Building staff must investigate, compile evidence for the case and if there is sufficient, evidence lay charges. If charges are laid, the candidate may be served with a summons to appear in court.

Works Operations and Maintenance Division: Responsible for the removal of illegally placed signs in accordance with the requirements of the By-law, as well as providing documentation in support of charges related to violations of the By-law. During election campaigns, all road maintenance crews in four Works Operations Yards join forces with all traffic regulatory maintenance crews in the Signs and Pavement Markings Unit to conduct a two-day, City-wide illegal sign blitz removal. Additionally, throughout election campaigns, six Works Operations and Maintenance crews are dedicated to illegal sign removal (two crews from the Signs and Pavement Markings Unit and one crew from each of the four Works Yards).

Works Operations and Maintenance also partners with the Parks, Forestry and Environment Division to assign four additional crews dedicated to illegal sign removal (a total of 10 crews comprising two staff and one truck each).

Legal Services Division: Responsible for prosecuting By-law charges. During election periods, prosecution is initiated when enforcement staff in the Building Division Sign Unit lay charges. When a charge is laid the person charged may be served with a summons to appear in court. Out of court, payment is not an option when charges are laid by way of an Information and summons. It is not uncommon to have multiple court appearances before a trial date is set to allow a person charged their right to obtain disclosure and legal representation. Typically, a trial date is set between 6 to 8 months from the date charges are laid. The Prosecutor requests fine amounts to the Court, however the Court decides the fine based on the submissions of both the Prosecutor and the person charged.

Comments

The following items were considered during the review of the Sign By-law related to Election signs.

A Complete Ban on Election Signs

The Municipal Act authorizes a municipality to regulate signs displayed within their municipality, including election signs, but regulation must be done as not to impede the Canadian Charter of Rights and Freedom. Based on benchmarking of other municipal sign by-laws, Staff are not aware of any municipalities that ban election signs (Appendix 2).

Election Sign Removal & Storage

Based on benchmarking conducted of other municipal sign by-laws, it is common practice for municipalities to store election signs removed from private and public property for at least 30 days before destroying the signs.

Currently the Sign By-law permits the immediate destruction of elections signs removed in contravention of this By-law that 1.0m^2 (10 ft^2) or less. In reviewing this provision with Legal Services, it is recommended that all election signs removed, regardless of size, should be stored for a period of 30 days before being destroyed.

Regulating the Number of Signs

Regulating the aesthetics of signs (i.e. size, location, number etc.) is within the Municipality's authority. It is not uncommon to see multiple signs for the same candidate displayed on a property during an election campaign.

To address the proliferation during campaign periods, it is recommended to limit the number of signs displayed on a residential property with a single dwelling unit (e.g. detached, semi-detached, townhouse) to one per candidate per street frontage. A number of municipalities limit the number of election signs permitted on private property including Brampton, Caledon, Markham and Aurora. This limitation will not apply to properties having greater than one dwelling unit or non-residential zoned properties. According to the *Municipal Elections Act*, a person cannot prohibit a person living in a condominium or multi-residential dwelling from displaying signs in relation to an election on the premises where they reside.

Regulating Election Sign Size

The size of election signs is currently regulated in the Sign By-law. The maximum size currently permitted for election signs is 1.5 m^2 (16 ft^2) which is consistent with other municipalities.

Window Signs

Candidates running in elections often display numerous signs or graphics on the windows of campaign offices. The Sign By-law currently includes a provision that window signs cannot exceed 25% of the window area or group of windows. Candidates are advised of this provision or a Notice of Contraventions will be issued to the candidate by staff when warranted. Although the Sign By-law presently regulates these signs on a general basis, staff recommend an amendment to explicitly regulate elections signs in windows.

Enforcement

Three divisions; Building, Works Operations and Maintenance, and Legal Services, are responsible for enforcing different aspects of the By-law as it relates to election signs.
To support successfully charging and prosecuting violators, Works Operations and Maintenance Division staff are now required to take photographs of offending signs clearly showing its location on the boulevard (i.e. best shown between the curb and sidewalk as beyond the sidewalk it is difficult to demonstrate non-compliance absent survey/boulevard plans showing the property line demarking the public right of way) and creating work orders to include as evidence. This documentation would be forwarded to the Building Sign Unit to assist with preparing the information and laying charges. The attending Works Operations and Maintenance staff person would serve as a witness for prosecutions.
According to the Municipal Act, a municipality can establish a system of fines for Part III Offences (e.g. the laying of information). To further strengthen the penalty portion of the Sign By-law, it is proposed to establish a minimum ($500) and maximum fine ($100,000) for all Sign By-law contraventions. In addition, staff will explore the feasibility of using the Administrative Penalties System (APS) to penalize violators. If eligible, this would create a more streamlined approach, similar to what has been done to use the APS for other by-law infractions.

Financial Impact

There are no financial impacts associated with the Recommendations in this report. Any necessary costs will be from approved operating budgets.

Conclusion

In summary, it is recommended that the City's Sign By-law 54-2002 be amended to:

- Limit the number of election signs permitted to be erected, affixed or displayed on residential zoned properties containing a single dwelling unit to one election sign per candidate per street frontage.
- Establish a minimum fine of $500 and a maximum fine of $100,000 for all contraventions of the Sign By-law, including elections signs where the person is charged by the laying of an information under Part 3 of the Provincial Offences Act.
- To explicitly permit a person to erect, affix or display an election sign in front of or on the inside of the window of a campaign headquarters so long as it does not exceed 25% of the window area.
- Amend the enforcement powers to no longer permit the immediate destruction of elections signs that are 1.0m2 (10.0 sq. ft.) in size or less and instead require the City to store any election signs removed from private and public property that are in contravention of the Sign By-law for at least 30 days and permit the City to destroy any signs if they are not claimed within that time.

Attachments

Appendix 1: Information Package Distributed to Candidates (including By-law requirements)
Appendix 2: Benchmarking – Neighbouring Municipalities

A. Whittemore

Andrew Whittemore, M.U.R.P., Commissioner of Planning & Building

Prepared by: Darren Bryan, Supervisor, Sign Unit

MISSISSAUGA

Dear Candidate,

Re: Election Signs

As a candidate in the upcoming federal election we wish to draw to your attention that election signs in the City of Mississauga are regulated by Sign By-law 0054-2002, as amended. Refer to the entire Sign By-law 0054-2002 as amended, for comprehensive requirements. The Sign By-law in its entirety can be found on line at http://www.mississauga.ca/portal/cityhall/bylaws - select Sign By-law 0054-2002.

Please be advised that **the City of Mississauga has adopted a zero tolerance policy for contraventions of the Sign By-law. The City of Mississauga will enforce the Sign By-law without further notice. Enforcement includes:**

- The immediate removal of signs displayed in contravention of the Sign By-law.
- The immediate disposal of illegal signs ten (10) square feet or less which have been removed by the City.
- Signs which are greater than ten (10) square feet will be held in storage for 30 days during which period signs which have been removed may be redeemed upon payment of a two hundred dollars ($200.00) removal fee plus twenty dollars ($20.00) per day storage fee per sign. After 30 days, signs which have not been redeemed will be destroyed or otherwise disposed.
- Issuance of a Part 1 Ticket, per offence, pursuant to the *Provincial Offences Act*.
- Issuance of a Summons to appear in Provincial Offences Court. Every person who contravenes any provision of the By-law is guilty of an offence pursuant to the provisions of the *Provincial Offences Act*, R.S.O. 1990, c P.33, as amended, and is subject to a fine of not more than $5000.00 exclusive of costs.

Candidates are responsible to ensure their elections signs comply with the requirements at all times.

Enquiries regarding elections signs may be directed to the City of Mississauga at 311 (if calling within Mississauga) or (905) 615-4311.

Leo J. Cusumano
Manager, Inspection Services
Building Division
Planning & Building Department
City of Mississauga

MISSISSAUGA

ELECTION SIGNS

The following are excerpts from City of Mississauga Sign By-law 54-2002 as amended, regarding election signs.

For comprehensive requirements refer to Sign By-law 54-2002 as amended, in its entirety. A copy can be found on The City of Mississauga website at:
http://www.mississauga.ca/portal/cityhall/bylaws

Definitions

"election sign" means a sign advertising or promoting the election of a political party or a candidate for public office in a federal, provincial or municipal election;

"public property" means property, land, or buildings owned by the City, Region, or a local board as defined in the Municipal Affairs Act, as amended or owned by the Federal or Provincial government(s);

4. General Provisions

(1) No person shall erect, display, alter or allow or cause the erection, display, or alteration of any sign within the City on publicly or privately owned lands without obtaining a permit under this By-law. (508-05)

(2) Notwithstanding subsection 4 (1), a sign permit is not required for the following signs and all such signs shall comply with all other requirements of this By-law:

(b) election signs, erected in accordance with Section 21;

(6) Any sign not expressly permitted by this By-law is prohibited and without limiting the generality of the foregoing, the following signs are specifically prohibited:

(b) a banner other than a banner located within a public road allowance and approved by the City or Region;

(i) a sign located within a sight triangle;

(9) No person shall attach, affix or display or cause the display or attachment of any sign or advertisement on a vehicle or trailer which is parked or located for the primary purpose of displaying said sign or advertisement. (508-05)

OVER ➡

21. Election Signs

(1) No candidate or his agent or any other person shall affix, erect or otherwise display an election sign or permit an election sign to be affixed, erected or otherwise displayed: (508-05)

(a) on or overhanging public property;

(b) on a utility pole or light standard unless it is affixed to a poster sleeve on a designated light;

(c) on any official sign or official sign structure;

(d) within a sight triangle;

(e) within 50 metres of the exterior main entrance to the polling station or the front facade of the building which contains the polling station, whichever is greater;(240-07)

(f) at any location where the election sign:

(i) obstructs the view of any pedestrian or driver of a motor vehicle, or obstruct the visibility of any traffic sign or device, or where it could interfere with vehicular traffic so that it could endanger any person;

(ii) obstructs openings required for light, ventilation, ingress, egress or firefighting;

(iii) constitutes a danger or hazard to the general public.

(g) on a concrete or masonry noise attenuation wall.

(2) No candidate or his agent or any other person shall affix, erect or otherwise display an election sign or permit or cause an election sign to be erected, affixed, or otherwise displayed prior to the issuance of writs for a provincial or federal election or until the close of nominations for a municipal election. (508-05, 292-07)

(3) An election sign shall not exceed a maximum sign area of 1.5 m^2 with the exception of those placed on billboard signs. (240-07)

(4) An election sign which is a fascia sign may be affixed to the face of the building or building unit which is used as a candidate's campaign headquarters provided such fascia sign complies with the provisions of this By-law for a fascia sign.

(5) An election sign shall be removed within forty-eight (48) hours immediately following 11:59 p.m. of the day of the election.

(6) The candidate to whom the election sign relates shall be responsible for the erection or display of the election sign and shall ensure that all the requirements of this By-law have been met. (508-05)

(7) Where an election sign has been affixed, erected or otherwise displayed in contravention of any provision of this By-law, the Commissioner may cause the sign to be removed immediately without notice and/or take any further action as provided in Section 31. (508-05)

Enquiries regarding elections signs may be directed to the City of Mississauga at 311 (if calling within Mississauga) or (905) 615-4311.

Election Signs

The City of Mississauga has a By-law that outlines rules for election signs, including where they *can* and *cannot* be posted.

SIGNS CAN BE POSTED:

- On private property
- If they are 1.5 square metres or less in size

SIGNS CANNOT BE POSTED:

- On public property (any municipal, provincial or federal buildings, land or fences owned by any government or agency)
- Where they could cause harm to the public – if they block drivers' views of other vehicles, pedestrians, road signs or traffic lights, especially at driveways and intersections
- On utility poles or light standards, or concrete walls constructed for noise reduction
- Within 50 metres of the entrance to a polling station
- If they are over 1.5 square meters in size, unless they have permits
- If they are banner signs *or*
- If they are mounted on vehicles or trailers

Please remember, election signs must be removed within 48 hours after midnight on election day.

311 (905-615-4311 Outside city limits)

MISSISSAUGA

Election Sign Requirements – Neighbouring Municipalities

Municipality	Election Sign size	Campaign office	Removal of signs	Proliferation of Signs
Ajax	N/A	N/A	City land – immediate removal Private property – notice is given to owner	N/A
Aurora	Sign face must not exceed 1.49m²	For signs not requiring a permit, not more than 25% of the window	City may seize signs without notice	Maximum of 1 election sign per candidate per property
Brampton	Sign face must not exceed 2 m²	10% for windows generally	issue an order and if not complied with City can remove at owner's expense	Max of 2 signs per candidate on residential property and 3 signs for all other properties
Burlington	N/A	N/A	Removal without notice	
Caledon	Sign face must not exceed 1.5 m²	30% for windows generally	City may seize signs without notice	1 election sign per candidate per lot frontage
London	Sign face must not exceed 6 m²	N/A	Removal without notice	N/A
Markham	Sign face must not exceed 1.49m²	N/A	Removal without notice	Maximum of 1 election sign per candidate per property
Mississauga	Sign face must not exceed 1.5m²	25% of a window or group of windows	City land – immediate removal Private property – notice is given to owner	N/A
Newmarket	Sign face must not exceed 1.49m²	N/A	Removal without notice	Max signs is based on the number of abutting streets
Oakville	Sign face must not exceed 1.5 m²	20%	Removal without notice	N/A
Oshawa	Sign face must not exceed 1.2 m²	N/A	City land – immediate removal Private property – notice is given to owner	N/A

Ottawa	N/A	N/A	City land – immediate removal Private property – notice is given to owner	At least 23 metres from another election sign
Pickering	Sign face must not exceed 1.5 m^2	20%	Removal without notice	N/A
Richmond Hill	Sign face must not exceed 1.2 m^2	25%	Removal without notice	N/A
Toronto	*Sign face must not exceed* 1.2 m^2	25%	*Removal without* notice	*Consent of the* owner is required to display election signs less than 1 metre apart from another sign
Vaughan	Sign face must not exceed 1.49m^2	20%	City land – immediate removal Private property – notice is given to owner	N/A
Whitby	Sign face must not exceed 3m^2	N/A	Removal without notice	Election sign cannot be within 500 metre radius of another sign of the same candidate
Windsor	Sign face must not exceed 1.49m^2	N/A	Removal without notice	N/A

City of Mississauga
Corporate Report

MISSISSAUGA

Date: January 21, 2022	Originator's files:
To: Chair and Members of General Committee	
From: Geoff Wright, P.Eng, MBA, Commissioner of Transportation and Works	Meeting date: February 9, 2022

Subject

Dundas Bus Rapid Transit (BRT) Mississauga East - Transit Project Assessment Process (Wards 1, 3, 4 and 7)

Recommendation

1. That the report titled "Dundas Bus Rapid Transit (BRT) Mississauga East - Transit Project Assessment Process (Wards 1, 3, 4 and 7)", dated January 21, 2022, from the Commissioner of Transportation and Works be received;
2. That the draft Environmental Project Report and the preferred solution for the Dundas Bus Rapid Transit (BRT), dated January 21, 2022, be endorsed by Council.
3. That staff be directed to publish the "Notice of Study Completion" for the study in the local newspaper and to place the Environmental Project Report on the public record for a 30-day review period in accordance with the Transit Project Assessment Process.
4. That any Dundas BRT project capital infrastructure implementation within Cooksville (between Camilla Road and Confederation Parkway) be deferred until staff report back to Council on an updated design assessment.
5. That all necessary by-laws be enacted.

Executive Summary

- The City of Mississauga and Metrolinx working in collaboration, have initiated the Transit Project Assessment Process (TPAP) under Ontario Regulation 231/08 for the Dundas BRT Mississauga East segment (Confederation Parkway to Etobicoke Creek) with the issuance of the Notice of Commencement on December 10, 2021.
- In the subsequent regulated period, proponent consultation on the preferred project and the development of the Environmental Project Report have been undertaken.
- The Notice of Completion will be published on February 22, 2022 and the Environmental Project Report will be made available for a final public review, prior to a Ministerial Review

- The Dundas BRT Mississauga East segment (Confederation Parkway to Etobicoke Creek) supports the City of Mississauga's funding application to the Investing in Canada Infrastructure Program (ICIP).

Background

In 2018, City of Mississauga completed the Dundas Connects Master Plan, which established a transportation and planning vision for Dundas Street through a comprehensive consultation process and that was undertaken to meet the requirements of Phases 1 and 2 of the Municipal Class Environmental Assessment Planning Process.

The City of Mississauga subsequently approved the report titled "Investing in Canada Infrastructure Program - Public Transit and Community, Culture and Recreation Funding Applications" to Budget Committee on October 2, 2019 from the Commissioner of Corporate Services and Chief Financial Officer, to support an application for implementation funding to the Public Transit Stream of the Investing in Canada Infrastructure Program (ICIP) focussed on developing bus priority infrastructure for a 7 km segment of the Dundas Street Corridor from Confederation Parkway to the Etobicoke boundary.

The City of Mississauga, as set out in the report "Request for Authority to Enter into Cost Sharing Agreement with Metrolinx to undertake the Dundas Bus Rapid Transit Corridor Preliminary Design and Transit Project Assessment Process" to Council on July 8, 2020 from the Commissioner of Transportation and Works, is collaborating with Metrolinx in the review of a 48km stretch of Dundas Street from Highway 6 in the City of Hamilton to the Kipling Transit Hub in the City of Toronto, including through the City of Mississauga. The Dundas Bus Rapid Transit (BRT) review will be looking at the whole corridor but will focus on completing outstanding Environmental Assessment reviews through three separate segments that cover Toronto, Mississauga East and Mississauga West.

Comments

The City of Mississauga working in conjunction with Metrolinx, formally initiated the Transit Project Assessment Process (TPAP), a streamlined Environmental Assessment process under Ontario Regulation 231/08 on December 10, 2021 with the issuance of a Notice of Commencement to assess the Mississauga East segment of Dundas Street between Confederation Parkway and the Etobicoke Creek.

TPAP is a focused environmental impact assessment process created specifically for transit projects. It involves a pre-planning phase followed by a regulated engagement and documentation period once the Notice of Commencement has been issued, which includes engagement with the public, stakeholders and Indigenous groups, assessment of impacts, development of measures to mitigate negative impacts, and documentation. Following these phases, there is a 30-day public review period where the public has the opportunity to review the Environmental Project Report (EPR) and provide additional comments, followed by a 35-day Minister's review period.

A TPAP makes sure that the natural, social, cultural, and economic environments are assessed and potential adverse effects from the proposed project are avoided, mitigated, or minimized where feasible. TPAPs are regulated under the Environmental Assessment Act, and are submitted for the Minister of the Environment, Conservation and Parks' review prior to being able to proceed with the implementation of a transit project.

The Dundas Connects Master Plan (2018) established the underlying transportation and planning vision for Dundas Street. For this current phase of work, pre-planning and initial consultation was undertaken through online virtual public engagement sessions held in 2021 along with separate Technical Advisory Group and Stakeholder Advisory Group meetings and circulation to Indigenous groups. The first engagement round of the Pre-Planning phase was held between April 19th to April 30th, to provide a project overview and gather input on the process and evaluation criteria. A second engagement round was also held between September 2nd to September 23rd, with a live online session on September 22nd. The second engagement round reported on the existing environmental conditions and provided an initial assessment for design considerations, specifically within the physically constrained areas of Cooksville and Erindale Valley.

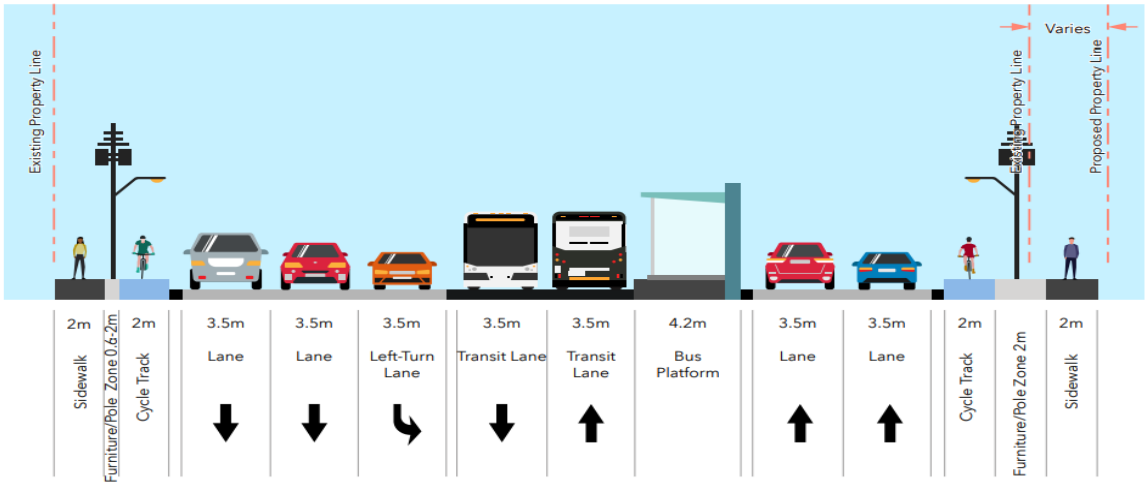
While the Mississauga West and Toronto segments of the Dundas BRT Study are still being developed with further public engagement proposed near the end of 2022, TPAP has been initiated for the Dundas BRT Mississauga East with the issuance of the Notice of Commencement on December 10 2021. The Dundas BRT Mississauga East was specifically expedited as part of the initial work plan to support the City's funding application to the Investing in Canada Infrastructure Program (ICIP). The ICIP funding, once approved, comes with a commitment to have work completed by 2027 and subsidies cannot be used for purpose of land acquisition.

The TPAP approval is an important milestone for achieving the ICIP schedule as it: identifies environmental commitments for implementation that must be incorporated into the procurement documents, which are commencing development in Summer 2022; enables design for utility work to commence in Spring 2022 and commencement of selected high risk utility work to be advanced; and is required to support any required property acquisition to commence in Spring 2022 in order for it to be completed by Spring 2024 in time for potential construction to commence.

The regulated proponent consultation phase required for the Dundas BRT Mississauga East TPAP occurred through an online virtual public engagement held between January 18th to February 1st, with a live online session held on January 27th. Available materials included: a description of the Bus Rapid Transit project along with a preliminary design for the corridor; a summary of the environmental impacts of the project have been assessed and evaluated along with proposed measures identified to mitigate impacts, where feasible.

A preliminary design of the corridor has been developed to a level of detail in order to assess the environmental impacts. The preferred design solution included a context sensitive approach utilizing the Official Plan road right-of-way. The typical roadway cross section shown on Figure 1 includes two traffic lanes in each direction, two dedicated median bus rapid transit lanes, intersection left turn lanes and far side transit stop platforms at selected locations, and an enhance boulevard space with directional cycle tracks. The preferred design is to be refined further through the subsequent completion of the preliminary design phase which will confirm the extent of the property requirements necessary for Dundas BRT implementation. Property requirements for the Dundas BRT will be subject to funding approval and will continue to be acquired in coordination with future development applications as identified in the Official Plan.

Figure 1 – Typical Cross Section



The range of comments received through the public engagement included support for opportunities to expand and improve cycling facilitates, providing faster and more reliable transit and providing connections to other key hubs and services. A sample of the concerns were raised included impacts to private properties, noise and vibration impacts, accommodating traffic flows and preserving existing buildings and community culture.

Implementation funding and related project phasing is not generally a factor of the environmental assessment review process. However, based upon the current level of design developed for the TPAP, the existing municipal funding allocated for land acquisition associated with the ICIP submission would not be sufficient to address the anticipated project implementation requirements at this time. In addition, Ward 7 Councillor Dipika Damerla has specifically raised concerns regarding the design vision for Dundas BRT through Cooksville and a desire to enhance walkability in the community. Through meetings with the Councillor, the City intends to defer any Dundas BRT capital infrastructure implementation within Cooksville (between Camilla Road and Confederation Parkway) until staff report back to Council on an updated design assessment. Any Dundas BRT capital or property funding approvals impacting

Cooksville would go through Council and the City will continue to acquire lands in coordination with future development applications as identified by the Official Plan.

During the regulated proponent consultation phase, the Dundas BRT Mississauga East Environmental Project Report (EPR) has been developed which details the summary provided through the public engagement with: a statement of purpose and description of the transit project, including the preliminary design for the corridor; the environmental impacts of the project have been assessed and evaluated along with commitments to measures identified to mitigate impacts, where feasible. The consultation process with public engagement activities and comments are documented in the EPR. The EPR also includes appendices on studies undertaken to support the project which are:

- Air Quality Impact Assessment Report
- Arborist Report
- Climate Change and Sustainability Report
- Cultural Heritage Report
- Limited Phase 1 Environmental Site Assessment Report
- Natural Environmental Report
- Socio-Economic and Land Use Report
- Stage 1 Archaeology Report
- Noise and Vibration Report

The executive summary of the draft EPR is attached as **Appendix 1**.

Subject to Council endorsement of the draft EPR and the preferred solution for the Dundas BRT Mississauga East, and in accordance with the timeline prescribed by Ontario Regulation 231/08, a Notice of Completion will be published in the local newspaper and mailed to area property owners and technical agencies on February 22, 2022. As per the TPAP requirements, the completed EPR with associated appendices will then be made available for a 30-day public review period in order to allow for additional public comments, followed by a 35-day Minister's review period. A final Statement of Completion will be issued when all stages of TPAP have been completed and the final project details will be summarized for the public when future Dundas BRT meetings are held later this year.

Financial Impact

The collaboration between the City of Mississauga and Metrolinx to undertake TPAP and the preliminary design for Dundas Street is fully funded through PN19-107 Dundas BRT TPAP.

Conclusion

The City of Mississauga and Metrolinx working in collaboration, have initiated the formal Transit Project Assessment Process (TPAP) under Ontario Regulation 231/08 for the Dundas BRT Mississauga East segment (Confederation Parkway to Etobicoke Creek) with the issuance of the Notice of Commencement on December 10, 2021

The Dundas BRT Mississauga East (Confederation Parkway to Etobicoke Creek) supports the City of Mississauga's $305 Million Capital funding application to the Investing in Canada Infrastructure Program.

In the subsequent regulated consultation period of TPAP, public, agency, interested stakeholders and indigenous groups have been consulted on the preferred project and the development of the Environmental Project Report (EPR) has been undertaken.

Subject to Council endorsement of the draft EPR and the preferred solution for the Dundas BRT Mississauga East, and in accordance with the timeline prescribed by Ontario Regulation 231/08, a Notice of Completion will be published on February 22, 2022. As per the TPAP requirements, the completed EPR with associated appendices will then be made available for a 30-day public review period in order to allow for additional public comments, followed by a 35-day Minister's review period. A final Statement of Completion will be issued when all stages of TPAP have been completed and the final project details will be summarized for the public when future Dundas BRT meetings are held later this year.

Attachments

Appendix1: Draft Dundas BRT Mississauga East Environmental Project Report - Executive Summary

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

Prepared by: Matthew Williams, Project Leader

Executive Summary

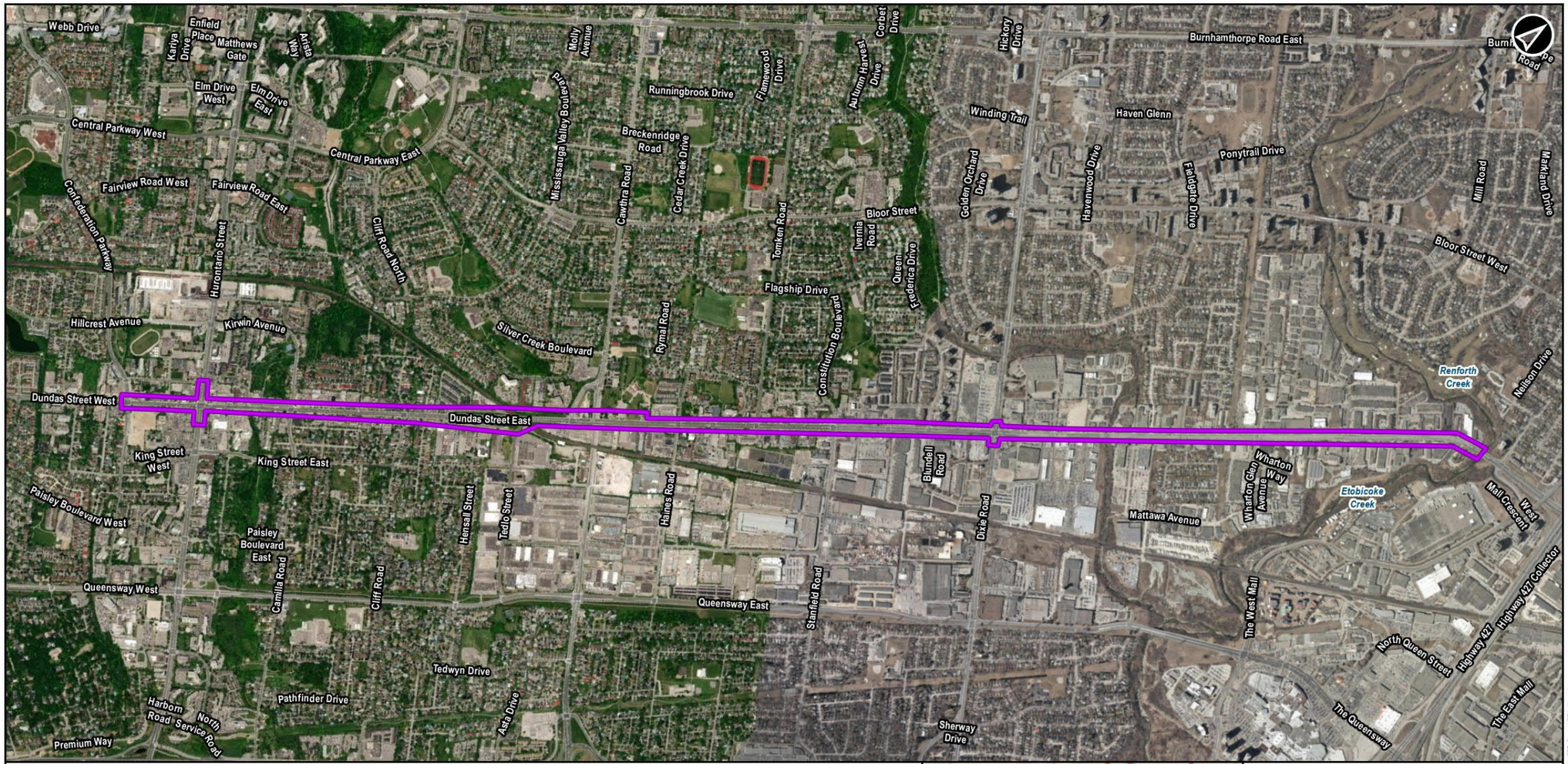
ES 1. Introduction

In 2020, Metrolinx completed the Dundas Bus Rapid Transit Initial Business Case, which recommends a preferred Bus Rapid Transit alignment, and supportive service concept along Dundas Street between Kipling Station, in the City of Toronto, through the City of Mississauga and Halton Region, to Highway 6 in the City of Hamilton. AECOM Canada Limited (AECOM) was retained by Metrolinx and the City of Mississauga to evaluate the proposed 48-kilometre transit corridor. The evaluation involves the completion of the Preliminary Design, Preliminary Design Business Case and Transit Project Assessment Process.

In 2018, the Dundas Connects Master Plan (Dundas Connects) was completed by the City of Mississauga. It guides future development and intensification along the Dundas Street Corridor in the City of Mississauga. Bus Rapid Transit, cycling infrastructure, and an enhanced public realm for pedestrians were among the recommendations in the Plan. Dundas Connects is being implemented through various studies and initiatives, including this Transit Project Assessment Process.

The Dundas Bus Rapid Transit Mississauga East Project (the Project) includes the planning and design of a 7-kilometre Bus Rapid Transit corridor from Confederation Parkway to the City of Toronto boundary at Etobicoke Creek, within the City of Mississauga (**Figure ES-1**). This Environmental Project Report has been prepared to support the Dundas Bus Rapid Transit – Mississauga East Transit Project Assessment Process.

Figure ES-1: Dundas Bus Rapid Transit – Mississauga East Project Area



Legend

Dundas Bus Rapid Transit Mississauga East Project Area

Dundas Bus Rapid Transit

Mississauga East Project Area

0 750 1,500
Meters
DATUM: NAD 1983 CSRS MTM 10

Data Sources:
Contains Information licensed under the Open Government Licence Ontario, City of Toronto, City of Mississauga and Town of Oakville.
Keymap provided by ESRI.

METROLINX	AECOM
Jun, 2021	1:20,000
P#: 60645291	REV: 00

Figure 1

ES 2. Study Process

The Project has followed the Transit Project Assessment Process under Ontario Regulation 231/08: *Transit Projects and Metrolinx Undertakings* of the Environmental Assessment Act. The Transit Project Assessment Process is a proponent driven process that provides a framework for public transit projects to follow which accelerates the environmental assessment process involving a pre-planning phase followed by a regulated (up to 120 days) consultation and documentation period. These phases include consultation, assessment of impacts, development of measures to mitigate negative impacts, and documentation. Consultation occurs with the public, stakeholders and Indigenous Nations throughout the process. Following these phases, there is a 30-day public review period where the public has the opportunity to review the Environmental Project Report and provide additional comments, followed by a 35-day Minister's review period.

ES 3. Project Description

The Project is part of Metrolinx's bigger picture for an integrated, multi-modal regional transportation system that will serve the needs of residents, businesses and institutions. It supports Ontario's Growth Plan for the Greater Golden Horseshoe, 2017, which sets out a broad vision for where and how our region will grow and identifies policies on transportation planning in the Greater Toronto and Hamilton Area.

As noted earlier, the Project corridor's western limit is at Confederation Parkway. The corridor continues eastward down Dundas Street towards Hurontario Street, where it will interface with the Hurontario Light Rapid Transit project currently under construction. Continuing east from Hurontario Street, the Project will cross over Cooksville Creek Culvert located at Jaguar Valley Drive and the Hensall Circle and Canadian Pacific Railway overpass located between Burslem Road to the west and Cawthra Road to the East, and then cross over the Cawthra Road overpass and continue along Dundas Street crossing over another two structures, the Little Etobicoke Creek Culvert and the Etobicoke Creek Bridge which represents the eastern limit of the Project corridor.

To meet design requirements, including those of the City of Mississauga, the Transportation Association of Canada, Metrolinx and others, the design will generally establish a roadway cross section of four general-purpose traffic lanes, two in each direction, two dedicated median Bus Rapid Transit lanes and an enhanced boulevard space. Through lanes will be 3.5 metres in width as standard and 3.35 metres in width at the minimum, while curb lanes will be 3.5 metres in width as a minimum. The road will be designed with a design speed of 90 km/h and a posted speed of 60 km/h.

In the median, between each set of general-purpose traffic lanes, will be the Bus Rapid Transit guideway consisting of two 3.5 metre dedicated bus lanes (one in each

direction), raised median between the bus lanes and general-purpose lanes, 3.6 to 4.2 metre wide by 70 metre long far-side platforms at all stops and a 0.3– 0.5 metre buffer between the platform backwall and adjacent general-purpose lane. This configuration can be seen in **Figure E-1**.

Figure E-1: Rendering of Dedicated Median-Running Bus Lane Corridor Section

The boulevard space will consist of a 2 metre wide sidewalk, a 0.6 metre to 2.0 metre pole/furniture zone and a 2.0 metre protected cycle track. Where constraints exist, the sidewalk and cycle track will be replaced with a Multi-use path with a minimum width of 3.0 metres.

The following Project components are included:

Bus Rapid Transit Components

- Identification of a preferred design alternative for the length of the corridor.
- Implementation of Bus Rapid Transit along the Dundas Street corridor in dedicated median-running bus lanes.
- Retention of a local bus service overlay with integration of existing curbside stop locations, with enhanced amenities, while allowing the Municipal Transit Service Providers (MSP) use of the dedicated Bus Rapid Transit corridor.

- Transit priority measures including signage, traffic signal phasing, as well as queue jump lanes.
- An Intelligent Transportation Systems Strategy including stop design, fare system and traveller information coordinated with municipal and regional service providers.
- Accommodation of Bus Rapid Transit on Dundas Street by respecting corridor characteristics.
- Transitions between the dedicated median-running bus lanes and the existing corridor at the eastern and western limits of the corridor improvements to ensure seamless transition and connectivity.
- Implementing design considerations for protection of future technologies, i.e., electrification, autonomous vehicles, etc.

Bus Rapid Transit Stop Components

- Eight (8) Bus Rapid Transit stops (generally averaging one Bus Rapid Transit stop per kilometre) are being introduced at the following locations:
  - Wharton Way
  - Dixie Road
  - Tomken Road
  - Cawthra Road
  - Grenville Drive / Cliff Road
  - Kirwin Avenue / Camilla Road
  - Hurontario Street
  - Confederation Parkway
- Bus Rapid Transit stops will consist of two platforms, one far side platform for each direction of travel at each of the designated stop locations. Stops will accommodate two articulating buses and accommodation for service vehicles.
- Stop amenities will generally consist of Accessibility for Ontarians and Disabilities Act features, including ramps, railings tactile and warning strips, wayfinding signage including location and stop name, next bus information, far collection, benches and seating, service maps, weather protection, garbage and recycling receptacles an arts and cultural heritage elements.

Road and Active Transportation Components

- Maintenance of four general purpose traffic lanes along Dundas Street.

- Turning lanes provided at key intersections (to accommodate left turns and U-turns).Creation of a street for all users that connects to the broader transportation network.
- Addition of active transportation facilities including protected cycle tracks, multi-use-paths and widened sidewalks.
- Addition of pedestrian lighting to supplement street lighting.

Utility Infrastructure Components

- Stormwater management system improvements to be introduced.
- Utility impacts and relocations to be carried out to allow for the widened corridor and introduction of station platforms.
- Utility relocations to accommodate and ensure Bus Rapid Transit is scalable for future transit solutions, i.e., electrified fleet, future Light Rail Transit.

Bridge and Culvert Components

- There are five existing bridge and culvert structures within the Study Area which are as follows:
  - Dundas Street East over Etobicoke Creek Bridge
  - Dundas Street East over Little Etobicoke Creek Culvert
  - Dundas Street East over Cawthra Road Bridges
  - Dundas Street East over Hensall Circle and Canadian Pacific Bridge
  - Dundas Street East over Cooksville Creek Culvert
- The existing structures were assessed based on their current condition state and structural capacity. For the structures at watercourse crossings, the structures were also assessed for hydraulic capacity.
- The five existing bridge and culvert structures within the Study Area require replacement as a result of the widening of the corridor, as well as their current state and/or hydraulic capacity. Below is a summary of the assessments for each of the structures:
  - Dundas Street East over Etobicoke Creek Bridge
    - Existing structure is in generally fair-to-poor condition requiring major rehabilitation within three years
    - Based on bi-annual inspection findings some elements of the existing structure appear to not have sufficient capacity to carry the live loads in accordance with the latest bridge design code

- A structural evaluation was not necessary given that it was concluded that bridge replacement is the only feasible alternative based on the condition of the structure and the need for its widening and realignment

– Dundas Street East over Little Etobicoke Creek Culvert
  - Existing structure is in generally fair condition requiring only minor repairs to the northeast approach sidewalk
  - Under current conditions Dundas Street at the structure is overtopping during a 100-year flood event. In addition to watercourse channel constraints, the hydraulic opening in the structure is insufficient
  - A structural evaluation was not necessary given that it was concluded that replacement of the structure is the only feasible alternative given that the structure has insufficient hydraulic capacity

– Dundas Street East over Cawthra Road Bridges
  - Existing structure is in generally good-to-fair condition requiring minor rehabilitation including replacement of asphalt and waterproofing system and approach slabs, replacement of longitudinal deck joint and localized concrete patch repairs on the bridge and associated retaining walls
  - A structural evaluation was not necessary given that it was concluded that bridge replacement is the only feasible alternative based on the condition of the structure and the need for its widening

– Dundas Street East over Hensall Circle and Canadian Pacific Bridge
  - Existing structure is in generally fair-to-poor condition requiring major rehabilitation including deck replacement (incl. sidewalks, median and parapet walls), replacement of approach slabs, repairs and recoating of structural steel, bearing replacement and localized concrete patch repairs on the pier, abutment walls and wingwalls
  - A structural evaluation was not necessary given that it was concluded that bridge replacement is the only feasible alternative based on the condition of the structure and the need for its widening

– Dundas Street East over Cooksville Creek Culvert

- Existing structure is in generally fair-to-poor condition requiring rehabilitation including waterproofing of the exterior surfaces of the culvert barrels and installation of creek down protection at the downstream end of the culvert
- Under current conditions Dundas Street at the structure is overtopping during a 100-year flood event. In addition to watercourse channel constraints, the hydraulic opening in the structure is insufficient
- A structural evaluation was not necessary given that it was concluded that structure replacement is the only feasible alternative based on the condition of the structure and it having insufficient hydraulic capacity

ES 4. Existing Conditions

Both desktop research, agency consultation and field work was undertaken to inform the existing conditions of the Project. The following is a summary of the Project's existing conditions, a detailed description of which can be found in **Section 4**.

Natural Environment

Several permanent watercourses occur within the Study Area, including Mary Fix Creek, Cooksville Creek, Little Etobicoke Creek, and Etobicoke Creek.

The Project is situated in the Lake Erie-Lake Ontario Ecoregion (7E) dominated by developed lands making it the most urbanized ecoregion in Ontario. The Study Area consisted largely of heavily disturbed vegetation communities, with some remnant natural communities found in proximity to Etobicoke Creek. No rare vegetation communities or species were observed in association with the Study Area.

Although field investigations resulted in few wildlife sightings, the natural environment Study Area is known to include the following significant wildlife habitat:

- Colonially – Nesting Bird Breeding Habitat (Cliff Swallow)

A total of eight active (in addition to several partial or older) Cliff Swallow nests were documented under the Etobicoke Creek bridge. These nests were in close proximity to several active Barn Swallow nests.

The following Species at Risk were identified within the Study Area during field investigations:

- Barn Swallow
- Chimney Swift

Additionally, suitable habitat for Species at Risk bats (i.e., Little Brown, Northern, and Eastern Small-footed Myotis, and Tricolored Bat) is present within the Study Area and it is presumed that these species may be present. Based on Fisheries and Oceans Canada Species at Risk Mapping, no aquatic Species at Risk are known to occur within the Study Area.

Tree Inventory

In support of the Dundas Bus Rapid Transit Mississauga East Project an in-field tree inventory and a desktop-based tree impact analysis were conducted, in order to assess and quantify the existing condition of onsite trees as well as determine their potential impacts due to the Project. Tree data were collected and analysed in compliance with applicable municipal tree protection by-laws and guidelines, as well as applicable conservation authority guidelines and arboricultural standards set by the International Society of Arboriculture.

One thousand, five hundred and sixty-five trees were inventoried and assessed for the Project.

Groundwater Resources

The topography and regional drainage of the Study Area is affected by the local development and is undulating in nature, with a general downward slope southerly towards Lake Ontario. However, regional drainage in close proximity to Cooksville Creek, Little Etobicoke Creek and Etobicoke Creek will occur towards the direction of respective creeks. Elevations within the Study Area range from approximately 108 to 125 metres above sea level (Ontario, 2021b).

Air Quality

Background air quality levels are predominately below respective Provincial and Federal ambient air quality criteria and standards; however, some levels show significant exceedances for benzo(a)pyrene, as well as a lesser exceedance for benzene and nitrogen dioxide. In addition, both nitrogen dioxide and fine particulate matter (PM2.5) show ambient concentrations within 73% to 87% of their respective federal standards.

Noise and Vibration

The Study Area is generally a mix between commercial and residential uses in a busy urban environment. Dundas Street is considered an arterial roadway which is intersected by other arterials (e.g., Dixie Road) and minor residential or commercial access roads. The ambient sound levels at the most impacted noise sensitive locations (e.g., dwellings) are dominated by a combination of existing Dundas Street and the intersecting roads. Existing GO rail intersecting Dundas Street near Cawthra contributes to the existing ambient sound levels at sensitive locations.

Currently, there are no known existing vibration concerns due to road traffic. However, heritage buildings have been identified in close proximity to Dundas Street.

Socio-Economic and Land Use

The Study Area features many different land use and density types. Within and adjacent to Cooksville Downtown, low-rise commercial uses are located close to the road. The street pattern is tighter in this area compared to areas outside of Cooksville Downtown. The remainder of the Study Area east of Cooksville Downtown is predominantly low-rise commercial with some mid-rise residential. Some open space and institutional land uses are sporadically located along Dundas. Additionally, some industrial land uses are present behind the uses fronting Dundas Street. The public realm east of Cooksville Downtown is dominated by parking lots separating the public right of way from commercial uses.

The following community amenities were inventoried within the Study Area:

- Institutional Uses (Schools, Libraries, Places of Worship, Hospitals and Public Medical Clinics);
- Recreational Uses (Recreation Centres and Sporting Fields, Trails and Parks and Open Spaces);
- Community Resources (Housing and Long-term Care, Neighbourhood Associations, Daycares, and other Community Resources);
- Commercial Spaces with Community Significance* (Indoor Malls and Cultural Shopping Centers); and
- Future Services and Facilities.

Traffic and Transportation

In the Study Area, Dundas Street is an east-west arterial road which traverses the southern portion of the City of Mississauga from Confederation Parkway in the west to the Etobicoke Creek in the east. Under the jurisdiction of the City of Mississauga, Dundas Street has a posted speed of 60 kilometres per hour throughout the Study Area. Two regional arterial roads (Cawthra Road and Dixie Road), one arterial road (Hurontario Street), and three major collector roads (Confederation Parkway, Kirwin Avenue, and Tomken Road) intersect with Dundas Street within the Study Area, along with numerous minor collector roads and neighborhood streets. A High Occupancy Vehicle lane is provided in the curb lane in either direction between Dixie Road and Southcreek Road, and is continuous beyond the eastern limit of the Study Area.

The Study Area road network generally operates with acceptable conditions during the weekday AM peak hour. The weekday PM peak hour exhibits more congestion and

heavier volumes than the AM peak hour. While much of the Study Area is congested in the PM peak hour, significant queuing was specifically observed in the westbound direction at Hurontario Street and at Confederation Parkway, where the cross-section only allows for four lanes of traffic.

The transit services in the Study Area are operated by MiWay with bus routes along Dundas Street and major north-south streets. The planned transit improvements include Hurontario Light Rail Transit which is currently under construction and expected to be completed in Fall 2024. A Light Rail Transit stop is planned at Dundas Street, but no special or specific provisions have been made in the Hurontario Light Rail Transit plans to date for a connection or interface with Dundas Street transit service.

Dundas Street throughout the Study Area is serviced with sidewalks and signalized intersections facilitating pedestrian crossings of major roads. Large lots and block sizes reduce pedestrian connectivity to surrounding areas and rapidly moving vehicles making right-hand turns into employment areas create potential pedestrian hazards.

The length of Dundas Street itself in the Study Area is generally not conducive to cycling due to the high volume of vehicle traffic and no dedicated bicycle infrastructure. Several north-south streets which intersect Dundas Street provide some degree of cycling connectivity through bicycle lanes and multi-use trails. These include Confederation Parkway, Kirwin Avenue/Gamilla Road, Constitution Boulevard/Stanfield Road, and Dixie Road. Furthermore, the City of Mississauga's 2018 Cycling Master Plan envisions cycling network improvements in the city and the proposes cycle track/separated bike lane on Dundas Street in the Study Area.

Built Heritage Resources and Cultural Heritage Landscapes

The Cultural Heritage review concluded four Cultural Heritage Landscapes within the Cultural Heritage Study Area including:

- Dixie Union Chapel and Cemetery
- St. John the Baptist Anglican Church and St. John's Dixie Cemetery and Crematorium
- Remains of the Dundas-Dixie Cemetery
- Credit Valley Railway Corridor

The Cultural Heritage review concluded 16 Built Heritage Resources within the Cultural Heritage Study Area including:

- 202 Dundas Street West (Commercial/Russell's Garage and All-Save Car Rental)
- 196 Dundas Street West (Residential)

- 188 Dundas Street West (Residential)
- 55 Dundas Street West (Commercial/Former Schiller Store)
- 47 Dundas Street West (Commercial/Former Cooksville Post Office and Shaver House
- 37 Dundas Street West (Commercial)
- 14 Dundas Street East (Commercial/Copeland's General Store)
- 47 Dundas Street East (Industrial/ Bell Telephone Company Cooksville Exchange Building)
- 168 Dundas Street East (Residential)
- 172 Dundas Street East (Residential/Commercial)
- 184 Dundas Street East (Residential/Commercial)
- 775 Dundas Street East (Residential)
- 855 Dundas Street East (Residential/Chapman Residence (Barn))
- 865 Dundas Street East (Residential/Chapman Residence)
- 888 Dundas Street East (Commercial/Mississauga Chinese Centre)
- 1576 Dundas Street East (Cultural Heritage Plaque)

Archaeology

One known site which has been determined to retain further cultural heritage value or interest is located at the boundary of the Study Area. The Study Area has high potential for the recovery of Indigenous and Euro-Canadian archaeological resources. Stage 2 Archaeological Assessment is recommended for all areas identified as retaining archaeological potential.

ES 5. Potential Impacts, Mitigation Measures and Monitoring Activities

Natural Environment

Aquatic

Several permanent watercourses occur within the Study Area. Based on the preliminary design, in-water work is not anticipated at this time, however, this will need to be confirmed as the design progresses. If in-water work is required or work below the water line involving piers or bridge abutments, additional assessment inclusive of the Department of Fisheries and Oceans' review may be triggered. Vegetation removals may occur around the Etobicoke Creek bridge. The current design outlines an approximately 25 metre vegetated buffer being maintained from the watercourse on all four quadrants of the Etobicoke bridge based on this grading limit. The function of riparian vegetation is anticipated to remain similar based on the current design, minimal

vegetation removal and no larger individual trees (over 35 centimetres diameter at breast height) being removed.

No in water work is anticipated at the other two watercourse crossings present within the Study Area. Grading is proposed within 30 metre of Little Etobicoke Creek, both within and outside the exiting right-of-way, which will require removal of riparian vegetation adjacent to the watercourse. Removal of vegetation within the grading limits will result in the removal of trees and shrubs which currently provide function as overhead cover (i.e., shading) and production of terrestrial insects etc. Given the highly urban area, removal of this vegetation is anticipated to result in impacts to these functions, however, they may be offset by the re-planting of suitable species within the limits of grading following construction (i.e., temporary provided site restoration to restore function is completed).

No impacts are anticipated to Cooksville Creek, as no grading or other work is currently planned in this location.

At this time, the Department of Fisheries and Oceans' review is not anticipated, however, a more detailed scope of work is required to determine if this may be required.

Terrestrial

No Species at Risk or regionally rare plant species or communities were identified within or adjacent to the Study Area. Therefore, adverse impacts to Species at Risk or regionally rare plant or vegetation communities are not anticipated to result from the proposed project works.

Tree Inventory

Based on the results of the tree impact analysis it is recommended that 922 trees will have to be removed in order to accommodate the construction of the Project whilst a further 133 trees are recommended for injury with protection. A further 430 trees are recommended for protection without injury and the remaining 80 trees are considered to be potential hazard trees, due them being dead, in poor condition or classed as a hazard tree upon field assessment but are being retained. In terms of tree compensation 1,535 replacement trees and a monetary value of $377,419.29 is required to replace trees being removed or injured (tree injuries in City of Toronto only), whilst a cash-in-lieu amount of $120,376.50 is required as an alternative to tree replacement.

Wildlife

Migratory birds are known to nest within vegetation and on structures present within the Study Area; the period when a bird is actively nesting is considered its most critical life

stage. Timing windows allow vegetation removal activities to avoid periods when birds are actively nesting.

Cliff and Barn Swallows, which are protected under the provincial Endangered Species Act and the federal Species at Risk and Migratory Bird Convention Acts, were observed nesting under the Etobicoke Creek bridge. At the current design phase, it is unknown what impact the proposed works will have on the underside of the structure, however it is not anticipated that the works will significantly impact the colony in a long-term manner as the structure will remain available to nesting Cliff and Barn Swallows and other migratory birds once construction activities are complete.

Any required removal of vegetation should be completed prior to or after the bird nesting period of April 1 to August 31 of any given year to ensure migratory birds or their nests are not adversely impacted. In the event that vegetation removal will be required prior to August 31, but later than April 1, a visual inspection of the areas to be cleared should be conducted by a qualified avian specialist before disturbance to ensure that no birds are using the area for the purposes of nesting. If migratory bird breeding and/or nesting activity is encountered at any time of year within the Study Area, an appropriate setback distance should be maintained from the nest/nesting birds. Works should not continue in the location of the nest until after it has been determined by an avian specialist that the young have fledged and vacated the nest and work areas. Provided that the appropriate mitigation measures are implemented during construction, it is not anticipated that the proposed works will negatively impact migratory birds or other wildlife species.

Mitigation measures will be employed as needed to minimize impacts to the species nesting in the structure. The final design should be re-evaluated to determine the extent of anticipated impacts and final mitigation measures to be employed. To avoid killing, harm and harassment to these species, exclusionary measures (i.e., exclusionary bird netting) should be used when possible to prevent nesting on the structure. These measures must be installed prior to the bird nesting period. If nesting activity of this species occurs prior to installation of the exclusionary measures, then the project works for the bridge must be delayed until it has been determined that nesting is completed, and the species has vacated or under approval from the Ministry of the Environment, Conservation and Parks. If these mitigation measures are followed, the project works are not anticipated to cause negative impacts to individual nesting Barn and Cliff Swallows.

Field surveys also documented Barn Swallow and Chimney Swifts within the project area, both of which are Species at Risk. Suitable habitat was also found for Species at Risk bats (i.e., Little Brown, Northern, and Eastern Small-footed Myotis, and Tricolored Bat) and so it is presumed that these species may be present. Otherwise, given that much of the Study Area is urban, industrial, or suburban in nature, habitat for Species at Risk is limited within the Study Area.

No Significant Wildlife Habitat is known to occur within the Study Area, and no designated areas (including Areas of Natural and Scientific Interest).

Air Quality

Assessment of Air Quality impacts identified the potential for increased Nitrous Oxides, Carbon Monoxide, and Sulfur Oxide, particulate, and Volatile Organic Compounds impact levels at nearby receptors from vehicular emissions during construction as well as operation.

To mitigate these impacts during construction, on-site construction vehicle activity shall be managed to control emissions of odorous contaminants and diesel exhaust, including benzene and benzo(a)pyrene emissions from exhaust. An Air Quality Management Plan will be developed to ensure consistent attention to mitigation of dust and particulates, including silica, from the construction site. Applicable mitigation measures from Environment Canada are to also be followed. During operation, continued promotion of increased electric vehicle purchase and infrastructure within Ontario and implementation of vegetation within the Project Study Area to decrease ground level dispersion of particulates are suggested mitigations to reduce air quality impacts.

Recommended monitoring activities include the establishment of baseline conditions prior to construction and active air quality monitoring and reporting during construction.

Noise and Vibration

The acoustic modelling results indicated that Receptors are located within the Zone of Influence for noise and vibration during Project construction and operation activities. A detailed analysis of construction and operation noise at Receptor locations confirmed that several exceedances were anticipated during construction and operation activities. Therefore, some Receptor or activity specific mitigation measures were incorporated in the acoustic model to reduce the Project impact and determine the feasibility of compliance with the defined limits for noise. These mitigation measures were selected with the objective of having the least possible impact on the Project (e.g., construction schedule) while also considering the technical, operational, administrative, and economic feasibility for each. The mitigations incorporated in the acoustic modelling included barriers (construction and operation) and the replacement of tonal backup alarms with broadband type alarms (construction).

Additional general mitigations or best practices as well as recommended monitoring and follow up activities are also provided that would further reduce the potential Project noise and vibration impacts. Examples of these best practices include public engagement, acoustic enclosures, and no idling policies.

Socio-Economic and Land Use

A number of potential indirect and direct impacts to adjacent land uses were documented subject to final design. These include temporary and permanent property takes to support the construction and operation of the project; light, noise, vibration and dust spillage; and temporary or permanent alterations or restrictions to movement through the corridor during construction and operation for pedestrians, cyclists, public transit and drivers which could impact both through-travel and access to properties along the corridor. Temporary utility shut-offs are also possible during construction, although this would typically be for end-of-life or precautionary replacement as most utilities are located away from the guideway already.

Mitigations are proposed to minimize the effects of these impacts. These include consultation with affected property owners, the placement of barriers, fences or other mitigation measures to reduce light, dust, and noise impacts, and employing utility shut-off best practices (such as advanced notice of utility shut offs). Maintaining access to properties and throughfare for all users to the extent possible is paramount during construction. It is recommended that an Access Management Plan is developed to guide access in the corridor through construction and operation, while consultation with affected agencies (emergency services, transit, etc.) will be important to support continuity of service in the corridor.

Cultural Environment

Built Heritage Resources and Cultural Heritage Landscapes

The potential for adverse impacts from the Project on the built heritage resources and cultural heritage landscapes was identified within the Cultural Heritage Study Area. It is recommended that construction activities and staging areas should be suitably planned in detailed design to avoid any adverse impacts to the identified known, previously identified and potential built heritage resources and cultural heritage landscapes.

Three locations within the study area contain cultural heritage plaques. If avoidance of these locations is not feasible or is directly adjacent to construction activities then the plaques are to be noted for protection on design drawings, plaque protection is to be installed during construction (or store the plaques), and protection of plaques is to be monitored.

Given that buildings of built heritage resources and cultural heritage landscapes are within the Cultural Heritage Study Area it is anticipated that in some locations vibrations limits will be exceeded and therefore, the mitigation measures for vibration impacts should be implemented. Construction and post-construction monitoring may be required for historic buildings that were determined subject to vibration damage.

Archaeology

There is one registered archaeological site located within the Study Area boundaries, Cherry Hill (AjGv-18), that has been recommended for further work. Based on limited geographic references, it appears to be within an area of documented previous extensive disturbance. Once the land to be impacted by infrastructure improvements has been identified further Archaeological Assessment must be completed prior to ground disturbing activities if construction impacts are anticipated at this location.

Since it is not clear what further work is required here based on sparse information available, Stage 2 testing of the area in an attempt to relocate the site is required. The Stage 2 work must follow the requirements set out in the *Standards and Guidelines for Consultant Archaeologists*.

Special consideration must be made for the two cemeteries located within the Study Area, St. John's Dixie Cemetery & Crematorium/Dixie Union Cemetery, and the remains of the Dundas-Dixie Cemetery. Due to expansion northward, any unmarked graves are unlikely to exist within the Dundas Street right-of-way at St. John the Baptist Anglican Cemetery or St. John’s Dixie Cemetery, but a cemetery investigation may be required should impacts be proposed on the property within the marked cemetery limits.

Although unlikely, it is unclear if any grave shafts exist below the current commercial structures on the property of the former Dundas-Dixie Cemetery. However, it is recommended that should any development impacts to the property outside of the right-of-way be proposed as part of the Project, additional Stage 2 assessment for deeply buried archaeological materials will be undertaken.

ES6. Climate Change and Sustainability

The Climate Change and Sustainability risk assessment revealed 52 interactions showing risks out of 66 possible interactions, between 11 climate indicators and the six project components. Risk treatment and adaptation measures for each of the interactions have been developed in three types of measures, Design, Operations and Maintenance, and Policy.

In addition, within this 7.2 kilometre section of the Dundas Bus Rapid Transit Mississauga East Project there are three areas of significant riverine flooding which could impact the construction and future operation. Areas of riverine flooding are likely beyond the scope of the Dundas Bus Rapid Transit Project as they are a result of the upstream development of the watershed. As such operational procedures may need to be developed to ensure the safe operation of the Dundas Bus Rapid Transit.

ES 7. Consultation Process

The communication and engagement process followed by Metrolinx for the Dundas Bus Rapid Transit Mississauga East Project is described in **Section 7** of this Report and all engagement materials are included in **Appendix E**.

The overall approach to communication and engagement for the Project is outlined in Section 7.1 of this Report. To share information and collect feedback related to the Dundas Bus Rapid Transit Mississauga East Project, Metrolinx has undertaken the following communication and engagement activities prior to the publication of the Draft Environmental Project Report:

- Two virtual rounds of engagement (April 2021 and September 2021) and a Metrolinx Live meeting (September 22, 2021);
- Mississauga East-specific updates on the Project Engagement webpage (www.metrolinxengage.com/dundasbrt);
- Technical Stakeholder Committee meetings;
- Elected Official briefings;
- Outreach to Indigenous Nations, government review agencies and other technical stakeholders; and
- Meetings with local community groups as part of the Mississauga Stakeholder Advisory Group.

In accordance with Section 8 Ontario Regulation 231/08: *Transit Projects and Metrolinx Undertakings*, the communication and engagement record summarized in **Section 7** and provided in **Appendix E** summarizes Mississauga East Dundas Bus Rapid Transit Project engagement activities carried out with Indigenous Nations, members of the public, review agencies and other technical stakeholders, elected officials, property owners and other interested parties, including a summary of feedback and comments received.

To be completed once the Transit Project Assessment Process has been initiated.

ES 8. Permits and Approvals

A review of the Canadian Environmental Assessment Act 2012 determined that this project does not constitute a designated project under this Act. No further Federal approvals or permits are anticipated at this time, however, it is recommended that screening under the Navigation Protection Program of Etobicoke Creek be carried at the start of detailed design to determine any further actions that may be required as a result of construction work at this crossing.

Provincial permits and approvals may be required from the Ministry of Environment, Conservation and Parks, the Ministry of Transportation for work around Highway 427. and a Minister's Consent from the Ministry of Heritage, Sport, Tourism and Culture for any alterations to specific properties under Ontario Regulation 10/06.

Conservation Authority approvals may be required from Toronto and Region Conservation Authority and/or Credit Valley Conservation Authority.

At the municipal permitting level, Metrolinx, as a Provincial Crown Agency, is not generally subject to municipal permitting and approval requirements; regardless, Metrolinx works in co-operation with local municipalities to adhere to the intent of the relevant permit approval requirements to the extent possible.

Approvals will be required from private entities. These include agreements to permit construction of the Project over a Trans-Northern Pipeline at Stanfield Road and across Canadian Pacific Railway tracks west of Cawthra Road. Notices or Permits may also be required from utilities and telecommunication providers include Enbridge Gas Pipelines, Alectra, Bell, Rogers and others pertaining to their respective distribution networks. Lastly, there are several timing windows that must receive attention. These include a period when breeding birds may be present in the spring and summer, and also when Species at Risk bats are active in the summer months.

ES 9. Future Studies

Air Quality

- Prior to commencement of construction, develop and implement a detailed Construction Air Quality Management Plan.
- Develop a Communications Protocol and a Complaints Protocol to respond to issues that develop during construction.
- Develop and implement Weekly Air Quality Monitoring Reports.

Noise and Vibration

- The assessment of potential noise and vibration impacts was completed based on the 10% design of the planned Bus Rapid Transit corridor. Therefore, the assessment is recommended to be updated during detailed design to confirm the findings of this study since changes may occur design process. Further, it is recommended that an updated pre-construction vibration study and building inspections be completed for fragile or heritage buildings identified along the corridor.
- Prior to commencement of construction, develop and submit a detailed Construction Noise Management Plan.

- Develop and implement a detailed Construction Vibration Management Plan.

Built Heritage Resources and Cultural Heritage Landscapes

- Based on the preliminary impact assessment of the 10% Detailed Design, five properties (refer to Section 5.3.1 for more details) are anticipated to be directly impacted by the Project and Cultural Heritage Evaluation Reports are required to determine if the properties meet the criteria of Ontario Regulation 9/06 and Ontario Regulation 10/06 of the Ontario Heritage Act. Should the heritage evaluations conclude that any of the properties meet the criteria outlined in the regulations of the Ontario Heritage Act, a Heritage Impact Assessment should be carried out to assess the impacts of the proposed work on the identified heritage attributes of a resource.
- Based on the preliminary impact assessment of the 10% Detailed Design, 13 previously-identified built heritage resources and cultural heritage landscapes (refer to Section 5.3.1 for more details) are anticipated to be directly impacted by the Project and require Heritage Impact Assessments if they continue to be impacted by the Project in later design phases.
- During the 30% Detailed Design phase AECOM's qualified cultural heritage professional will confirm if there are any changes to impacts and will identify if additional studies and requirements are required.

Archaeology

- Prior to any ground disturbing activities, a Stage 2 Archaeological Assessment is recommended for all land identified as retaining archaeological potential.
- Develop and implement an Archaeological Risk Management Plan

Excavated Materials and Groundwater Management

- Develop a Soil and Excavated Materials Management Plan.
- Develop a Groundwater Management and Dewatering Plan to guide the handling, management, and disposal of groundwater encountered during the works.
- As project planning and design advance, recommendations for future work are included in a separate document. These recommendations will include impact assessment and will also include high-level soil and groundwater sampling strategies (e.g. based on known design details and/or acquisition requirements and focusing on risks identified in the Limited Phase I

Environmental Site Assessment), areas where soil and groundwater management plans should be completed, mitigation measures where the impact assessment identifies the Project to be a potential risk to environmentally sensitive receptors and/or where potential environmental contamination may be a potential risk to the Project.

Stormwater Management

- Prepare and implement a Drainage and Stormwater Report, an Erosion and Sediment Control Plan, detailed drainage design and erosion and sediment control drawings in accordance with the Ministry of the Environment, Conservation and Parks Stormwater Management Planning and Design Manual (2003).
- A detailed assessment of proposed ditches along the rail corridor is required to ensure adequate drainage conveyance in accordance with municipal requirements.
- A hydraulic assessment of each crossing and any proposed bridge expansions (replacements) is required to determine proposed flood levels and associated creek bed and bank treatments to prevent scour and erosion and facilitate fish passage. Where applicable, the regulatory model(s) will be obtained from the local Conservation Authority to assess the hydraulic impacts along regulated watercourses.
- Develop and implement a Spill Prevention and Response Plan.

Socio-Economic and Land Use

An access management plan will be developed and updated as needed by the constructor and operator prior to the commencement of construction. Access Management Plans are living documents that outline control measures that will be utilized during construction and operation of the Project to protect the public worker.

A Streetscaping and Urban Design Study is to be undertaken by AECOM during the 30% design stage and made under separate cover to further develop and build on streetscaping and urban design recommendations made in the Dundas Connects Master Plan and Vision Cooksville.

Environmental Mitigation and Monitoring Plan

The Environmental Mitigation and Monitoring Plan will be completed in Detailed Design by AECOM and will provide a summary of the mitigation measure required in

construction to effectively mitigate the Project's potential impacts and satisfy environmental legislation.

Tables E-1 and E-2 summarize the environmental concerns and mitigation measures and commitments to future work to be undertaken and confirmed during future phases of the Project.

Table E-1: Summary of Environmental Concerns, Mitigation Measures and Commitments during Construction

Environmental Component	Potential Impacts	Mitigation Measures(s)	Monitoring Activities
Aquatic Environment			
Aquatic Environments	■ Release of Sediment or other deleterious substances from the work zone and stabilization of riparian area during and after construction	■ When possible, schedule work to avoid wet and rainy periods that may increase the risk of erosion and sedimentation. ■ Plan access points to minimize the amount of riparian vegetation lost or disturbed. ■ Uncured concrete and other materials used for grouting culverts shall be prevented from entering water bodies using appropriate barriers and should be stored a minimum of 30 metres from watercourses. ■ Develop a spill response plan that is to be implemented immediately in the event of a sediment release or spill of a deleterious substance. All spills of deleterious substances (as defined by the Fisheries Act) must be reported to the Ontario Spill's Action Center (https://www.ontario.ca/page/report-pollution-and-spills) and the Department of Fisheries and Oceans (FisheriesProtection@dfo-mpo.gc.ca) if the spill results in *the Harmful Alteration, Damage or Destruction* to fish or fish habitat. An emergency spill kit shall be kept on-site at all times. ■ Erosion and sediment control measures shall be installed prior to starting work to prevent sediment from entering the watercourse and will be removed at the completion of construction as per Ontario Provincial Standards Specification 804 – Construction Specification for Temporary Erosion Control and Ontario Provincial Standards Specification 805 – Construction Specification for Temporary Sediment Control. ■ It is recommended that cover be utilized as per Ontario Provincial Standards Specification 804 - Construction Specifications for Temporary Erosion Control, as a part of the contract for areas where seeding is required. Recommended covers included in Ontario Provincial Standards Specification 804 –which should be considered for inclusion in the Contract Package include: – Straw mulch (where conditions permit); – Bonded Fibre Matrix or Fibre Reinforced Matrix (where conditions permit), and or erosion control blankets which are constructed of 100% biodegradable materials with non-plastic biodegradable mesh or sewn together with biodegradable thread; and – Fibre rolls which consist of an open—weave, biodegradable mesh or netting that securely contains the fibres (i.e., biodegradable material such as shredded straw, wood fibres or compost). ■ Alternatively, rock protection or rip-rap may also be used to stabilize highway embankments adjacent to the watercourse following completion of project works (anticipated to provide more rapid stabilization but little value to vegetation directly) as per Ontario Provincial Standards Specification 804 and Ontario Provincial Standards Specification 805. ■ All stockpiles of erodible construction materials and excess or surplus materials within 30 metres of a waterbody shall be protected from erosion within 48 hours of being built until they are required for construction or removed from the site as per Ontario Provincial Standards Specification 805 – Construction Specification for Temporary Sediment Control;	■ Erosion and sediment control measures shall be inspected for effectiveness regularly throughout construction and deficiencies corrected as per Ontario Provincial Standards Specification 804 – Construction Specification for Temporary Erosion Control and Ontario Provincial Standards Specification 805 – Construction Specification for Temporary Sediment Control; ■ The installation, monitoring, maintenance, and removal of temporary erosion and sediment control measures shall be according to Ontario Provincial Standards Specification 805 – Construction Specification for Temporary Sediment Control;

Environmental Component	Potential Impacts	Mitigation Measures(s)	Monitoring Activities
		■ Where grubbing is required adjacent to a watercourse, temporary cover shall be applied prior to any forecasted precipitation and less than 48 hours after any grubbing as per Ontario Provincial Standards Specification 804 – Construction Specification for Temporary Erosion; ■ Temporary sediment control shall be removed, and associated excavations backfilled and compacted when the area being protected has been completely stabilized by final cover placement. When the final cover is vegetated, and placement could not be advanced to allow establishment and stabilization of the site prior to Contract Completion, temporary sediment control shall be left in place as per Ontario Provincial Standards Specification 805 – Construction Specification for Temporary Sediment Control; ■ Equipment shall not enter the watercourse as per Ontario Provincial Standards Specification 182 – General Specification for Environmental Protection for Construction in Waterbodies and on Waterbody Banks unless specified in the Contract Documents. All equipment shall be operated on or from dry land in a way that minimizes the disturbance of waterbody banks and riparian vegetation; ■ Ensure mobile industrial equipment is stored/fueled at least 30 metres away from the watercourse. In circumstances where it is not possible (e.g., non-mobile equipment), fueling and maintenance must be carried out in a controlled manner to prevent any discharge of equipment fuels and fluids onto the ground or into water bodies as per Ontario Provincial Standards Specification 182; and ■ Ensure machinery is not leaking fuels or lubricants as per Ontario Provincial Standards Specification 182.	
Wetlands and Waterbodies	■ Vegetation Removal and Site Rehabilitation - Removal or impacts to wetland, aquatic and riparian vegetation; erosion and sedimentation to wetlands/waterbodies from construction; risk of contamination to wetlands/waterbodies as a result of spills.	■ Construction activities will maintain the buffers established during the design phase to minimize potential negative impacts to wetlands and waterbodies. ■ Shorelines or banks disturbed by construction activities will be immediately stabilized by any activity associated with the project to prevent erosion and/or sedimentation, through re-vegetation with native species suitable for the site in adherence with the Metrolinx *Vegetation Guideline* (2020). ■ An Erosion and Sediment Control Plan, in accordance with the *Erosion and Sediment Control Guide for Urban Construction* (TRCA 2019), as amended from time to time, will be prepared prior to and implemented during construction to minimize the risk of sedimentation to the wetland or waterbody. ■ A Spill Prevention and Response Plan will be developed before work commences and implemented during construction to ensure procedures and policies are in place during construction to minimize impacts to wetlands or waterbodies. ■ In wetland areas where vernal pooling occurs, prior to dewatering isolated work areas, wildlife will be captured and relocated to suitable habitat outside of the work area. ■ Prior to dewatering isolated work areas, fish will be captured and relocated to suitable habitat outside of the work area under a License to Collect Fish for Scientific Purposes from the Ministry of Northern Development, Mines, Natural Resources and Forestry.	■ Onsite inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include alteration of activities to minimize impacts and enhance mitigation measures. ■ Equipment coming on-site shall be inspected as close to the site entrance as possible for debris, and if present debris shall be removed entirely and shall be collected and managed as specified prior to the equipment proceeding to the Working Area. ■ Equipment shall also be inspected for debris prior to leaving the Working Area. Any debris shall be removed and managed as specified and in a manner that prevents equipment from coming into further contact with standing, sprayed or cut invasive or noxious vegetation. ■ Vegetation re-seeding should be inspected during all applicable phases of the project, up to 2 years following project completion to ensure vegetation uptake. ■ Compensation trees should be inspected as per applicable tree bylaws enforced by the City of Mississauga, up to 2 years, following planting.

Environmental Component	Potential Impacts	Mitigation Measures(s)	Monitoring Activities
		■ Removal of riparian vegetation shall be in accordance with Ontario Provincial Standards Specification 182 and Ontario Provincial Standards Specification 804 – Construction Specifications for Seed and Cover; ■ Disturbance of riparian vegetation should be minimized; ■ Herbicides will not be used unless for the control of Invasive/Noxious plants. Herbicides shall not be sprayed where invasive or noxious vegetation is located in standing water. Locations to be sprayed with herbicide as specified in the Contract Drawings shall be visually inspected for the presence of standing water on a weekly basis and documented for the life of the Contract until or until the standing water is no longer present and herbicide spraying can commence; ■ Replace vegetative cover with topsoil and seed as per Ontario Provincial Standards Specification– 803 – Construction Specification for Vegetative Cover and Ontario Provincial Standards Specification 802 – Topsoil. ■ Though the Study Area is located within an urban area, several “natural” areas exist adjacent to the Study Area watercourses, and these areas provide direct groundwater discharge to the Study Area watercourses. As such, it is recommended that a seed mix comprised of primarily native species be utilized for all re-vegetation activities within the Study Area watercourses and riparian areas. ■ The Northern Ontario Mix, as per Ontario Provincial Standards Specification 803, offers similar qualities for re-establishment within a roadside environment (and reduced long-term maintenance). This mix contains mostly native species with some non-native legumes included to help with the establishment of the planting. ■ Alternatively though not specified in Ontario Provincial Standards Specification 803, a seed mix such as the Ontario Seed Company Rural Ontario Roadside Native Seed Mixture 8145 (https://www.oscseeds.com/product/rural-ontario-roadside-native-mixture-8145/) may also be utilized as this seed mix contains a variety of native plant species able to establish and grow within a roadside environment. ■ It is recommended that cover be utilized as a part of the Contract for areas where seeding is required, given the sensitivities associated with the Study Area wetlands in particular. Recommended covers included in Ontario Provincial Standards Specification 803 which should be considered for inclusion in the Contract Package include: – Straw mulch (where conditions permit); – Bonded Fiber Matrix or Fiber Reinforced Matrix (where conditions permit), and or – Erosion control blankets made of natural fiber (i.e., with no nylon or synthetic netting/materials, etc.). ■ If there is insufficient time in the growing season for the seed to sprout, the site shall be stabilized with temporary erosion and sediment control measures and seeded in the following spring. It is important to note that many of the seed mixes outlined above are best established through fall seeding to allow normal dormancy and then germination the following spring as these species are adapted to the Ontario environment; ■ Where clearing and grading is required within 30 metres of a watercourse a tree inventory should be completed prior to grading activities and any trees	

Environmental Component	Potential Impacts	Mitigation Measures(s)	Monitoring Activities
		removed be replaced in accordance with applicable tree compensation ratios to ensure function of riparian habitat remains. Native species should be selected which are tolerant of the urban environment to ensure function of the riparian area is maintained. ■ Planting of native shrubs is also recommended within riparian areas disturbed during construction. Use of native shrubs may be appropriate for areas close to the traveled portion of Dundas Street (i.e., newly regraded embankment) as they will generally stay smaller to avoid conflicts with utilities etc. ■ Debris, including earth clods and invasive noxious vegetation material attached to the outside surfaces of the equipment, is prohibited from entering the Working Area.	
Fish and Fish Habitat	■ Potential for direct, in-water impacts to fish and fish habitat.	■ All requirements of the *Fisheries Act* and the *Endangered Species Act* will be met. ■ Pending confirmation from detailed design, in the event that in-water and/or near water construction works are required, the restricted construction activity timing windows and appropriate mitigation measures will be followed, as identified in Applicable Law and through consultation with the relevant authorities including the Conservation Authority, Ministry of the Environment, Conservation and Parks, Ministry of Northern Development, Mines, Natural Resources and Forestry and Fisheries and Oceans Canada. Inwater works will be planned to respect timing windows to protect fish, including their eggs, juveniles, spawning adults and/or the organisms upon which they feed. ■ Prior to dewatering isolated work areas, fish will be captured and relocated to suitable habitat outside of the work area under a License to Collect Fish for Scientific Purposes from the Ministry of Northern Development, Mines, Natural Resources and Forestry.	■ Onsite inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to minimize impacts.
Terrestrial Environment			
Vegetation Removal and Compensation Plans	■ Temporary vegetation disturbance and limited vegetation removal	■ Vegetation re-seeding with native vegetation, with specific emphasis on areas adjacent to Etobicoke and Little Etobicoke Creek. ■ Sediment and erosion control fencing. ■ It is recommended that any ditch line which is constructed that is not part of a watercourse (i.e., does not convey permanent flow) should be seeded with an appropriate moisture tolerating seed mix. It is important to note that none of the seed mixes included in OPSS 804 are suitable for re-seeding areas that are seasonally wet. Suitable seed mixes for this application include but are not limited to: ■ Seed mix containing 100% Canada bluejoint. Canada bluejoint (a native grass species) is well adapted for growth within the Dundas Street ROW in areas where moist soils are present. As a native moisture (able to grow in areas of seasonal standing water) and salt-tolerant species, Canada bluejoint has many growth properties similar to invasive phragmites and is often considered an aggressive spreading native species able to colonize sites quickly. This may also provide benefits to minimize the establishment and spread of invasive phragmites within the study area. These properties make it an ideal candidate for use within the ROW to re-seed ditch line areas following ditch cleanout or other activities which disrupt the exiting vegetation cover;	■ Vegetation re-seeding should be inspected during all applicable phases of the project, up to 2 years following project completion to ensure vegetation uptake. ■ Installation of sediment and erosion control fencing in areas requiring grading during construction. Sediment and erosion control fencing should be inspected weekly, or during precipitation events that are >10 mm.

Environmental Component	Potential Impacts	Mitigation Measures(s)	Monitoring Activities
		■ Creek Bank Native Seed Mixture (Wet Meadow Type) (https://www.oscseeds.com/product/bank-native-mixture-wet-meadow-type-8215/); ■ Standard OBL Wetland Native Seed Mixture (https://www.oscseeds.com/product/standard-obl-wetland-native-mix-8185/), or ■ Low Maintenance Retention Basin Native Seed Mixture 8220 (https://www.oscseeds.com/product/low-maintenance-retention-basin-native-mixture-8220/)	
	■ Tree / Vegetation removal, injury and protection.	■ If a tree requires removal or injury, compensation and permitting/approvals (as required) will be undertaken in accordance with Metrolinx's Vegetation Guideline (2020). Adhere to all applicable bylaws for tree removals outside of Metrolinx properties (e.g., City of Mississauga's Public and Private Tree Bylaws (0254-2012)). ■ Pruning of branches will be conducted through the implementation of proper arboricultural techniques. ■ Tree Protection Zone fencing will be established to protect and prevent tree injuries in accordance with local by-law requirements. ■ Prior to the undertaking of tree removals, a Tree Removal Strategy, building upon the considerations and elements set out in the Metrolinx Vegetation Guideline (2020), will be developed and implemented in adherence with best practices, standards and regulations on safety, environmental and wildlife protections. ■ Compensation for tree removals will be undertaken in accordance with provisions outlined in the Metrolinx Vegetation Guideline (2020). Adhere to all applicable bylaws for tree removals outside of Metrolinx properties (e.g,. City of Mississauga's Public and Private Tree Bylaws (0254-2012)). ■ Vegetation removals will also consider and mitigate potential impacts to sensitive species, e.g., migratory birds and Species at Risk, and features, e.g., Designated Natural Areas and Significant Wildlife Habitat.	■ On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to minimize impacts. ■ The success of vegetation compensation activities will be monitored in accordance with Metrolinx's Vegetation Guideline (2020). Outside of Metrolinx properties, compensation trees should be inspected as per applicable tree bylaws enforced by the City of Mississauga, up to 2 years, following planting. The approach to compensation monitoring will be determined by property ownership, applicable governing bylaws/regulations and location with respect to ecological functioning. ■ Monitoring requirements will be undertaken in accordance with conditions of permits and approvals. ■ Monitoring and management of trees/vegetation within the corridor right-of-way will be undertaken in accordance with the Integrated Vegetation Management Program within the Metrolinx Vegetation Guideline (2020).
	■ Disturbance, injury and/or removal of Species at Risk vegetation, including Butternut.	■ As part of the Arborist Report, all trees within or adjacent to the Project Study Area that will be removed or injured as part of the Project will be inventoried, including Butternut and any other Species at Risk vegetation. Species at Risk vegetation will be subject to permitting and approval requirements under Applicable Law, prior to the commencement of construction. ■ Each Butternut that may potentially be removed or impacted must be assessed by a qualified Butternut Health Assessor, in accordance with Ministry of Northern Development, Mines, Natural Resources and Forestry Butternut Assessment Guidelines (2014). The Assessor will prepare a Health Assessment Report for submission to Ministry of the Environment and Parks to determine the next course of action.	■ On-site inspection will be undertaken to confirm the implementation of the mitigation measures.
Integrated Vegetation Management	■ Footprint Impacts and potential for the establishment of invasive species and other incompatible species.	■ An Integrated Vegetation Management Plan will be developed and implemented that is in adherence with the Metrolinx Vegetation Guideline (2020) and the Integrated Vegetation Management Program. The Guideline's selection criteria will be used to assess the vegetation present as compatible or incompatible, and manage it, if necessary, in a way which	■ The presence, density, and location of compatible and incompatible species will be monitored as per the frequency and methodology established in the Bi-Annual Monitoring Program within the Metrolinx Vegetation Guideline (2020). The Bi-Annual Monitoring Program is made up of pre-treatment and post-

Environmental Component	Potential Impacts	Mitigation Measures(s)	Monitoring Activities
		meets safety needs in a timely manner, is sensitive to environmental conditions, and maximizes cost-effectiveness.	treatment monitoring events that will be carried out via field, aerial, and high-rail vehicle or train surveys conducted by qualified specialists.
Tree Removal Strategy	■ Potential for the spread of emerald ash borer, Agrilus planipennis (Fairmaire) associated with removal, handling and transport of ash trees.	■ Removal of ash trees, or portions of ash trees, will be carried out in compliance with the Canada Food and Inspection Agency Directive D-03-08: Phytosanitary Requirements to Prevent the Introduction into and Spread within Canada of the Emerald Ash Borer, Agrilus planipennis (Fairmaire) (2014), as amended from time to time. To comply with this Directive, all Ash trees requiring removal, including any wood, bark or chips, will be restricted from being transported outside of the emerald ash borer regulated areas of Canada. ■ Ensure precautions are being taken to minimize the spread of invasive species by cleaning equipment prior to moving sites.	■ On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to minimize impacts.
Tree Inventory			
Tree Protection	■ Impacts to trees (removal or injury) during construction	**Tree Protection Fencing and Ground Compaction Mitigation** ■ Tree protection fencing shall be installed around trees recommended for protection and retention, where retained trees are in close proximity to the Project Area (i.e., where a retained tree's tree protection zone is within the Study Area but is not touching or intersecting the Project Area), prior to the any work activities taking place within the Study Area. ■ The tree protection fencing shall be installed in accordance with the City of Mississauga's and the City of Toronto's respective tree protection guidelines and standards. ■ The tree protection fencing around the tree protection zone shall be installed with orange safety fencing and framed with lumber at 5 centimetres x 10 centimetres (2 inches x 4 inches) dimensions. ■ Alternatively, steel T-bars can also be used to erect the orange safety fencing. All tree protection fencing shall remain in place prior to any construction activity and in good repair until construction is complete. ■ It is recommended that tree protection zone signage be installed on the fence. Tree protection signage shall be installed by the contractor to clearly delineate tree protection zones. The sign shall be a minimum of 40 centimetres (15.75 inches) x 60 centimetres (23.5 inches), made of white gator board and outline the following: – That no grade change, storage of materials or equipment is permitted within the tree protection zone; – Contact information of the municipal forestry department; and – The potential fine for contravention of disobeying by-laws in which the tree protection zone was installed. ■ For any trees recommended for preservation there shall be no storage or movement of equipment or hoarding of materials within the tree protection zone. If work must be completed within the tree protection zone, 10 centimetres to 15 centimetres (4 inches to 6 inches) of mulch shall be spread over the area which is to be worked upon. Additionally, sheets of 2 centimetres (0.75 inches) thick plywood (minimum) or steel plating shall be applied on the mulch in order to help distribute the weight of the heavy equipment to avoid soil compaction. After construction, these measures shall be removed to allow proper aeration and water infiltration to the soil. This shall include removing the bulk of mulch so that only 5 centimetres to 10	■ It is recommended that a Certified Arborist be retained to regularly monitor the Project's construction activities in order to ensure that all trees that are recommended for protection and retention are being maintained adequately, in relation to standard arboricultural practices and the aforementioned respective City protocols. ■ Additionally, no grading, excavation or restoration-related activities are to occur within the tree protection zone of any protected or retained trees, if it cannot be avoided, without the supervision of a Certified Arborist. ■ Should the limits of the proposed excavation areas change, a Certified Arborist will be retained to review trees with tree protection zones intersecting new excavation area limits in order to determine whether trees shall be recommended for removal, injury and protection or retention.

Environmental Component	Potential Impacts	Mitigation Measures(s)	Monitoring Activities
		centimetres (2 inches to 4 inches) remain. It is recommended that a Certified Arborist be on-site when work that could impact trees is required within the tree protection zone of trees identified for preservation. **Vegetation Clearing and Management** ■ Vegetation removal, including tree removal will be limited to the specified activity areas and shall not commence until required permits and approvals are obtained. ■ Clearing of vegetation outside of the breeding bird season is recommended to reduce potential impacts to migratory birds and avoid contravention of the Migratory Birds Convention Act. ■ Searching for nests by a qualified biologist are not recommended within complex habitats, as the ability to detect nests is low while the risk of disturbance to active nests is high. This disturbance increases the risk of nest predation or abandonment by adults. ■ Nests searches may be completed during the nesting period (April 1st to August 31st) by a qualified biologist within 'simple habitats' (ECCC, 2018) which refer to habitats that contain few likely nesting spots or a small community of migratory birds. ■ Clearing in simple habitats during the nesting season can only occur if a qualified biologist has confirmed it would not affect the nest or young of a protected species. ■ Where works are proposed within a tree protection zone of a tree proposed for preservation, clearing of vegetation shall be performed manually to reduce soil compaction and mechanical damage to the tree. **Branch Pruning** ■ Where branches are likely to be damaged during construction, they shall be pruned accordingly, prior to construction activities, in order to avoid unnecessary damage to the tree. ■ Pruning should be completed in a three-step process: – The first step of this process is to cut through approximately one-third of the branch's diameter from the bottom side. – The second step of the process is to remove the majority of the branch and its lateral weight, through proceeding to make a cut on the top side, which is to be approximately half the diameter from the cut on the bottom side. This cut is to be made approximately 2.5 centimetres to 5 centimetres (1 inch to 2 inches) further out on the branch from the first cut in order to reduce the risk of tearing. – Once the weight (majority of the branch) has been removed, the final step of the process is to remove the remaining stub by completing the final cut at the branch bark ridge. This final cut must be a smooth surface with no jagged edges or torn bark. **Roots** ■ Root damage shall be minimized by restricting equipment in the vicinity of the existing tree protection zone and limiting equipment within the construction limits. This will help minimize damage if there is any excavation in the areas of a preserved tree.	

Environmental Component	Potential Impacts	Mitigation Measures(s)	Monitoring Activities
		■ It is critical to avoid damage to the structural root plate in order to prevent affecting tree stability and thus creating a hazard tree. In general, most of the fibrous roots of the tree are contained in the top 30 centimetres (11.75 inches) of the soil and may easily be severed during excavation, whilst structural roots are located deeper. ■ Hand digging, low pressure hydro-vac or air spade exploratory digging will aid in determining the damage of the tree root system. ■ All opportunities to avoid root and grade damage within the tree protection zone shall be taken – this shall include limiting machinery within the tree protection zone as much as possible and the employment of horizontal hoarding where work is proposed within the tree protection zone of a tree recommended for preservation. ■ Any roots that are severed during construction shall be cut cleanly to minimize decay and entry points for disease. If roots will be exposed for more than a few hours, mulch, wet burlap or soil shall be applied as soon as possible and watered regularly to prevent roots from drying-out, under the supervision of a Certified Arborist. **Excavation** ■ Methods of excavation within tree protection zone of trees proposed for protection or retention shall include those which cause the least harm to the tree, such as pneumatic or hydraulic excavation. These methods include tools which use high-pressure air or water to remove the soil around the roots without damaging the larger roots. ■ Fill within the tree protection zone shall not be permitted unless it is mitigated in a way that maintains air and water availability for roots. ■ All grade changes within and adjacent to tree protection zones shall be undertaken in accordance with the previously specified tree protection guidelines. ■ Access routes shall be established away from the tree protection zone. The existing grades within the tree protection zone shall not be disturbed to avoid damage to trees and soil compaction.	
Species at Risk			
General	■ Habitat loss, disturbance and/or mortality to Species at Risk.	■ All requirements of the *Endangered Species Act* and *Species at Risk Act* will be met. Species-specific mitigation measures will be implemented based on any recommended studies undertaken prior to construction, and in consultation with Ministry of the Environment, Conservation and Parks / Ministry of Northern Development, Mines, Natural Resources and Forestry. ■ If Species at Risk is present and conservation strategies have been developed by Ministry of Northern Development, Mines, Natural Resources and Forestry/ Ministry of the Environment, Conservation and Parks, the commitments in the recovery strategy will be followed. ■ On-site personnel will be provided with information (e.g., factsheets) that address the existence of potential Species at Risk onsite, the identification of the Species at Risk species and the procedure(s) to follow if an individual is encountered or injured.	■ Onsite inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to minimize impacts. ■ Species-specific monitoring activities will be developed in accordance with any registration and/or permitting requirements under the *Endangered Species Act*.
Barn Swallow	■ Potential nest destruction and/or harm. Habitat loss, disturbance and/or mortality to Barn Swallow.	■ Field surveys will be undertaken prior to construction to confirm the number of nests present at the known locations and whether the nests remain active.	■ Onsite inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may

Environmental Component	Potential Impacts	Mitigation Measures(s)	Monitoring Activities
		■ Where loss or disturbance cannot be avoided (e.g., due to work on bridges or banks), all requirements under the Endangered Species Act will be met, including any registration, compensation, replacement structures and/or permitting requirements. ■ If construction activities are scheduled during the nesting season for Barn Swallow (April 1st to August 31st), a nest search will be undertaken by a qualified biologist to confirm that no Barn Swallow are nesting on structures or banks that may be affected by construction activities on or near these areas. If possible, the area will be netted prior to nesting season to dissuade use of these areas for nesting. ■ Bridge works should be completed outside of the bird breeding season (i.e. April 1 – August 31), if possible, to ensure incidental take or harm to Barn Swallows and their nests does not occur. ■ Mitigation and sustainability measures outlined in the Operational Guidance For Migratory Bird nests Under Bridges and in Culverts, 2018 prepared by the Transportation Association of Canada should be implemented during construction.	include additional site maintenance and alteration of activities to minimize impacts. Additional monitoring measures will be developed with the Ministry of the Environment, Conservation and Parks, if required. ■ Registration to the Ministry of the Environment, Conservation and Parks under Section 23.18: Threats to health and safety, not imminent of the Ontario Regulation (O. Reg.) 242/08 – General. ■ Registration to the Ministry of the Environment, Conservation and Parks requires the preparation of a Barn Swallow mitigation and restoration record, which includes habitat compensation (if nests are removed and/or destroyed) and monitoring. ■ Registration would also be required if Barn Swallows are identified as nesting within any other structure that requires disturbance as part of the project works (e.g., structural culverts etc.).
Chimney Swift	■ Habitat loss, disturbance and/or mortality to Chimney Swift.	■ If repair, maintenance or demolition of buildings/structures with suitable roosting/nesting habitat (e.g., chimneys) is to take place, targeted surveys for Chimney Swift will be completed by a qualified avian biologist as per the Bird Studies Canada Chimney Swift Monitoring Protocol (2009). ■ Repair, maintenance, or demolition of an identified roosting/nesting structure may constitute destruction of critical habitat and would be discussed in advance with the Ministry of the Environment, Conservation and Parks and requirements of the *Endangered Species Act* will be met. ■ Register activities for Chimney Swift under the *Endangered Species Act* and consult with Ministry of the Environment, Conservation and Parks to fulfil requirements the *Endangered Species Act* and its associated regulations.	■ Onsite inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to minimize impacts. Additional monitoring measures will be developed with the Ministry of the Environment, Conservation and Parks, if required.
Species at Risk Bats	■ Habitat loss, disturbance and/or mortality to Species at Risk Bats.	■ Disturbance to bat roosting habitat, with specific emphasis on the Deciduous Woodland and the Dry – Fresh Oak Deciduous Woodland Ecosite, will be avoided during the bat roosting period of April 1st to September 30th in accordance with Ministry of the Environment, Conservation and Parks requirements.	■ Onsite inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to minimize impacts. Additional monitoring measures will be developed with the Ministry of the Environment, Conservation and Parks, if required. ■ Should vegetation and tree removals occur within the active period for Species at Risk bats, discussion with the Ministry of the Environment, Conservation and Parks is required to ensure contravention of the Endangered Species Act does not occur.
Aquatic Species at Risk[1]	■ Habitat loss, disturbance and/or mortality to aquatic Species at Risk.	■ Specific mitigation measures identified through the Aquatic Habitat and Fish Community Assessment, and/or any other studies, will be implemented. ■ If aquatic Species at Risk is present, design and construction will occur in accordance with Ministry of the Environment, Conservation and Parks requirements. ■ Register activities that fall under the notice of activity for aquatic species for works within habitat of certain fish or mussels.	■ Onsite inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to minimize impacts. Additional monitoring measures will be developed with the Ministry of the Environment, Conservation and Parks, if required.
Species at Risk Snakes[1]	■ Habitat loss, disturbance and/or mortality to Species at Risk snakes.	■ Please refer to the “Wildlife” environmental component within this table for applicable general mitigation measures.	■ Onsite inspection will be undertaken to confirm the implementation of the mitigation measures and identify

Environmental Component	Potential Impacts	Mitigation Measures(s)	Monitoring Activities
			corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to minimize impacts. Additional monitoring measures will be developed with the Ministry of the Environment, Conservation and Parks, if required.
Air Quality			
Human Health and Wellbeing	■ Construction related air pollution may pose risks to human health and wellbeing	■ Prior to commencement of construction, develop and implement a detailed Construction Air Quality Management Plan. The Air Quality Management Plan will: – Demonstrate compliance with the specific air quality criteria and limits in the Metrolinx *Environmental Guide for Air Quality and Greenhouse Gas Emissions Assessment* (2019). – Define the Project's air quality impact zone and identify all sensitive receptors within this area. – Assess the baseline air quality by continuous measurement of local ambient concentrations of $PM_{2.5}$ and PM_{10} over a minimum period of one week, where large local sources of pollution, such as highways, directly affect the zone of influence of the Project. – Estimate and document the predictable worst-case air quality impacts of the Project on sensitive receptors within the air quality impact zone, develop appropriate mitigation measures, demonstrate their effectiveness, and commit to their timely implementation. – Monitor continuously any contaminant, in addition to $PM_{2.5}$ and PM_{10}, which is predicted to exceed its relevant air quality exposure criterion during any phase of the Project and at any receptor. – Include explicit commitment to the implementation of all applicable best practices identified in the Environment Canada document, *Best Practices for the Reduction of Air Emissions from Construction and Demolition Activities* (2005). ■ Develop a Communications Protocol and a Complaints Protocol to respond to issues that develop during construction.	■ Develop and implement Weekly Air Quality Monitoring Reports that document how air quality monitoring has been conducted and compliance assessed to effectively prevent unacceptable rates of air emissions in accordance with the following guidelines: – The construction related air contaminants of primary concern are in the form of particulate matter, with the principal construction related fractions of $PM_{2.5}$ and PM_{10} - particulate matter of less than 2.5 and 10 micron in diameter, respectively. Other contaminants of concern include crystalline silica and oxides of nitrogen. The list of contaminants will be expanded with any and all air pollutants that may be produced as a result of the work. – The criteria for $PM_{2.5}$, PM_{10} and crystalline silica are provided in Metrolinx's *Environmental Guide for Air Quality and Greenhouse Gas Emissions Assessment* (2019). The applicable criteria for all other air contaminants of concern are to be found in the various schedules of *Ontario Regulation 419/05*. ■ Siting of the monitors should generally follow the guidelines provided in the Ministry of the Environment, Conservation and Parks *Operations Manual for Air Quality Monitoring in Ontario* (2018).

Environmental Component	Potential Impacts	Mitigation Measures(s)	Monitoring Activities
Increased Traffic Congestion and Construction Vehicular Emissions **Fugitive Particulate Emissions**	■ Increased NO_2, CO, SO_2, particulate, and VOC impact levels at nearby receptors from vehicular emissions. ■ Increased particulate emissions, including dust, from construction activities.	■ On-site construction vehicle activity shall be managed to control emissions of odorous contaminants and diesel exhaust, including benzene and benzo(a)pyrene emissions from exhaust, including benzene and benzo(a)pyrene emissions from exhaust. An Air Quality Management Plan will be developed to ensure consistent attention to mitigation of dust and particulates, including silica, from the construction site. The following mitigation measures should be considered in the Air Quality Management Plan: – All equipment complies with Canadian engine emissions standards. – All equipment visually inspected prior to use and properly maintained. – Implement a no idling policy on site (unless necessary for equipment operation). – Use of electricity from the grid over diesel generators wherever possible. – Retrofitting of combustion engines with specific exhaust emission control measures such as particulate traps. – If applicable, follow guidelines on hot mix asphalt outlined in the Ontario Hot Mix Producers Association's Environmental Practices Guide: Ontario Hot Mix Asphalt Plants, Fifth Edition (Ontario Hot Mix Producers Association, 2015). ■ Applicable mitigation measures from Environment Canada's Best Practices for the Reduction of Air Emissions from Construction and Demolition Activities (Cheminfo Services Inc., 2005) and the Ministry of Environment, Conservation and Parks' Technical Bulletin Management Approaches for Industrial Fugitive Dust Sources, shall be followed. The following mitigation measures should be considered in the Air Quality Management Plan: – Complete earthwork grading within 10 days of ceased active construction. – Temporary seeding or mulching of bare soil and storage piles. – Compression or clodding of soil surfaces and storage piles to reduce erosion. – Confine storage pile activity to downwind side of piles. – Reduction of activities during high wind conditions. – Full or partial enclosure of demolition activities. – Wind screens or barriers where possible or necessary. – Scheduling certain construction activities (i.e., site preparation and earth works activities, demolition activities, unpaved surfaces with heavy equipment travel, and uncovered soil storage piles) to periods of time when exposure to dust is expected to be limited (e.g., avoid scheduling activities during dry, windy weather conditions). – Landscaping materials ordered close to time of use to reduce on-site storage. – Application of soil stabilizers or dust control polymers where feasible. – Daily removal of accumulated mud, dirt and debris deposits on-site, and regular truck washing. – Paved and unpaved roadway cleaning, watering or application of a non-chloride dust suppressant. – Minimize drop height of materials on-site. – Covering surface area of hauled bulk material. – Methods and equipment for cleanup of accidental spill of dusty materials. – Limit travel speeds on-site to a maximum of 16-24 kilometres per hour.	■ The following monitoring activities should be considered in the development of the Air Quality Management Plan: – Baseline conditions should be established prior to construction for longer than one week to capture representative concentrations under varying meteorological conditions. – On-site meteorological monitoring in conjunction with real-time particulate monitoring representative of receptor impacts. – Place monitors both upwind and downwind of construction activities, where possible. – Application of threshold "Action Level" triggers for implementation of specific and increasing intensity mitigation activities linked to specific construction activities. – Reporting detailed results of ongoing monitoring and mitigation activities. – Monitoring at locations where there are persistent complaints, as required. ■ In addition, relevant construction monitoring activities from the following recommended guidelines will be implemented during construction: – Best Practices for the Reduction of Air Emissions from Construction and Demolition Activities (Cheminfo Services Inc., 2005); and, – Operations Manual for Air Quality Monitoring in Ontario (Ministry of the Environment, Conservation and Parks, 2018).

Environmental Component	Potential Impacts	Mitigation Measures(s)	Monitoring Activities
		■ If disruption of contaminated soils is anticipated at any time, ensure that contaminants are not released. ■ Develop a communications protocol which includes timely resolution of complaints.	

Environmental Component	Potential Impacts	Mitigation Measures(s)	Monitoring Activities
Noise and Vibration			
Noise	■ Environmental noise may cause annoyance, disturb sleep and other activities, and affect human health. ■ The severity of the noise effects resulting from construction projects varies, depending on: – Scale, location and complexity of the project – Construction methods, processes and equipment deployed – Total duration of construction near sensitive noise receptors – Construction activity periods (days, hours, time period) – Number and proximity of noise-sensitive sites to construction area(s)	■ Prior to commencement of construction, develop and submit a detailed Construction Noise Management Plan. ■ The Construction Noise Management Plan shall: – Document and commit to all measures to be taken for meeting the noise exposure limits documented in the Metrolinx *Guide for Noise and Vibration Assessment* (2020) at every directly exposed sensitive receptor and throughout the entire project. – Determine the Zone of Influence for construction related noise based on the noise exposure limits outlined in the Metrolinx *Guide for Noise and Vibration Assessment* (2020) and taking into consideration the construction site, staging and laydown sites and hauling routes, each stage of the construction (including demolition), the overall construction schedule along with the schedule of each major component and associated major construction processes and equipment usage. – Identify all sensitive receptors that fall within the Zone of Influence for construction related noise. Mitigation measures will be proposed for these sensitive receptors, and the effects of the proposed mitigation measures will then be evaluated using noise modelling. If results of the modelling indicate that any sensitive receptors still remain within the Zone of Influence for construction related noise, then the following shall apply: ✓ Additional mitigation is proposed and subsequently modelled until the sensitive receptor does not fall within the Zone of Influence; or ✓ If mitigation strategies are not viable, receptor based mitigation will be proposed. ■ The Construction Noise Management Plan will include the temporary/permanent noise barriers indicated in the applicable noise and vibration construction impact assessment report (2020). Where additional work sites are identified which were not assessed as part of the applicable noise and vibration construction impact assessment report (2020), or where construction activities at any given site differ from those considered in this report, conduct modelling to evaluate the need for additional noise barriers as part of the Construction Noise Management Plan. ■ Replace standard vehicle backup alarms with broadband alarms ■ Inform local residents as practicable of construction activities identifying type of construction and duration ■ Use acoustic enclosures and mufflers for site power generators ■ Use activity or equipment specific noise barriers ■ Minimize simultaneous operation of equipment where possible ■ Implement no idling policy where practical ■ The replacement of tonal backup alarms for equipment to broadband type for all construction activities with the exception of culvert construction; and ■ Addition of 3.0 m high and 45 m long hoarding or barrier on the north side of Dundas for bridge construction located near Cawthra Road and Dundas Street.	■ Develop a Construction Noise Management Plan and incorporate the following requirements: ■ The Constructor will monitor noise where the management plan indicates that noise exposure limits may be exceeded. The Constructor will submit reports to the Contracting Authority describing the monitoring conducted and summarize the data collected for the reporting period. ■ The Constructor will make provision for monitoring for investigation of persistent complaints. ■ The Construction Noise Management Plan will incorporate the following requirements related to monitoring of noise and noise related complaints: ■ Monitor noise where the Construction Noise Management Plan indicates that noise exposure limits may be exceeded. At these locations, monitor noise continuously at each geographically distinct, active construction site with one monitor located strategically to capture the highest exposure level based on planned construction activities and the number, geographic distribution and proximity of noise sensitive receptors. Develop weekly reports describing the monitoring conducted and summarizing the data collected for the reporting period. The reports will include but not be limited to the number and duration of any incident during which any of the noise exposure limits documented in the Metrolinx *Guide for Noise and Vibration Assessment* (2020) were exceeded, the probable cause of each exceedance, the incident-specific measure(s) implemented, the resulting mitigated noise levels and the complaints investigation procedure. ■ Establish a Communications Protocol and a Complaints Protocol to respond to issues that develop during construction. ■ The specifics of monitoring duration and location will depend on the activity location, type of activity, receptor location, etc. as per the Metrolinx Guide.

Environmental Component	Potential Impacts	Mitigation Measures(s)	Monitoring Activities
Vibration	■ Exposure to vibration may result in public annoyance and complaints. Vibration may also cause damage to buildings and other structures.	■ Adhere to the following vibration exposure limits: – Vibration, as a human irritant, is assessed in terms of its average level. Vibration velocity should not exceed 0.14 millimetres per second or current conditions (whichever is higher) by more than 25%. – As a threat to buildings, vibration is assessed in terms of its peak value. The Zone Of Influence for vibration shall be the area where structures are expected to experience vibration peak particle velocities that exceed 5 millimetres per second. Vibration velocity should be limited to 8 to 22 millimetres per second, depending on vibration frequency. These limits are prescribed by the most current versions of the Toronto Municipal Code Chapter 591, Noise (2020) and Chapter 363, Vibration (2019) for typical structures (not building with special needs). ■ Adhere to the ground-borne (vibration induced) noise exposure criteria in the US FTA Report No. 0123, Transit Noise and Vibration Impact Assessment Manual (2018). ■ Develop and implement a detailed Construction Vibration Management Plan for Metrolinx review and approval with minimum requirements outlined below: – Complete a detailed construction related vibration assessment prior to the commencement of construction that includes assessment of the vibration Zone Of Influence. The Zone Of Influence for vibration shall be established by using the methodology and input data provided in Section 7.2 of the US FTA Report No. 0123 (2018), Transit Noise and Vibration Impact Assessment Manual (2018). – Complete pre-construction condition surveys for properties within the vibration Zone Of Influence of the planned work to establish their condition and establish a baseline prior to any work beginning. – Identify any heritage structures and other sensitive structures, buildings or infrastructure vulnerable to vibration damage, assess requirements and, if necessary, develop mitigation measures. – Identify buildings, where vibration sensitive activities such as sound recording or medical image processing take place, assess requirements and, if necessary, develop mitigation measures. – Establish a 15-metre setback distance between the construction vibration source and nearby buildings, where possible, to minimize impacts. If this is not possible, then monitor the vibration levels associated with the activity. – Select construction/maintenance methods and equipment with the least vibration impacts. ■ In the presence of persistent complaints and subject to the results of a field investigation, identify alternative vibration control measures, where reasonably available. ■ Reduction in vehicle speed ■ Changes to operational sequencing ■ Changes to equipment layout or access routes ■ Utilize equipment with low vibration emissions where possible ■ Operate construction equipment on lower vibration settings where available ■ Maximize distance between equipment and Receptors where feasible	■ Develop a Construction Vibration Management Plan and incorporate the following requirements: ■ Pre-construction building inspections of the potentially impacted buildings adjacent to construction are to be undertaken. ■ The Constructor will monitor vibration where the management plan indicates that vibration limits may be exceeded. The Constructor will submit reports to the Contracting Authority describing the monitoring conducted and summarize the data collected for the reporting period. ■ The Constructor will make provision for monitoring for investigation of persistent complaints. ■ The Construction Vibration Management Plan will incorporate the following requirements related to monitoring of vibration and vibration related complaints: – Monitor vibration continuously at structures where the Construction Vibration Management Plan indicates that structures are deemed to be within the Zone Of Influence for construction related vibration or at additional structures as requested by Metrolinx/City of Mississauga. – The type of Vibration Monitoring Program that is established is based on the vibration Zone Of Influence, the project location, duration, presence of night-time activity, and receptor proximity. The monitoring types include: ✓ Type 1: Monitoring continuously throughout the project (for receptors within the Zone Of Influence). ✓ Type 2: Monitoring during most impactful phases of the project only (for receptors outside of the Zone Of Influence but within 50 metres of the boundary of the construction site). ✓ Type 3: Monitoring in response to complaints only (for receptors outside of the Zone Of Influence and beyond 50 metres of the boundary of the construction site). ■ Establish a Communications Protocol and a Complaints Protocol to respond to issues that develop during construction. ■ The specifics of monitoring duration and location will depend on the activity location, type of activity, receptor location, etc. as per the Metrolinx Guide.

Environmental Component	Potential Impacts	Mitigation Measures(s)	Monitoring Activities
		■ Review vibration assessment based upon refined site staging, construction areas, and equipment prior to the commencement of construction, and update if necessary	
Socio-Economic and Land Use			
Land Use and Built Form Patterns	■ Property: Temporary property effects, such as property takings for laydown areas, are unknown at this time and will be determined as design progresses	■ Temporary property takings for construction of the Project will be confirmed as design progresses. Where property takings are identified, consultation and negotiation with the property owner will be initiated well in advance to secure the required property and identify site-specific mitigations. Where access to property is required, ongoing consultation with affected landowners will help identify appropriate site-specific mitigation measures. ■ Temporary property takings near residential and institutional uses should be avoided if possible. ■ The construction of the Project may cause private signs or billboards to be removed temporarily. The owner shall be consulted in advance to determine an appropriate mitigation approach. ■ Select staging/laydown areas in accordance with Metrolinx/City of Mississauga procedures. Staging/laydown areas should be located in areas that minimize adverse effects to sensitive receptors.	■ Follow Metrolinx/City of Mississauga guidance with respect to monitoring requirements at construction staging/laydown areas.
	■ Nuisance effects from construction activities	■ Mitigation measures related to potential nuisance effects are outlined in the Air Quality and Noise and Vibration commitment tables. ■ An Erosion and Sediment Control Plan will be developed in accordance with the Greater Golden Horseshoe Area Conservation Authorities' Erosion and Sediment Control Guideline for Urban Construction (December, 2006), as amended from time to time, that addresses sediment release to adjacent properties and roadways. ■ Develop a Communications Protocol, which will indicate how and when surrounding property owners and tenants will be informed of anticipated upcoming construction works, including work at night, if any. ■ Develop a Complaints Protocol	■ When applicable, monitoring related to potential nuisance effects are outlined in the Air Quality and Noise and Vibration commitment tables. ■ Erosion and sediment control monitoring to be conducted ■ Number and resolution of complaints received
	■ Construction work may necessitate the temporary closure of driveways or building entrances; precise impacts are unknown at this time and will be determined as design progresses	■ Closures of driveways and building entrances shall be avoided whenever possible during construction and shall be kept to a minimum when required. ■ Provide well connected, clearly delineated, and appropriately signed walkways and cycling route options, with clearly marked detours where required. ■ Provide temporary lighting and wayfinding signs and cues for navigation around the construction site. ■ Access to businesses during working hours will be maintained, where feasible. Where regular access cannot be maintained, alternative access and signage will be provided.	■ Temporary access paths, walkways, cycling routes and fencing should be monitored. ■ Number and resolution of complaints received.
	■ Light trespass, glare and light pollution effects	■ Comply with all local applicable municipal by-laws and Ministry of Transportation practices for lighting in areas near or adjacent to highways and roadways regarding outdoor lighting for both permanent and temporary construction activities, and incorporate industry best practices provided in American National Standards Institute/ Illuminating Engineering Society *RP-8-18 – Recommended Practice for Design and Maintenance of Roadway and Parking Facility Lighting*	■ Construction activities will be monitored by a qualified Environmental Inspector to confirm that all activities are conducted in accordance with mitigation plans. ■ Number and resolution of complaints received.

Environmental Component	Potential Impacts	Mitigation Measures(s)	Monitoring Activities
		■ Light trespass, glare and pollution effects will be minimized through the implementation of best practices (i.e., full cut-off fixtures) to mitigate or avoid unnecessary and obtrusive light. ■ Perform the work in such a way that any adverse effects of construction lighting are controlled or mitigated in such a way as to avoid unnecessary and obtrusive light with respect to adjoining residents, communities and/or businesses.	
	■ Increased noise, dust and vibration emanating from construction work	■ Monitoring and mitigation of noise and vibration effects shall be undertaken as described in the Noise and Vibration Report, available under separate cover.	■ In accordance with the Noise and Vibration Report.
	■ Businesses on the corridor may experience lower visitation volumes if the corridor is	■ The constructor is also encouraged to assist local businesses, such as by permitting businesses to advertise on construction enclosures (i.e., “We’re still open!” signs) and coordinating the implementation of wayfinding/navigation with local businesses.	■ N/A
	■ Streetscaping and Urban Design Study	■ A Streetscaping and Urban Design Study is to be undertaken by AECOM during the 30% design stage and made under separate cover to further develop and build on streetscaping and urban design recommendations made in the Dundas Connects Master Plan and Vision Cooksville.	■ N/A
Visual Characteristics	■ Visual effects from construction areas/activities ■ Temporary degradation of aesthetic quality of the streetscape. ■ perceived to be difficult to access and navigate	■ To mitigate impact to the visual environment, screened enclosures should be considered as required, particularly for storage areas. Temporary landscaping may also be implemented, especially at the borders of the construction site between site fencing and walkways where space allows. Site enclosures should take into account wayfinding and safety considerations (particularly accidental egress onto a construction site). ■ A screened enclosure for the development site will be provided, with particular attention to the waste disposal and material storage areas. ■ Consideration will be given to providing temporary landscaping along the borders of the construction site between site fencing/enclosure and walkways, where space allows, and where necessary.	■ Construction activities will be monitored by a qualified Environmental Inspector to confirm that all activities are conducted in accordance with mitigation plans and within specified areas.
Transit and Transportation Network	■ Construction may result in traffic flow reductions ■ Construction may result in the access restrictions to local bus routes and temporary disruptions	■ Avoid simultaneous major closures and construction activities at adjacent major intersections along the corridor. ■ Install and provide advance advisory signage, such as: – Installation of roadway closure information signs at least two weeks in advance of the closing; and – Distribution of notices to affected residents and business establishments to advise of the upcoming road closure(s) in their area. ■ Prepare and implement emergency response and incident management plans during construction to assist emergency service providers (i.e., Fire, Police and Ambulance) in responding to incidents and emergencies within the construction area (i.e., an incident causing closure of a crossing adjacent to the construction site where the Contractor is able to permit emergency service vehicles to cross the crossing location under construction). ■ Conduct pre-construction planning meetings with representatives of the City of Mississauga Fire, Police, and Ambulance providers, other relevant City of Mississauga and Peel Region divisions, and affected local transit authorities (e.g., MiWay); and ■ Prepare Traffic and Transit Management Plans and Traffic Control Plans for each construction stage.	■ Construction activities will be monitored by a qualified Inspector/Contract Administrator with extensive knowledge of Ontario Traffic Manual Book 7 (Temporary Conditions to confirm that all activities are conducted in accordance with mitigation plans. ■ Traffic impacts to be monitored in accordance with the Traffic and Transit Management Plans and adjust the Traffic Control Plans as necessary during the construction period. ■ Transit impacts to be monitored and mitigation measures to be adjusted as necessary during the construction period.

Environmental Component	Potential Impacts	Mitigation Measures(s)	Monitoring Activities
		■ The following will be done once a Contractor has been selected and a construction schedule developed: – Coordinate the work with other planned road projects that may impact construction, so construction may be staged to minimize traffic impacts. Prior to construction, local municipalities (i.e. Peel Region) will be consulted to coordinate with their Capital Works Programs; – Conduct a haul route analysis to confirm haul routes via public roads; – Maintain existing residential and commercial property access through the work zone to the extent practical or provide alternative temporary access or detour; and ■ Strive to accommodate local events and festivals by coordinating and consulting with local communities and event organizers to find mutually feasible options.	
Public Transit	■ Construction may result in access restrictions to local bus routes and temporary disruptions	■ Ensure that the public is notified in advance of any potential service disruptions. ■ Consult with local transit agencies to establish a suitable mitigation strategy to be implemented.	■ Traffic impacts to be monitored in accordance with the Construction Traffic Control and Management Plan and adjusted as necessary during the construction period.
Pedestrian and Cycling Network	■ Bike lanes, multi-use paths and sidewalks may be temporarily restricted or eliminated ■ Temporary sidewalks/paths may have a rough or bumpy surface that creates discomfort for those with assisted mobility devices, strollers, etc.	■ Maintain pedestrian/cyclist access through the work zone whenever possible. ■ Where a sidewalk or path needs to be removed, provide a safe and accessible temporary path in accordance with the applicable municipal and/or provincial guidelines and standards. ■ Provide clear signage at decision points to pedestrians and cyclists informing of closures. For instance, a sidewalk closure should be indicated at an intersection and not mid-block. ■ Ensure detours can be observed through line of sight and provide adequate signage where not possible.	■ Temporary access paths, walkways, cycling routes and fencing should be monitored. ■ Cycling network impacts to be monitored in accordance with the Construction Traffic Control and Management Plan and mitigation adjusted as necessary during the construction period.
	■ Operation of construction equipment and large construction trucks in corridor may pose safety and comfort challenges for pedestrians and cyclists	■ Develop a safety program that implements safety best practices in a construction zone and addresses pedestrian/cyclist movement through the corridor.	■ Construction activities will be monitored by a qualified Environmental Inspector to confirm that all activities are conducted in accordance with mitigation plans.
Community Amenities	■ Noise, vibration and dust generated by construction activity	■ Construction noise is subject to the City of Mississauga Noise Control Bylaw. Where work is required outside of permitted times, an exemption shall be applied for in advance of this work.	■ Construction activities will be monitored by a qualified Environmental Inspector to confirm that all activities are conducted in accordance with mitigation plans.
	■ Temporary access restrictions, such as driveway, trail or entrance closures due to nearby construction	■ Closures of driveways, trails and entrances shall be avoided whenever possible during construction and shall be kept to a minimum when required. Alternate means of access (ex. Temporary driveway) shall be provided where a driveway is temporarily removed.	■ Temporary access paths, walkways, cycling routes and fencing should be monitored.
Future Development	■ Noise, vibration and dust generated by construction activity	■ Construction noise is subject to the City of Mississauga Noise Control Bylaw. Where work is required outside of permitted times, an exemption shall be applied for in advance of this work. ■ Best Management Practices regarding construction air quality will be implemented.	■ Construction activities will be monitored by a qualified Environmental Inspector to confirm that all activities are conducted in accordance with mitigation plans.
	■ Temporary access restrictions, such as driveways or sidewalk closures may also affect residents and visitors to the Study Area	■ Closures of driveways, trails and entrances shall be avoided whenever possible during construction and shall be kept to a minimum when required. Alternate means of access (ex. Temporary driveway) shall be provided where a driveway is temporarily removed.	■ Temporary access paths, walkways, cycling routes and fencing should be monitored.
Utilities			

Environmental Component	Potential Impacts	Mitigation Measures(s)	Monitoring Activities
Utilities Planning and Construction	■ Utility serviceability effects due to design requirements and construction	■ Develop and implement a detailed Utility Infrastructure Relocation Plan that identifies all utilities anticipated to be impacted by the construction works, all relevant utility agencies and authorities, and outlines the approach to the utility relocation process. ■ Additional surveys shall be performed prior to construction to field locate and verify the existing utilities within the project area and document their condition. ■ Perform all work identified in the Utility Infrastructure Relocation Plan to protect, support, safeguard, remove, and relocate all Utility Infrastructure. ■ Obtain permits and consents from and with all Utility Companies with respect to the design, construction, installation, servicing, operation, repair, preservation, relocation, and or commissioning of Utility Infrastructure.	■ Maintain regular communication and coordination through issuance of regular progress reports and updates to applicable utility agencies. ■ Record all installation tolerances and how they are to be monitored. ■ Perform inspection and testing to ensure successful utility relocation and safe and efficient installation. ■ In the event of potential impacts to critical utilities, instrumentation and monitoring shall be carried out to protect the critical utilities and structures and reduce risks of damage due to construction activities.
Public Utilities	■ In general, existing public utilities are typically located at either side of the future guideway which is anticipated to significantly reduce the need for utility relocations during construction. Utility shut off is therefore mainly expected to be due to end-of-life or precautionary replacement undertaken as part of the Project.	■ Effects of utility work on the community should be minimized through utility shut off best practices. These include minimizing the duration of shut offs, scheduling shut-offs during off-peak times (and avoiding early morning, evening, and weekend shut-offs whenever possible), and communicating shut-offs to affected residents and business in advance of the proposed shut-off. Special consideration should be given to the impact of shut-offs on sensitive locations such as schools, healthcare providers, and long-term care/seniors residences, and such locations should be identified early and engaged with in advance to minimize impacts to them.	■ Construction activities will be monitored by a qualified Inspector to confirm that all activities are conducted in accordance with mitigation plans.
Private Utilities	■ In general, existing private utilities are typically located to either side of the future guideway which is anticipated to significantly reduce the need for utility relocations during construction. Utility shut off is therefore mainly expected to be due to end-of-life or precautionary replacement undertaken as part of the Project, or to install additional capacity at the request of a private utility service provider.	■ Engagement with all private utility providers in the corridor should be undertaken early in and throughout the detailed design phase to ensure that their needs and requirements are taken into account in the project design. Private utility providers may wish to take advantage of construction to increase capacity in the corridor. ■ Impacts of utility work on the community should be minimized through utility shut off best practices. These include minimizing the duration of shut offs, scheduling shut-offs during off-peak times (and avoiding early morning, evening, and weekend shut-offs whenever possible), and communicating shut-offs to affected residents and business in advance of the proposed shut-off. Special consideration should be given to the impact of shut-offs on sensitive locations such as schools, healthcare providers, and long-term care/seniors residences, and such locations should be identified early and engaged with in advance to minimize impacts on them.	■ Construction activities will be monitored by a qualified Inspector to confirm that all activities are conducted in accordance with mitigation plans.
Utilities Post-Construction Phase	■ Future Utility Maintainability	■ Where new utility crossings are proposed, application for a new utility crossing agreement will be required. Where modifications to an existing utility crossing takes place, updates to an existing utility crossing will be needed. ■ Post- construction inspections of the new utility infrastructure shall be undertaken by qualified inspectors for applicable works upon completion of the construction works to document condition. ■ Obtain as-built plans of the relocated infrastructure from utility agencies per as-built preparation standards Canadian Standards Association S250-11 – Mapping of Underground Utility Infrastructure (2011), as amended from time to time.	■ Develop and implement tracking system for as-built deliverables.
Built Heritage Resources and Cultural Heritage Landscapes			
	■ Indirect or direct impacts to the heritage attribute(s) of a property of known or potential Cultural Heritage	■ All work shall be performed in accordance with Applicable Law, including but not limited to the *Ontario Heritage Act*, the Ministry of Heritage, Sport,	■ Implement and comply with monitoring requirements and commitments pertaining to Cultural Heritage

Environmental Component	Potential Impacts	Mitigation Measures(s)	Monitoring Activities
Built Heritage Resources and Cultural Heritage Landscapes	Value or Interest due to installation of new/modified infrastructure	Tourism and Culture Industries *Standards and Guidelines for Provincial Heritage Properties: Metrolinx Identification and Evaluation (I&E) Process* (2014), the Ministry of Heritage, Sport, Tourism and Culture Industries guidance on *Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment* (2019) (Cultural Heritage Report), and the forthcoming *Standards and Guidelines for Provincial Heritage Properties: Metrolinx Identification and Evaluation (I&E) Process* (2020). In the event that the *Metrolinx I&E Process* (2020) is not approved, follow the Metrolinx *Interim Cultural Heritage Management Process* (2013). ■ Follow the process and recommendations outlined in the Environmental Project Reports under Transit Project Assessment Process for Proponents and their Consultants. ■ Follow the recommendations outlined in the heritage reporting completed including the Cultural Heritage Report, Cultural Heritage Evaluation Reports, and/or the Heritage Impact Assessment. ■ For known and potential properties of Cultural Heritage Value or Interest that will experience indirect or direct impacts and where no previous assessment has been completed or a Statement of Cultural Heritage Value has not been approved by Metrolinx, undertake a Cultural Heritage Evaluation Report as per the forthcoming *Metrolinx I&E Process* (2020). In the event that the *Metrolinx I&E Process* (2020) is not approved, follow the Metrolinx *Interim Cultural Heritage Management Process* (2013). ■ Given the importance and location of some Cultural Heritage Resources, consultation with Municipal heritage staff and other jurisdictions will be undertaken as appropriate to determine if proposed infrastructure will be subject to specific policies within heritage districts or conservation areas (including parks).	Resources/properties as per previously completed Metrolinx and/or City of Mississauga Environmental Project Reports and the recommendations contained in any/all of the following documents: Cultural Heritage Reports, Cultural Heritage Evaluation Reports. Heritage Impact Assessments.
	■ Direct impacts to the heritage attribute(s) of a known or potential Provincial Heritage Property or Provincial Heritage Properties of Provincial Significance due to installation of new/modified infrastructure	■ Where no previous assessment has been completed or a Statement of Cultural Heritage Value has not been approved by Metrolinx, undertake a Cultural Heritage Evaluation Report as per the forthcoming *Metrolinx I&E Process* (2020). In the event that the *Metrolinx I&E* Process (2020) is not approved, follow the Metrolinx *Interim Cultural Heritage Management Process* (2013). ■ If warranted, complete a Heritage Impact Assessment in accordance with Ministry of Heritage, Sport, Tourism and Culture Industries *Information Bulletin No. 3: Heritage Impact Assessments for Provincial Heritage Properties* (2017) to identify alternatives and mitigation and monitoring commitments to avoid or lessen impacts on the Cultural Heritage Value and heritage attributes of the Provincial Heritage Property, based on the Provincial Heritage Property's Statement of Cultural Heritage Value. Mitigation measures and alternatives should be consistent with the relevant conservation strategies established and adopted in a Strategic Conservation Plan. A Strategic Conservation Plan will be prepared and implemented for Provincial Heritage Properties and Provincial Heritage Properties of Provincial Significance. ■ Approval will be obtained from the Ministry of Heritage, Sport, Tourism and Culture Industries, for any modifications to Provincially Significant properties prior to construction.	■ Implement and comply with monitoring requirements and commitments pertaining to Cultural Heritage Resources/properties as per previously completed Metrolinx and/or City of Mississauga Environmental Project Reports and the recommendations contained in any/all of the following documents: Cultural Heritage Reports, Cultural Heritage Evaluation Reports, Heritage Impact Assessments.

Environmental Component	Potential Impacts	Mitigation Measures(s)	Monitoring Activities
		■ During design, the recommendations of all Heritage Impact Assessments and Cultural Heritage Reports will be followed and adhered to during design and construction, including but not limited to strategies to protect heritage attributes. ■ If the project study limits change or there is a change in impact that is not captured or documented in previously completed Metrolinx and/or City of Mississauga EPRs and/or ESRs post EA/ Transit Project Assessment Process, and which causes any additional heritage properties to be impacted by the proposed design/infrastructure, all applicable legislation will be followed to carry out additional impact assessment work and heritage studies to identify any known or potential built heritage resources and cultural heritage landscapes, and to identify potential impacts and appropriate mitigation measures. ■ Given the importance and location of some Cultural Heritage Resources, consultation with Municipal heritage staff and other jurisdictions will be undertaken as appropriate to determine if proposed infrastructure will be subject to specific policies within heritage districts or conservation areas (including parks).	
	■ Potential indirect impacts on known or potential properties of Cultural Heritage Value or Interest resulting from construction activities	■ Selection of construction staging and laydown areas will follow Metrolinx/City of Mississauga's selection procedures which include avoiding heritage attributes wherever possible or effectively mitigating impacts where not possible.	■ Implement and comply with monitoring requirements and commitments pertaining to Cultural Heritage Resources/ properties as per previously completed Metrolinx and/or City of Mississauga Environmental Project Reports and the recommendations contained in any/all of the following documents: Cultural Heritage Reports, Cultural Heritage Evaluation Reports, Heritage Impact Assessments.
	■ For any additional potentially affected Cultural Heritage Resources/properties not previously identified within a previous Metrolinx and/or City of Mississauga Environmental Assessment / Transit Project Assessment Process /Other Study	■ If the project study limits change or there is a change in impact that is not captured or documented in previously completed Metrolinx and/or City of Mississauga Environmental Project Reports and/or Environmental Study Reports post EA/ Transit Project Assessment Process, and which causes any additional heritage properties to be impacted by the proposed design/infrastructure, all applicable legislation will be followed to carry out additional impact assessment work and heritage studies to identify any known or potential built heritage resources and cultural heritage landscapes, and to identify potential impacts and appropriate mitigation measures.	■ Implement and comply with monitoring requirements and commitments pertaining to Cultural Heritage Resources/properties as per the recommendations contained in any/all of the following documents: Cultural Heritage Reports, CHARs, Cultural Heritage Evaluation Reports, Heritage Impact Assessment.
	■ Management of Cultural Heritage Resources/Properties	■ Develop and implement a Strategic Conservation Plan that addresses built heritage resources and cultural heritage landscapes according to Ministry of Heritage, Sport, Tourism and Culture Industries *Information Bulletin No. 2: Preparing Strategic Conservation Plans for Provincial Heritage Properties* (2017) and as outlined in the Project Agreement. ■ For Provincial Heritage Properties of Provincial Significance, approval of the Minister's Consent Package and Strategic Conservation Plans by Ministry of Heritage, Sport, Tourism and Culture Industries is required.	■ Implement and comply with monitoring requirements and commitments pertaining to Cultural Heritage Resources/ properties as per previously completed Metrolinx and/or City of Mississauga Environmental Project Reports and the recommendations contained in any/all of the following documents: Cultural Heritage Reports, Cultural Heritage Evaluation Reports, Heritage Impact Assessments and Strategic Conservation Plans.
	■ Demolition, removal, or relocation of a Metrolinx Provincial Heritage Properties of Provincial Significance (part or whole)	■ In the case of properties identified as Provincial Heritage Properties of Provincial Significance and where the proposed project infrastructure will require demolition or removal and/or transfer out of provincial control, Metrolinx will need to obtain Ministry of Heritage, Sport, Tourism and Culture Industries Minister's consent.	■ Implement and comply with monitoring requirements and commitments pertaining to Cultural Heritage Resources/ properties as per previously completed Metrolinx and/or City of Mississauga Environmental Project Reports and the recommendations contained in any/all of the following documents: Cultural Heritage

Environmental Component	Potential Impacts	Mitigation Measures(s)	Monitoring Activities
		■ The Minister's Consent Package will be prepared which meets Ministry of Heritage, Sport, Tourism and Culture Industries requirements and satisfy Metrolinx's obligations under the *Ontario Heritage Act*.	Reports, Cultural Heritage Evaluation Reports, Heritage Impact Assessments.
	■ Indirect Impacts to Cultural Heritage Plaques	■ If avoidance of cultural heritage plaque locations (CHL 2A, CHL 2B, BHR 16) within the Project Area is not feasible or is directly adjacent to construction activities then: ■ Incorporate the location on design drawings and indicate that the plaque is to be protected during construction: ■ Mark the plaque on the Detailed Design as "To be retained: Implement protection measures prior to construction" or if applicable, mark on Detailed Design as "To be retained, stored and reinstated post-construction" ■ Apply the following steps to the project construction plan: ■ Install plaque protection (i.e. fence hoarding), prior to construction or store during construction. ■ If applicable, during construction, monitor the protection of the plaque. Post construction remove hoarding and confirm the condition of the plaque is as was prior to construction.	■ N/A
	■ Vibration Impact	■ Prior to construction, determine which built heritage resource or cultural heritage landscape documented in this Cultural Heritage Report requires vibration mitigation and monitoring. ■ Document (review and establish) the structural condition of a building to determine if it is vulnerable to vibration impacts from the Project. ■ Establish vibration limits based on structural conditions, founding soil conditions and type of construction vibration (refer to the Noise and Vibration report). ■ Implement vibration mitigating measures on the construction site and/or at the building (i.e. modify construction procedures, if required).	■ Construction and post-construction monitoring may be required for historic buildings that were determined subject to vibration damage. The following monitoring activities are recommended for vibration impacts: o Monitor vibration during construction using seismographs, with notification by audible and/or visual alarms when limits are approached or exceeded; and o Conduct regular condition surveys and reviews during construction to evaluate efficacy of protective measures. Implement additional mitigation as required.
	■ Construction Activities	■ Construction activities and staging areas should be suitably planned in detailed design to avoid any adverse impacts to the identified known, previously identified and potential built heritage resources and cultural heritage landscapes. ■ Where required, request Minister's Consent as part of the detailed design phase, as required for demolition or relocation, for properties that were determined in the Cultural Heritage Report (found in Appendix D) to potentially to meet Ontario Regulation 10/06 and have the potential to be directly impacted by the Project.	■ N/A
Archaeology			
Archaeological Resources	■ Potential for the disturbance of unassessed or documented archaeological resources	■ Develop and implement an Archaeological Risk Management Plan that addresses any recommendations resulting from Archaeological Assessments and documents all protocols for the discovery of human remains and undocumented archaeological resources. The Archaeological Risk Management Plan shall be amended to incorporate any additional actions required resulting from subsequent Archaeological Assessment Reports. ■ All work shall be performed in accordance with Applicable Law, including but not limited to the *Ontario Heritage Act*, the Ministry of Heritage, Sport, Tourism and Culture Industries, formerly the Ministry of Tourism, Culture and	■ Performance of the work will occur within land previously subject to an Archaeological Assessment. ■ Any site personnel responsible for carrying out or overseeing land-disturbing activities will be informed of their responsibilities in the event that an archaeological resource is encountered. ■ Further Archaeological Assessment may identify the need for monitoring during construction.

Environmental Component	Potential Impacts	Mitigation Measures(s)	Monitoring Activities
		Sport (MTCS) *Standards and Guidelines for Consultant Archaeologists* (2011), and the Ministry of Heritage, Sport, Tourism and Culture Industries document, *Engaging Aboriginal Communities in Archaeology: A Draft Bulletin for Consultant Archaeologists in Ontario* (2011). ■ In the event that archaeological resources are encountered or suspected of being encountered during construction, all work will cease. The location of the findspot should be protected from impact by employing a buffer in accordance with requirements of the Ministry of Heritage, Sport, Tourism and Culture Industries. A professionally licensed archaeologist will be consulted to complete the assessment. If resources are confirmed to possess cultural heritage value/interest then they will be reported to the Ministry of Heritage, Sport, Tourism and Culture Industries, and further Archaeological Assessment of the resources may be required. If it is determined that there is a potential for Indigenous artifacts, Metrolinx/City of Mississauga should be contacted, and Applicable Law will be followed. ■ If final limits of the Project footprint are altered and fall outside of the assessed Study Area, additional Archaeological Assessments will be conducted by a professionally licensed archaeologist prior to disturbance and prior to construction activities. This will include completing all required Archaeological Assessments resulting from the Stage 1 Archaeological Assessment (Stage 2, Stage 3 and Stage 4, as required) as early as possible, prior to the completion of design, and in advance of any ground disturbance. ■ For areas determined to have archaeological potential or contain archaeological resources that will be impacted by project activities, additional Archaeological Assessment will be conducted by a professionally licensed archaeologist prior to disturbance. ■ If human remains are encountered or suspected of being encountered during project work, all activities must cease immediately and the local police/coroner as well as the Bereavement Authority of Ontario on behalf of the Ministry of Government and Consumer Services must be contacted. Archaeological investigations of human remains will not proceed until police have confirmed the remains are not subject to forensic investigation. Once human remains have been cleared of police concern, the Ministry of Heritage, Sport, Tourism and Culture Industries will also be notified to ensure that the site is not subject to unlicensed alterations which would be a contravention of the *Ontario Heritage Act*. If the human remains are determined to be of Indigenous origin, Metrolinx/City of Mississauga should be contacted and all Applicable Law must be adhered to. ■ All Archaeological Assessment findings will be shared with Indigenous communities, as per Metrolinx's *Guide to Engaging with Indigenous Communities* (2020).	
Area of Archaeological Potential	■ Ground disturbing activities	■ A Stage 2 Archaeological Assessment is recommended for all land identified as retaining archaeological potential. ■ The Stage 2 Archaeological Assessment for areas retaining archaeological potential must be conducted by a licensed archaeologist and must follow the requirements set out in the Standards and Guidelines for Consultant Archaeologists (Government of Ontario, 2011), including:	■ Prior to any ground disturbing activities, the Stage 2 Archaeological Assessment must be completed in areas identified as retaining archaeological potential as outlined in the Stage 1 archaeological assessment. Should Indigenous Nations express interest in participating in the Stage 2 archaeological assessment, an invitation should be extended by the proponent for

Environmental Component	Potential Impacts	Mitigation Measures(s)	Monitoring Activities
		– The standard test pit survey method at 5 metre (m) intervals is to be conducted in all areas that will be impacted by the project where ploughing is not feasible (e.g. woodlots, overgrown areas, manicured lawns); and ■ Poorly drained areas, areas of steep slope, and areas of confirmed previous disturbance (e.g. building footprints, roadways, areas with identifiable underground infrastructure) identified during the Stage 2 assessment are to be mapped and photo-documented but are not recommended for Stage 2 survey as they possess low to no archaeological potential (Section 2.1, Standard 2a and 2b).	representatives of the Indigenous Nations to join the archaeological team during fieldwork. Additionally, the Stage 2 report should be made available to the Indigenous Nations for review prior to submission of the report to the Ministry of Heritage, Sport, Tourism and Culture Industries.
	■ Potential to impact cemetery located in proximity to the Project footprint.	■ Work in proximity to known cemeteries requires completion of an Archaeological Assessment prior to any proposed ground disturbance in accordance with the Ministry of Heritage, Sport, Tourism and Culture Industries' *Standards and Guidelines for Consultant Archaeologists* (2011) and the *Funeral, Burial, and Cremation Services Act* and regulations under that Act.	■ Further Archaeological Assessment may identify the need for monitoring during construction.
St. John's Dixie Cemetery & Crematorium/Dixie Union Cemetery)	■ Ground disturbing activities	■ A cemetery investigation may be required should impacts be proposed on the property within the marked cemetery limits. ■ Consultation with the Bereavement Authority of Ontario as outlined below will be required prior to any work within the cemetery limits.	■ N/A
Dundas-Dixie Cemetery	■ Ground disturbing activities	■ Should any development impacts to the property outside of the right-of-way be proposed as part of the Project, additional Stage 2 assessment for deeply buried archaeological materials following Section 2.1.7 of the Standards and Guidelines for Consultant Archaeologists will be undertaken.	■ N/A
Human Remains	■ Ground disturbing activities	■ If human remains are encountered during construction, work must cease immediately and the police or Regional Coroner should be contacted, in addition to the Registrar of the Cemeteries Regulation Unit of the Ministry of Government and Consumer Services and the Bereavement Authority of Ontario	■ N/A
Structural Remains	■ Ground disturbing activities	■ If historic structural remains are uncovered, a licensed archaeologist should be contacted to examine the find and determine if any documentation is required prior to its removal.	■ If historic structural remains are uncovered during construction, a licensed archaeologist should be contacted to examine the find and determine if any documentation is required prior to its removal.
Excavated Materials and Groundwater Management			
Excavated Materials	■ Construction operations could expose contaminated materials and/or result in the spreading of contaminated materials	■ Develop a Soil and Excavated Materials Management Plan for the handling, management and disposal of all excavated material (i.e. soil, rock and waste) that is generated or encountered during the work. The plan will be overseen by a Qualified Person pursuant to Ontario Regulation 153/04 under the Environmental Protection Act (QP) and will comply with Ontario Regulation 406/19 (On-Site and Excess Soil Management – to be enacted into law on July 1, 2020), the Ministry of the Environment, Conservation and Parks, formerly the Ministry of the Environment and Climate Change (MOECC)'s Management of Excess Soils: A Guide for Best Management Practices (April 2019, as amended) and all Applicable Law. The plan will describe how to address the management of the excavated materials, imported materials, contaminated materials, and impacted railway ties, including handling, transportation, testing, documentation and reuse and disposal of excavated materials generated as part of the works and in accordance with applicable regulatory requirements.	■ A Soil and Excavated Material Monthly Dashboard Report will be developed by the Constructor for review that includes monitoring and performance data related to the management of excavated materials for the preceding month. ■ Upon completion of the work, the Constructor will submit a Soil and Excavated Material Management Implementation Report.

Environmental Component	Potential Impacts	Mitigation Measures(s)	Monitoring Activities
		■ Non-soil materials, encountered during the earthworks will also require waste classification as documented by testing where applicable to determine management and disposal requirements as per Ontario Regulation 347 (as amended) and all Applicable Law. ■ The Soil and Excavated Materials Management Plan will be reviewed and approved prior to construction.	
Groundwater	■ Construction operations could expose groundwater and associated contamination	■ Develop a Groundwater Management and Dewatering Plan to guide the handling, management, and disposal of groundwater encountered during the works. The Groundwater Management and Dewatering Plan will be overseen by a QP and will comply with Ontario Regulations 406/19 (On-Site and Excess Soil Management – to be enacted into law on July 1, 2020), 64/16 and 387/04, as amended under the Ontario Water Resources Act. ■ The Groundwater Management and Dewatering Plan will describe the handling, transfer, testing, monitoring, disposal of groundwater generated as part of the works and in accordance with applicable regulatory requirements. The Groundwater Management and Dewatering Plan will outline general groundwater monitoring considerations during the works and provide guidance for groundwater monitoring following the works where considered applicable. ■ The Groundwater Management and Dewatering Plan will describe the anticipated groundwater quantity and dewatering Zone of Influence that will be encountered during the works, and if approvals are needed for the water taking, such as a Permit to Take Water (PTTW) or an Environmental Activity Sector Registry (EASR) from the Ministry of the Environment, Conservation and Parks. ■ The Groundwater Management and Dewatering Plan will describe the storage, transfer, and disposal and or treatment of the groundwater collected during the works, and approvals for the water disposal, and/or treatment if applicable, based on the quantity and quality. ■ The Groundwater Management and Dewatering Plan will be reviewed and approved prior to construction.	■ A Groundwater Management Monthly Dashboard Report will be developed by the Constructor for review to document performance monitoring data/results and any corrective actions implemented during the previous month. ■ Upon completion of the work, the Constructor will submit a Groundwater Management and Dewatering Implementation Report.
Stormwater Management			
Potential Impacts and Proposed Mitigation Measures for Stormwater and Site Drainage	■ The proposed construction activities pose a potential impact due to sediment transport into adjacent natural areas including watercourses, wetlands and municipal drainage infrastructure. ■ The proposed works may result in increases to impervious areas, with potential effects to water quantity and quality. ■ In addition to the increases in impervious coverage, there may be alterations to the local drainage system, both overland (major drainage system) and storm sewers (minor drainage system).	■ Prepare and implement a Drainage and Stormwater Report, an Erosion and Sediment Control Plan, detailed drainage design and erosion and sediment control drawings in accordance with the Ministry of the Environment, Conservation and Parks Stormwater Management Planning and Design Manual (2003), the Greater Golden Horseshoe's Erosion and Sediment Control Guideline for Urban Construction (December, 2006), as amended from time to time, and the guidelines and regulatory requirements of the Conservation Authority having jurisdiction. ■ The overall stormwater quality and quantity control strategy will be developed in accordance with all relevant municipal, provincial and federal requirements, as amended, as well as the requirements of Conservation Authorities having jurisdiction. ■ A detailed assessment of proposed ditches along the rail corridor is required to ensure adequate drainage conveyance in accordance with municipal requirements. ■ Infiltration requirements for municipalities will be determined as per the design guidelines and standards.	■ Turbidity levels within discharges from sites to be monitored visually. Turbidity levels will be monitored upstream and downstream of sites at watercourse crossings or adjacent to watercourses. Turbidity levels within discharges from sites and within receiving storm sewers will also be monitored visually to determine potential impacts from construction. ■ Obtain samples for existing watercourses and/or wetlands, when runoff from the site discharges to a watercourse and/or wetland will be conducted for pre-construction, during construction, and post construction conditions until the site is considered stabilized. Obtain samples for watercourses and wetlands will be taken for non-precipitation event and for precipitation events to obtain a reasonable understanding of the turbidity levels. Post-construction monitoring of wetland areas may be required depending on input from Conservation Authorities.

Environmental Component	Potential Impacts	Mitigation Measures(s)	Monitoring Activities
		■ Any proposed bridge expansions and culvert replacements will be sized to maintain or improve local flood levels and supported by hydrologic/hydraulic calculations and/or models. Creek bed and banks design will include geomorphological input for scour and erosion prevention, and creation of appropriate fish habitat. ■ A hydraulic assessment of each crossing and any proposed bridge expansions (replacements) is required to determine proposed flood levels and associated creek bed and bank treatments to prevent scour and erosion and facilitate fish passage. Where applicable, the regulatory model(s) will be obtained from the local Conservation Authority to assess the hydraulic impacts along regulated watercourses. ■ Develop and implement a Spill Prevention and Response Plan	■ Monitoring will be conducted for potential oil spills and containment of spills to be conducted as per provincial requirements. ■ Functionality of stormwater quantity controls including peak flows and water levels for storm events within the design range. Monitoring would require local rainfall data. ■ Infiltration targets, measured by flow monitoring on infiltrative Low Impact Development (LID) Best Management Practices (BMPs). ■ Stormwater quality measures will be assessed to provide a minimum 80% Total Suspended Solids (TSS) removal as per the Ministry of the Environment, Conservation and Parks Stormwater Management Planning and Design Manual (2003).
Environmental Mitigation and Monitoring Plan			
General and Project Specific Environmental Protection Measures	■ Avoid and/or Minimize Construction Impact	■ The Environmental Mitigation and Monitoring Plan will be completed in Detailed Design by AECOM and will provide a summary of the mitigation measure required in construction to effectively mitigate the Project's potential impacts and satisfy environmental legislation.	■ N/A

*Notes: Regulations, standards and guidance documents referenced herein are current as of the time of writing and may be amended from time to time.
If clarification is required regarding regulatory requirements, consult with the appropriate regulatory agencies.

Table E-2: Summary of Environmental Concerns, Mitigation Measures and Commitments during Operation

Environmental Component	Potential Impacts	Mitigation Measures(s)	Monitoring Activities
Air Quality			
Operating Conditions: Increased Traffic Vehicular Emissions	■ Increased NO_2, CO, SO_2, particulate, and VOC impact levels at nearby receptors.	■ Continued promotion of increased electric vehicle purchase and infrastructure within Ontario. ■ Implementation of vegetation within the Project Study Area to decrease ground level dispersion of particulates.	■ No other specific monitoring implementation recommended at this time.
Noise			
Operational Noise	■ Noise impact during operation to nearby noise sensitive receptors	■ In accordance with the Metrolinx Guide, noise attenuation barriers up to 5 metre in height may be considered. Based on the Mississauga Policy No. 09-03-03, barriers should span a complete block to ensure their effectiveness.	■ Complete regular or routine maintenance on fleet vehicles to reduce the potential for undesired sound characteristics (e.g., tonal or cyclical) that may cause an overall increase in noise missions. ■ Maintain Bus Rapid Transit laneways with smooth surface to avoid additional noise that may be caused by rough or uneven (e.g., potholes) surfaces as vehicles drive along the corridor.
Socio-Economic and Land Use			
Land Use and Built Form Patterns	■ Property: Based on the 10% design, it is estimated that approximately 2 hectares of private lands fronting Dundas Street are required for the operation of the Project	■ Permanent property acquisition requirements for the operation of the Project will be confirmed as design progresses. Where property takings are identified, consultation and negotiation with the property owner will be initiated well in advance to secure the required property and identify site-specific mitigations. ■ Where operation will affect a private sign or billboard and cause it to be removed permanently, the owner shall be consulted in advance to determine an appropriate mitigation approach.	■ N/A
	■ Permanent closure of driveways or building entrances	■ Closures of driveways and building entrances shall be avoided whenever possible and shall be kept to a minimum when required. Where possible, alternate means of access shall be provided where a driveway is permanently removed.	■ N/A
	■ Excess light spillage onto neighbouring properties	■ Lighting should be designed to minimize trespass, glare and pollution effects through the implementation of best practices to mitigate or avoid unnecessary and obtrusive light.	■ N/A
	■ Increased noise, dust and vibration emanating from Project operations	■ Operations activities such as corridor maintenance should be minimized in duration and footprint to the extent possible.	■ Operator to monitor operations.
	■ Negative aesthetic quality if not designed appropriately	■ To mitigate impact to the visual environment, screened enclosures should be considered as required, particularly for storage areas. ■ The visual effects of project structures (e.g. retaining walls, etc.) should be mitigated by considering their location, building materials, architectural design, and surrounding landscape treatments. Municipal departments and the public should be engaged as Project planning and design progresses.	■ N/A
Transit and Transportation Network	■ Existing on-street parking may be reduced or eliminated as needed ■ Left turns across the median may be restricted (“right-in/right-out” operation only) ■ Through travel at minor intersections may be restricted, requiring a U-turn at nearby major intersections	■ The Project is anticipated to result in an improved experience for transit users, providing faster and more frequent connections to major destinations along Dundas Street and beyond. ■ In communities where U-turns are not common movements at intersections, consider information campaigns to clearly explain the new movement to residents. ■ In general, it is good practice to reduce overall parking availability around higher-order transit corridors, however, significant loss of on-street parking may be compensated for by designating some new off-corridor parking spaces as appropriate and desired. ■ Introduce appropriate signage and signaling to guide driver movement through corridor.	■ City of Mississauga to monitor collision data to ensure driver guidance is achieving desired outcomes.

Environmental Component	Potential Impacts	Mitigation Measures(s)	Monitoring Activities
	■ New turning movements ("U-turns") may be introduced at major intersections		
Pedestrian and Cycling Network	■ Left turns across the median may be restricted for cyclists ("right-in/right-out" operation only) ■ Through travel at minor intersections may be restricted, requiring a detour to a nearby crosswalk	■ The project is expected to result in an improved experience for pedestrians and cyclists with new active transportation infrastructure. The Project should be designed to improve access to key destinations. ■ A public information campaign may be required to educate residents on Bus Rapid Transit and to avoid crossing the median.	■ N/A
Community Amenities	■ Potential property impacts to community amenities	■ No effects to community amenities are anticipated as a result of the operation of the Project, except where property may be required. Property acquisition will be confirmed as design progresses. Where effects are anticipated, the property owner should be consulted with as soon as property impacts are understood. Property impacts to community amenities that serve vulnerable populations should be avoided.	■ N/A
Future Development	■ Potential property impacts to planned future development	■ The Project should be designed to minimize effects to future development, where possible. Where effects are anticipated, the property owner should be consulted with as soon as property impacts are understood. ■ Overall, the Project is expected to have a positive effect on the Dundas Street corridor and spur additional development which is consistent with provincial and municipal planning policies.	■ N/A

City of Mississauga
Corporate Report

MISSISSAUGA

11.3

Date: January 25, 2022 To: Chair and Members of General Committee From: Geoff Wright, P.Eng, MBA, Commissioner of Transportation and Works	Originator's files: Meeting date: February 9, 2022

Subject

Memorandum of Understanding between the Regional Municipality of Peel and the City of Mississauga for Storm Sewer Discharge (Wards 3 and 4)

Recommendation

That a by-law be enacted to authorize the Commissioner of Transportation and Works and the City Clerk to execute a Memorandum of Understanding, including any subsequent amending agreements, between the Regional Municipality of Peel ("Peel") and the Corporation of the City of Mississauga ("the City") for connections to the City's storm sewer system along a portion of Burnhamthorpe Road on the terms outlined in the report titled "Memorandum of Understanding between the Regional Municipality of Peel and the City of Mississauga for Storm Sewer Discharge (Wards 3 and 4)", dated January 25, 2022, and in a form satisfactory to the City Solicitor.

Background

Peel has planned watermain works along a portion of Burnhamthorpe Road to meet the City's downtown water demands. The works described in this report are from Central Parkway East to just east of Cawthra Road. Construction of this proposed watermain includes the installation of valve chambers which allow for shutoff and isolation of segments of the watermain, when necessary. The valve chambers are large maintenance holes that may sometimes be inundated with water and require draining during maintenance and operation. As such, Peel proposes to connect the valve chambers to the City's storm sewer system for use during times when they need to be drained.

Comments

Through discussions with Peel, the City has pre-approved discharge points from valve chambers to the City's storm sewer system along Burnhamthorpe Road which would be installed as part of the proposed watermain works. Peel will be financially responsible for the construction and maintenance of this watermain infrastructure. Further, during any period of

discharge from the valve chambers to the City's storm sewer system, Peel will also be responsible for compliance with the City's Storm Sewer Use By-Law 259-2005.

In order to formalize these roles and responsibilities, the City and Peel wish to enter into a Memorandum of Understanding.

Financial Impact

There are no financial impacts resulting from approval of the recommendation in this report, other than receipt of a fee from Peel upon execution of the agreement in the amount of $151.24 in accordance with Transportation and Works Fees and Charges By-law 0247-2021.

Conclusion

The Memorandum of Understanding between the City and Peel will formalize the roles and responsibilities associated with the discharge of water from Peel's watermain infrastructure into the City's storm water system along Burnhamthorpe Road.

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

Prepared by: Muneef Ahmad, P.Eng., Manager – Stormwater Projects & Approvals

City of Mississauga

Corporate Report

MISSISSAUGA

11.4

Date: January 31, 2022	Originator's files:
To: Chair and Members of General Committee	
From: Shari Lichterman, CPA, CMA, Commissioner of Corporate Services and Chief Financial Officer	Meeting date: February 9, 2022

Subject

Foundation Repairs at Port Credit Library (Ward 1)

Recommendation

1. That staff be directed to proceed with repairs to the Port Credit Library as outlined in the report dated January 28, 2022 from the Commissioner of Corporate Services and Chief Financial Officer entitled 'Foundation Repairs at Port Credit Library'.
2. That capital project PN 22-272 Port Credit Library be modified as a multi-year project, with an expenditure budget of up to $8 million funded by the Capital Reserve Fund (Account # 33121), with $3 million in 2022 and $5 million in 2023.
3. That all necessary by-laws be enacted.

Executive Summary

- The Port Credit Library building was built in 1962 on a landfill site and was engineered to be supported by 27 foundation piers (caissons) that penetrate deep into the bedrock.
- In 2013, a routine building condition assessment uncovered visual deterioration of some of the piers supporting the building structure. In 2016, an innovative pilot project was undertaken to stabilize the piers by installing 4 to 6 helical piles (steel pipes) around each pier. This methodology was piloted on 3 of the 27 piers (caissons) and was deemed an acceptable means to address the eventual replacement of all the piers supporting the building structure.
- A further structural engineering report recommended a foundation monitoring system be installed and monitoring occur on a bi-monthly basis to ensure the building is structurally stable and safe for public use. Additionally, the engineering firm recommended a more thorough structural inspection and concrete testing regime be undertaken at five year intervals with the first intrusive testing to occur in 2021.
- From 2016 to 2021, the foundation monitoring system indicated no significant

movement and all building monitoring sensors/points were found to be within allowable engineering limits. In spring 2021, structural testing indicated further loss of cross-section of some of the concrete piers and based on the recommendation of the structural engineering firm, and out of an abundance of caution, staff initiated the closure of the library for public use. In the meantime, staff have set up the Port Credit Arena as a temporary pop up location for patrons to use.

- Foundation repairs are typically due at the 75-year mark of a building's lifecycle. With the Port Credit building at 60 years old, and in consideration of the existing structure resting on landfill with a high water table, extensive foundation repairs are required in order for the library to re-open to the public. Total cost of the repairs are estimated at $6 million to $8 million and will be further refined once detailed design has been completed. This estimate includes significant room for contingencies at this time.
- With planning, detailed design, tendering and construction activities still to occur and since only one pier can be fixed at any given time, the overall project timeline is anticipated to be between 20 to 24 months. Reopening of the Port Credit Library may occur by late 2023 or early 2024, pending approval to proceed.

Background

The Port Credit Library is built on a historical landfill and was opened to the public in 1962. The library provides approximately 8,200 sq. ft. of library space and program amenities. The building is currently listed as a heritage site.

The building sits on a post and beam concrete foundation grid with a partial 3 foot crawl space and rests on 27 piers (caissons) that are driven deep into the landfill. Based on the original design drawings, the piers were engineered to hit bedrock at 50 feet below grade, but there are no inspection records within the archives to confirm if each pier does in fact, hit bedrock or if each pier has been constructed to withstand the lateral loads and high water table that exist at this location.

The building and site underwent a major renovation in 2009 and reopened to the public in 2011. There are no records on file to indicate issues with the foundation system when the building was redeveloped over 10 years ago.

In 2013, as part of a routine building condition assessment, staff observed visual deterioration of a few concrete piers within the crawl space of the building. From 2013 to 2021 a number of structural assessments and monitoring measures were completed to ensure the building was structurally stable and safe for public use. Although the engineering reports indicated there was no imminent hazard to the building structure, there were comments that repair of the piers (caissons) would be required as a long-term solution.

In 2016, remedial work on the caissons commenced, however the project was halted due to unforeseen site conditions encountered on site including excessive high ground water table,

contaminated water and restricted access to the caissons. As a workaround and as a pilot project, an alternative solution, involving installation of a helical pile system to three caissons was implemented in an effort to see if the foundations could be stabilized. The purpose of the pilot project was to test the feasibility and effectiveness of the proposed solution and to assist in developing a budget to rehabilitate the remaining caissons. Once completed, the solution was deemed an acceptable means to address the repair of the foundations as a long term solution.

In 2016, a further detailed structural assessment and safety report was issued recommending the implementation of a monitoring system and testing of the compressive strength of the concrete in five year increments in order to monitor the progress of deterioration and its impact on concrete strength. The foundation monitoring system has been inspected on a bi-monthly basis under the supervision of a structural engineer with staff receiving reports every 2 months for the past 5 years. Based on the monitoring data available to date, the structural engineer noted that no significant movement has been recorded and all building monitoring points were found to be within allowable limits. The structural engineer also noted that the building continued to be in stable condition and may remain operational while being monitored.

In spring 2021, testing on the compressive strength of the concrete was completed by a structural engineer and a final report of the findings was issued to the City on June 30th, 2021. The results of the testing indicated a considerable loss of cross-section on 4 caissons during the past 5 year timeline. Although there were no obvious signs of distress or structural failures observed in the caissons during the condition survey, the consultant noted that the remaining life of the foundation cannot be determined and is deemed to be exhausted. Foundation upgrades need to be undertaken before it can re-open to the public because of the unknown rate of deterioration of the caissons. It was recommended that the Library be closed for public use; however, it may stay open for maintenance and limited staff until the foundations have been upgraded.

Comments

Following the findings of the structural engineering report and out of an abundance of caution, staff decided to proactively close the library for further use in early July 2021. Communications to the public went out informing them of the closure until further notice. Staff continue to receive bi-monthly engineering reports that indicate there has been minimal movement of the foundations and all building monitoring points are still within the allowable engineering limits and safety factors.

Due to the closure, contactless pick up service and subsequently a Pop Up library was introduced at the Port Credit Memorial Arena which includes a small collection of popular items, 4 public-access computers, a printer/photocopier, a small children’s area, limited study/seating space and a staff service point. Since its opening, use of the Pop Up location has grown, but due to its size, usage remains far below pre-closure levels, and service delivery and programming options have been limited.

Over the past few months, staff have been reviewing and researching a number of go forward options including cost impacts, including the possibility of repairing the existing foundation, redeveloping the site entirely with a new, larger library, or relocating the library to a new permanent location in Port Credit.

Rebuilding a new library on the existing site is not recommended, as this is high risk and not a practical solution to pursue due to existing landfill site, high water table and floodplain zone. Also, costs could also be in the $18 million range and would include a 3 year timeline (planning, design and construction) to implement.

Relocating the library to another location within the Port Credit catchment area is also not recommended. Suitable sites are not currently available; in addition capital costs would be in excess of $22 million to acquire land, develop a site and construct.

Staff are recommending to proceed with the rehabilitation of the caisson foundations and leave the existing building in its current location. There are a total of 27 deteriorated caissons supporting the library structure and so far 3 of the caissons have been rehabilitated as a part of the pilot project that occurred in 2016.

Staff have continued to monitor the helical piles solution and have confirmed this methodology is an acceptable method to rehabilitate the concrete foundations. This solution involves underpinning the existing structure and installing new steel beams at the perimeter of the building along the base and between each pier (caisson). Helical piles will be drilled into place to a depth of approximately 50 feet below the ground surface (based on the pilot project), or until it hits bedrock. Approximately 4-6 helical piles will be drilled surrounding each existing caisson and will be designed to take on the load of the existing structure, providing structural stability.

Since this construction work will be occurring under the library, a majority of the earth surrounding the library will be removed to expose the caissons and perform the installation of the helical piles. Once the below grade work is complete, the new foundations will be backfilled and new concrete walkways, paths, stairs and patios will be reinstated in its original locations. Special attention and detail to the perimeter base will be required in order to encase or conceal the steel beams which will protrude from the base of the building. The design will look at incorporating hard and soft landscape materials as appropriate to camouflage the new structural elements of the foundation design.

The estimated project cost to rehabilitate the remaining 24 caissons and site amenities is in the range of $6 million to $8 million. Project costs will be further refined through the detailed design phase of the project and overall costs will include appropriate construction contingencies to deal with landfill conditions and high water table. Staff are requesting $8 million to ensure there are enough funds to deal with site unknowns and to make sure the foundations are solid and will last another 50 years.

The project duration to perform the work is approximately 20-24 months due to the phasing required to rehabilitate one pier at a time, complexity of stabilizing the existing structure and access to all underground caissons. This timeline includes months for detailed design, permit approvals, procurement and allows for construction activities to occur in a sequential manner. The anticipated reopening of the Library is planned for late 2023 or early 2024.

Notwithstanding the space limitations at the Port Credit Memorial Arena, given all the factors, the modified service level for the Library is still the best option during the anticipated 2 year rehabilitation period.

Financial Impact

Through the 2022 capital budget process, Project PN22-272 Port Credit Library was established with a budget of $5 million. Additional funding for this library has also been budgeted in later years in the 2022 – 2031 Capital Plan.

To fund the repair work estimated at up to $8 million over 2022 and 2023, staff recommend advancing future tax funding and adjusting the PN 22-272 to be a multi-year tax funded project with $3 million in 2022 and $5 million in 2023. Any non-tax funding in PN22-272 is to be returned to the reserve fund.

Conclusion

Port Credit Library is 60 years old and requires rehabilitation of the structural foundations prior to reopening the building to the public. While a number of alternate options were considered, the most prudent and cost effective solution is to fix the structural issues such that the building can continue to operate at the same location for another 50 years.

Shari Lichterman, CPA, CMA, Commissioner of Corporate Services and Chief Financial Officer

Prepared by: Raj Sheth, P.Eng. Director – Facilities & Property Management

City of Mississauga
Corporate Report

MISSISSAUGA

Date: January 20, 2022	Originator's files: PO.10.GRE
To: Chair and Members of General Committee	
From: Shari Lichterman, CPA, CMA, Commissioner of Corporate Services and Chief Financial Officer	Meeting date: February 9, 2022

Subject

Authorization to enter into a Greenlands Securement Agreement between The Corporation of the City of Mississauga and The Regional Municipality of Peel

Recommendation

1. That the Commissioner of Community Services and the City Clerk, be authorized to execute a Greenlands Securement Agreement (the "Agreement"), including all ancillary documents and subsequent amending and extension agreements, between The Corporation of the City of Mississauga (the "City') and The Regional Municipality of Peel (the "Region"), on terms detailed herein and in a form and content satisfactory to the City Solicitor as outlined in the corporate report dated January 20, 2022 from the Commissioner of Corporate Services and Chief Financial Officer entitled "Authorization to enter into a Greenlands Securement Agreement between The Corporation of the City of Mississauga and The Regional Municipality of Peel".
2. That all necessary By-laws be enacted.

Executive Summary

- Greenlands Securement Program (the "Program") supports the goals and objectives of the Regional Municipality of Peel's Strategic Plan and Official Plan to preserve, protect and enhance the natural environment and resources.
- The Program runs in accordance with Region of Peel Greenlands Program Implementation Guidelines (the "Guidelines") which provide protocols and standards to Regional staff and local municipalities, conservation authorities and Member Land Trust.
- Each year, subject to budget approval, the Region reserves up to $750,000 from its budget to contribute to the reserve fund for this program.
- Lands acquired by the City pursuant to the Program may be subject to restrictions on the use of the property and/or restrictions on disposing of all or a portion of the property.

Background

The Program supports the goals and objectives of the Regional Municipality of Peel's Strategic Plan and Official Plan to preserve, protect and enhance the natural environment and resources of Peel. The program protects land, in perpetuity, through either direct acquisition of fee simple, a conservation easement or other restrictions placed on title for the sole purpose of conservation and cultural heritage protection.

The Program is a reserve fund that was introduced by Regional Council in 2005. The Region reserves Greenlands Securement funds from its own budget that is funded solely through the Region's property tax account. Each year, subject to budget approval, the Region reserves up to $750,000 from its budget to contribute to the reserve fund for this Program. The Program runs in accordance with Region of Peel Greenlands Program Implementation Guidelines (the "Guidelines"). The Guidelines, which are protocols and standards for Regional staff, Member Local Municipalities, Member Conservation Authorities and Member Land Trusts, in preparing, receiving, reviewing and making recommendations regarding land securement funding request applications submitted to the Region. The Guidelines are reviewed periodically and circulated to all stakeholders before approved by Regional Council. The current Guidelines were approved by the Region in June 2018.

Originally, the program offered a means of additional funding to partner conservation authorities and land trusts. In June 2016, the Bruce Trail Conservancy and local municipalities were added as conservation partners under Resolution 2016-497. Under this resolution, Regional Council directed new partners to enter into funding agreements with the Region. To date, Bruce Trail Conservancy, The Corporation of the City of Brampton, and The Corporation of the Town of Caledon have successfully negotiated and executed agreements with the Region for a five-year term.

A Securement Stakeholder Working Group (the "Group") was established to administer the Program and the Group meets bi-annually to confidentially discuss priority lands for securement in accordance with the Program.

Comments

The proposed Agreement between the City and the Region is based on the following terms:

- The term is for a period of 5 years, commencing from the date of execution of the Agreement. The City and the Region shall have the ability to renew the Agreement for a further term of 5 years, in substantially the same form but will be permitted to make minor amendments, to be negotiated within 6 months of the expiration of the term
- The City will be responsible for obtaining all surveys, appraisals, environmental assessments, etc. required to carry out land acquisitions
- The Region is to keep confidential any information shared between the City and the Region pursuant to this Agreement or the Program

- Prior to commencing any land-related transaction where the City intends to request funding from the Region pursuant to the Program, consult with staff from the Region
- The City will be required to undertake its best efforts and, to the extent possible, to use Regional funding from the Program to leverage funding from other agencies to make up for any remaining balance required to complete a land acquisition, and when funding cannot be leveraged from other agencies, provide Regional staff with justification for why additional funding cannot be leveraged

The Region may require restrictions on the use of the property and/or restrictions on disposing of all or a portion of the property acquired by the City pursuant to the Program, and the lands will be subject to a covenant and/or conservation easement, which may include one or more of the following:

- the lands be retained in perpetuity for the purposes of protecting significant natural heritage features and areas, and their ecological functions
- allow for passive environmental education and recreation, where appropriate
- allow for infrastructure approved through a Federal, Provincial, municipal, or conservation authority environmental assessment process
- Peel to be notified if the lands acquired pursuant to the Program are to be disposed of
- If all or any part of the lands acquired pursuant to the Program is disposed of by the City, the Region will be reimbursed a portion of the sale proceeds that is equal to the Region's contribution towards the purchase cost of the lands, from the Program.

Community Services and Legal Services staff have reviewed the terms of the Agreement and have expressed no concerns with the terms outlined therein.

Financial Impact

There is no current financial impacts with this report.

Conclusion

It is appropriate to enter into a Greenlands Securement Agreement with the Region to achieve the City's goals to protect and enhance the natural environment and resources within the City of Mississauga.

Shari Lichterman, CPA, CMA, Commissioner of Corporate Services and Chief Financial Officer
Prepared by: Susy Costa, Project Leader, Realty Services, Corporate Business Services

City of Mississauga
Corporate Report

MISSISSAUGA

Date: January 19, 2022 To: Chair and Members of General Committee From: Shari Lichterman, CPA, CMA, Commissioner of Corporate Services and Chief Financial Officer	Originator's files: CA.11.DEL Meeting date: February 9, 2022

Subject

Delegation of Authority- Acquisition, Disposal, Administration and Lease of Land and Property- July 1, 2021 to December 31, 2021

Recommendation

That the report dated January 19, 2022 from the Commissioner of Corporate Services and Chief Financial Officer entitled, "Delegation of Authority- Acquisition, Disposal, Administration and Lease of Land and Property – July 1, 2021 to December 31, 2021", be received for information.

Executive Summary

- As approved by Delegation of Authority By-law 0148-2018, real property transactions with the City may be approved at four staff levels: Manager, Director, Commissioner and City Manager, depending on the value of transaction
- For the period July 1, 2021 to December 31, 2021, Realty Services completed 35 real estate transactions approved under Delegated Authority By-law 0148-2018 comprised of: Acquisitions (2), Disposals (5), Leases/License Agreements for City's use (6), Leases/License Agreements for third party use (22) and Administrative Agreements (0)
- Seven (7) encroachment agreements were completed pursuant to Encroachment By-law 0057-2004.

Background

The Delegation of Authority By-law 0148-2018, approved by Council on July 4, 2018, provides delegated authority for the approval and execution of real estate agreements. Sections 3 and 4 of the by-law provides delegated authority to approve and conclude real property transactions at four staff levels; Manager, Director, Commissioner and City Manager, depending on the value of the transaction and as detailed below:

Value of Transaction	Designated Approval Authority
$100,000 or less (including leases)	Manager, Realty Services (the “Manager”)
$100,001 to $250,000 (including leases)	Director, Facilities and Property Management (the “Director”)
$250,001 to $500,000 (including leases)	Commissioner of Corporate Services and Chief Financial Officer (the “Commissioner”)
$500,001 to $1,000,000 ($2,000,000 for leases where the City is Landlord)	City Manager and Chief Administrative Officer (the “City Manager”)

Delegated authority to approve and conclude real estate transactions is subject to the provisions outlined in Corporate Policy No. 05-04-01, Acquisition and Disposal of Real Property. Prior to the completion of any real estate transaction, all criteria of the Policy and Delegation of Authority By-law must be met. Sections 3.5 and 4.6 of the Delegation of Authority By-law 0148-2018, require that the exercise of Delegated Authority be reported to Council on a semi-annual basis. This report covers the real property transactions that were completed under this delegation by-law in the first half of 2021.

Comments

During the period of July 1, 2021 to December 31, 2021, a total of 35 real estate matters were approved under Delegated Authority By-law 0148-2018. A breakdown of these matters is as follows:

- Acquisitions - Land: 2
- Acquisition - Easements: 0
- Disposals - Land: 1
- Disposals - Easements: 4
- Leases, Licenses and Other Agreements (City Use): 6
- Leases, Licenses and Other Agreements (Third Party Use): 22
- Administrative Agreements: 0

In addition to the above noted transactions, seven (7) encroachment agreements were executed pursuant to the Encroachment By-law 0057-2004. There were no agreements executed with the Region of Peel under the Easement Protocol By-law 0296-2007.

Financial Impact

A breakdown of the financial implications of the real estate transactions for the period of July 1, 2021 to December 31, 2021, is identified in Appendices 1- 4 of this report.

Prior to transaction approval, where applicable, Realty Services staff has confirmed with Financial Services staff that the appropriate funds are available in the budget. The availability of funds is a condition and requirement for approval under delegated authority.

Conclusion

This report is forwarded for information pursuant to Delegation of Authority By-law 0148-2018. Realty Services confirms that all transactions approved under delegation of Authority for the period of July 1, 2021 to December 31, 2021 are in compliance with the Delegation of Authority By-law 0148-2018, Corporate Policy No. 05-04-01, and the Notice By-law 215-2008, as amended, where applicable.

Attachments

Appendix 1: Acquisition of Land and Easements- July 1, 2021 to December 31, 2021
Appendix 2: Disposition of Land and Easements- July 1, 2021 to December 31, 2021
Appendix 3: Leases, Licenses and other Agreements (City use) – July 1, 2021 to December 31, 2021
Appendix 4: Leases, Licenses and other Agreements (Third Party Use) - July 1, 2021 to December 31, 2021

Shari Lichterman, CPA, CMA, Commissioner of Corporate Services and Chief Financial Officer

Prepared by: Sheryl Badin, Manager, Realty Services, Corporate Business Services Division

Appendix 1
Acquisition
File: CA.11.DEL

Acquisition of Land and Easements July 1, 2021 to December 31, 2021				
File Number	**Approved By**	**Date of Approval**	**Report**	**Total Consideration**
PO.16.WES	Manager, Realty Services	August 9, 2021	Authority to execute an Easement Encroachment Agreement to allow the City to encroach upon the existing Orlando Corporation easement in order for the City to construct a parking facility and storage yard for winter equipment, and ancillary uses, over the PIN 14089-0500 (LT) (Ward 9)	Nominal Consideration
PO.10.EAS	Manager, Realty Services	November 18, 2021	Eastgate Parkway Acquisition– Acceptance of Roadway from Her Majesty the Queen as represented by the Minister of Transportation (MTO) (Ward 3)	Nominal Consideration

Disposition of Land and Easements July 1, 2021 to December 31, 2021				
File Number	**Approved By**	**Date of Approval**	**Report**	**Total Consideration**
PO.12.SQU	Manager, Realty Services	August 12, 2021	Authority to execute an Easement Release and Abandonment Agreement with Rogers Cable Communications Inc. for the release of an easement located within City owned property identified as PIN 13141-0339 for the Square One Drive extension (Ward 4)	Nominal consideration
PO.12.RAT	Manager, Realty Services	September 2, 2021	Authority to Execute Temporary Easement Conveyance Agreement with Alectra Utilities Corporation to permit access over part of a one-foot reserve on Rathburn Rd (Ward 4)	Nominal consideration
PO.11.BRI	Commissioner of Corporate Services	November 30, 2021	Authority to execute an Agreement of Purchase and Sale with National Homes (1240 BRITANNIA) Inc. for the sale of surplus City owned lands identified as Blocks 71, 74, 75 on Registered Plan 43M-1563, closed portion of Cabrera Crescent (Ward 6)	$357,000.00 plus HST
PO.12.BRA	Manager, Realty Services	December 9, 2021	Authority to Convey a Permanent Easement to Alectra Utilities Corporation over a closed portion of Bramalea Road (Ward 5)	$2,165.00 plus HST
PO.12.QUE	Manager, Realty Services	December 23, 2021	Authority to Execute a Permanent and Temporary Easement Conveyance Agreement between Alectra Utilities Corporation as the Grantee and The Corporation of the City of Mississauga as the Grantor, over the City owned property identified as 770 Queen Street West (Shawnmarr Park – Park 180), PIN 13448-0482 (LT) (Ward 1)	Nominal consideration

Appendix 3
Leases, Licenses and other Agreements (City Use)
File: CA.11.DEL

Leases, Licenses and Other Agreements, City Use July 1, 2021 to December 31, 2021				
File Number	**Approved By**	**Date of Approval**	**Report**	**Total Consideration**
PO.13.DUN	Director, Facilities and Property Management	August 5, 2021	Authority to Execute a Consent to Enter Agreement with 1588209 Ontario Inc. for Construction and Staging Area, and Temporary Access Route at 260 Dundas Street West, Mississauga (Ward 7)	$120,000.00 License fee plus $5,000.00 legal fees
PO.13.PIL	Manager, Realty Services	August 9, 2021	Consent to Enter, City to Access 612 Pilcom Court to affect repair of noise attenuation fence (Ward 7)	Nominal consideration
PO.13.HUR	Manager, Realty Services	August 27, 2021	Authority to Execute a Licence Agreement to Access Infrastructure Ontario Lands for Investigative Works for the Proposed Fletcher's Creek Trail Extension Project (Wards 5 and 11)	$1,500.00
PO.13.TEN	Manager, Realty Services	October 5, 2021	Authority to approve and execute a License Agreement between the City of Mississauga and Enbridge Gas Inc. granting City of Mississauga permission to install and maintain a public recreational park on the lands owned by Enbridge Gas Inc. at 0000 Tenth Line West (Ward 9)	Nominal consideration
PO.13.PAL	Manager, Realty Services	November 19, 2021	Authority to execute a License Agreement between The Corporation of the City of Mississauga and The Dixie Curling Club Limited ("Dixie Curling Club") at 3071 Palstan Road (Ward 3)	Nominal consideration

Appendix 3
Leases, Licenses and other Agreements (City Use)
File: CA.11.DEL

Leases, Licenses and Other Agreements, City Use July 1, 2021 to December 31, 2021				
File Number	**Approved By**	**Date of Approval**	**Report**	**Total Consideration**
PO.13.TAN	Manager, Realty Services	November 29, 2021	Visitors Release and Indemnity Agreement – Canadian Pacific Railway – Access onto Property across from 32 Tannery Street – PIN 13128-0124 (Ward 11)	Nominal consideration

Appendix 4
Leases, Licenses and other Agreements (Third Party Use)
File: CA.11.DEL

Leases, Licenses and Other Agreements, Third Party Use July 1, 2021 to December 31, 2021				
File Number	**Approved By**	**Date of Approval**	**Report**	**Total Consideration**
PO.13.SOU	Director, Facilities and Property Management	July 30, 2021	Authority to Execute a Consent to Enter Agreement with Stonebrook II General Partner Ltd. to allow access over City lands to carry out construction activities on its lands known municipally as 1035 Southdown Road. (Ward 1)	$115,040.00 plus HST
PO.13.DRE	Manager, Realty Services	August 4, 2021	Authority to execute a Consent to Enter Agreement with the Regional Municipality of Peel to grant the Region access to City lands identified as 2699 Drew Road - PIN 13273-0319 (Ward 5)	Nominal consideration
PO.13.MAT	Manager, Realty Services	August 4, 2021	License Agreement between the City of Mississauga and Mississauga Girls Hockey League –Dressing Room located adjacent to Rink 1 of Iceland Arena (Ward 5)	$52,560.44 plus HST
PO.13.MAT	Manager, Realty Services	August 4, 2021	License Agreement between the City of Mississauga and Mississauga Girls Hockey League – Office and Meeting Space at the Second Floor of Iceland Arena (Ward 5)	$83,656.69 plus HST
PO.13.BAT	Manager, Realty Services	August 13, 2021	Authority to Execute a Consent to Enter Agreement between the City and Alectra Utilities Corporation providing Alectra temporary rights to install, maintain, repair and operate a temporary electrical connection to the existing switchgear on City lands known as adjacent to 2840 Battleford Road	Nominal consideration
PO.13.MIS	Manager, Realty Services	August 27, 2021	Authority to Execute a Lease Amending Agreement with the YMCA of Greater Toronto for the Childcare Centre at 1275 Mississauga Valley Boulevard (Mississauga Valley Community Centre), (Ward 4)	Nominal consideration

Appendix 4
Leases, Licenses and other Agreements (Third Party Use)
File: CA.11.DEL

Leases, Licenses and Other Agreements, Third Party Use July 1, 2021 to December 31, 2021				
File Number	**Approved By**	**Date of Approval**	**Report**	**Total Consideration**
PO.13.DER	Manager, Realty Services	September 13, 2021	Authority to execute a License Agreement allowing Malton Soccer Club to use an office and storage space at the Paul Coffey Arena, 3430 Derry Road East, in the City of Mississauga, Regional Municipality of Peel, (Ward 5)	$7,460.00 plus HST
PO.13.BUR	Manager, Realty Services	September 15, 2021	Authority to execute a Conset to Enter Agreement granting access over City Lands for Borehole Invetigation (Ward 7)	$2,165.00 plus HST
PO.13.ORR	Manager, Realty Services	September 16, 2021	Authority to execute a License Agreement granting ROTEK Environmental Inc. permission to temporarily use and occupy City lands located at 1620 Orr Road (Meadow Wood Park)	Nominal consideration
PO.13.KAR	Manager, Realty Services	September 27, 2021	Authority to execute a Consent to Enter Agreement granting access over a 0.3m reserve (Ward 7)	Nominal consideration
PO.13.ROS	Manager, Realty Services	September 27, 2021	Authority to execute a License Agreement between the City of Mississauga and Mississauga Minor Basketball Association Inc. granting Mississauga Minor Basketball Association Inc., permission to rent office space at Paramount Fine Foods Centre for conducting basketball training programs (Ward 5)	$18,445.00 plus HST
PO.13.BRA	Manager, Realty Services	September 29, 2021	Auhtority to execute a Consent to Enter Agreement between the City of Mississauga and Metric Contracting Services Corporation to temporarily install rubber cable protector mats across the closed road allowance of a portion of Bramalea Road	$2,165.00 plus HST

Appendix 4
Leases, Licenses and other Agreements (Third Party Use)
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Leases, Licenses and Other Agreements, Third Party Use July 1, 2021 to December 31, 2021				
File Number	**Approved By**	**Date of Approval**	**Report**	**Total Consideration**
PO.13.MAT	Manager, Realty Services	October 4, 2021	Authority to approve and execute a License Agreement between the City of Mississauga and Speed Factory Inc. granting Speed Factory Inc. permission to rent Training Room, Training Space and Storage Space at Iceland Arena for providing speed training programs (Ward 5)	$8,772.70
PO.13.LAK	Manager, Realty Services	October 20, 2021	Consent to Enter Agreement – Regional Municipality of Peel – Access onto City Property at 20 Lakeshore Road E- Port Credit Library	Nominal consideration
PO.13.ERI	Manager, Realty Services	October 29, 2021	Authority to execute a Consent to Enter Agreement with the Regional Municipality of Peel to grant the Region access to City lands identified as PIN 13390-0067 (LT) (Ward 8)	Nominal consideration
PO.13.CUM	Manager, Realty Services	November 12, 2021	Request for Neighbour's Comments relating to an Application for Permit submitted to the Credit Valley Conservation Authority in connection with the proposed Shore Protection Improvements at 134 Cumberland Drive, adjacent to Municipal Parkland, Adamson Estate (P-169), 850 Enola Avenue (Ward 1)	Nominal consideration
PO.13.AIR	Manager, Realty Services	November 23, 2021	Consent to Enter Agreement granting the Region of Peel permission to temporarily access TRCA Lands under management agreement with the City of Mississauga in connection with a sanitary sewer re-lining project within Derry Greenway Park Ward 5	Nominal consideration

Appendix 4
Leases, Licenses and other Agreements (Third Party Use)
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Leases, Licenses and Other Agreements, Third Party Use July 1, 2021 to December 31, 2021				
File Number	**Approved By**	**Date of Approval**	**Report**	**Total Consideration**
PO.13.DER	Manager, Realty Services	November 23, 2021	Consent to Enter Agreement granting the Region of Peel permission to temporarily access City Lands in connection with a sanitary sewer re-lining project within Derry Greenway Park Ward 5	Nominal consideration
PO.13.LIV	Manager, Realty Services	November 30, 2021	Authority to Execute a License Agreement granting Daniels Square One Inc. permission to access and cross a portion of the City lands located adjacent to 4220 Living Arts Drive to facilitate construction activities on the Licensee's Lands (Ward 4)	$19,800.00
PO.13.BUR	Manager, Realty Services	December 3, 2021	Authority to execute a Consent to Enter Agreement granting access over one foot reserves (Ward 4)	Nominal consideration
PO.13.QUE	Commissioner, Corproate Services	December 7, 2021	Authority to execute a License Agreement granting Mobilinx Hurontario DBJV, with permission to temporarily access City lands lying between Ann Street and Hurontario Street as required in connection with the Hurontario LRT project (Ward 1)	$116,658.00 plus HST
PO.13.POR	Manager, Realty Services	December 22, 2021	Authority to execute a Crane Swing Agreement with FRAM Ward 1)	$8,660.00 plus HST

City of Mississauga
Corporate Report

MISSISSAUGA

Date: January 11, 2022	Originator's files:
To: Chair and Members of General Committee	
From: Shari Lichterman, CPA, CMA, Commissioner of Corporate Services and Chief Financial Officer	Meeting date: February 9, 2022

Subject

Shortage of Judicial Resources for the Provincial Offences Court

Recommendation

1. That the report entitled "Shortage of Judicial Resources for Provincial Offences Court" from the Commissioner of Corporate Services and Chief Financial Officer, dated January 11, 2022, be received.

2. That a letter be sent to the Premier of Ontario and the Minister of Attorney General requesting support for sufficient judicial appointments to adequately resource the City of Mississauga POA courts to fully resume court operations to pre-COVID capacity.

Background

Since 2019, the City has raised concerns to the Premier and Attorney General related to the need for additional judicial resources for Central West Region, specifically Peel Region and the City of Mississauga.

Due to the pandemic, the Chief Justice of Ontario and the Province of Ontario issued orders adjourning all court matters, suspending all POA timelines and later extending these timelines into 2022. These orders affected court service operations throughout the pandemic resulting in significantly reduced revenues from POA and increased backlogs in scheduling resulting in untenable trial delays.

There are multiple levels of courts operating in Ontario and the Provincial Offences courts are not given priority status. As such, the Provincial Offences courts are directly and disproportionately impacted by the shortage of judicial resources.

Comments

Pre-pandemic, five Justices of the Peace were assigned daily to the City of Mississauga POA court to deal with a high volume of matters. Since resumption of POA court trials in August 2021, the City has been assigned only two Justices of the Peace daily to conduct virtual hearings. The Regional Senior Justice of the Peace office has indicated that for the first half of the 2022 the judicial resources allocated to the City will remain the same.

In the period between September to December 2021, 62 courtrooms were closed due to the shortage of judicial resources which meant that a high number matters were adjourned to a future date taking up capacity for the scheduling of new matters.

To date, the vast majority of hearings in Mississauga Provincial Offences Court have been scheduled as remote matters. Due to the format and increased time requirements of the virtual courts, the number of matters assigned to each court docket has been significantly reduced (10 matters per tier for virtual courts versus 30 matters per tier for in person courts).

In-person hearings including trials will only be conducted upon direction and approval of the Senior Regional Justice. All decisions related to the number of matters scheduled and the number and nature of court rooms operating required judicial approval. Even once in-person hearings resume, we will be only be able to operate 2 out of 5 courtrooms unless additional Justices of the Peace are assigned to Mississauga. With scheduling limited to only two court rooms and the backlog created as a result of the court closures continue to grow and the time required to clear the backlog lengthens. This is resulting in excessive trial delays, which is contrary to a defendant’s rights under the Charter. Charges that are the subject of unreasonable delay are no longer viable and will either be withdrawn or stayed by the courts. The loss of these charges in combination with the decreased case volume leads to reduced POA revenues.

At the direction of the Province, the City has retrofitted all the POA courtrooms at 950 Burnhamthorpe Road West with plexiglas and Zoom technology to accommodate in person and virtual non-trial and trial matters.

As the Criminal and family courts have moved through advanced stages of reopening, the POA courts have lagged in the full resumption of services. In addition to pre-existing concerns about judicial resource availability, Justices of the Peace have been reassigned to support criminal and family court recovery plans. In most cases across the province, POA courts are operating remotely and at reduced court capacity. There has not been a measured and consistent approach to POA court recovery, which has led to much disparity and inconsistency in case volumes & backlog in POA Courts.

The Ministry of Attorney General has recently advertised for 41 Justice of the Peace vacancies across the Province of Ontario with six appointments proposed for Peel Region, which is comprised of three POA court locations: Mississauga, Brampton and Caledon. While these appointments are a step in the right direction to address the shortage of Justices of the Peace in

Peel Region, the training of a new Justice of the Peace can take up to eighteen months with priority on training in criminal bail and intake court first followed by POA court. To adequately address the pressures the Mississauga POA court is facing more Justices of the Peace need to be appointed with priority given to POA training.

Financial Impact

The ongoing shortage of judicial resources and POA court closure is limiting POA court's ability to recover the costs of operating the POA program through fine revenue. POA revenue collected decreased significantly in years 2020 and 2021. Without an immediate focus on appointing Justices of the Peace and the full resumption of POA courts, the backlog will continue to grow and have a negative impact on revenue.

	2022 Forecast	2021 Actual	2020 Actual	2019 Actual
POA Revenue	**$6,000,000**	**$4,879,909**	**$5,319,754**	**$9,112,050**

Conclusion

Additional judicial resources are critical to address outstanding and incoming matters before the courts. Without additional judicial resources, POA courts will not be able to increase court capacity and move cases through the system, trial delays will lengthen and charges will no longer be viable. Given the current allocation of judicial resources, we are unable to support timely access to justice and inequity will continue to be a reality across the province of Ontario. It is critical that the Attorney General appoint more Justices of the Peace to adequately resource POA courts to fully resume court operations to pre-COVID capacity.

Shari Lichterman, CPA, CMA, Commissioner of Corporate Services and Chief Financial Officer

Prepared by: Carmela Radice, Manager of Court Administration

REPORT 1 - 2022

To: CHAIR AND MEMBERS OF GENERAL COMMITTEE

The Road Safety Committee presents its first report for 2022 and recommends:

RSC-0001-2022
That the deputation and associated presentation from Jennifer Wang, Resident regarding IYZ, be received.
(RSC-0001-2022)

RSC-0002-2022
That the deputation and associated presentation from Catherine-Nguyen-Pham regarding Speeding Consequences and Day of Remembrance for the Road Traffic Victims Post-Mortem, be received.
(RSC-0002-2022)

RSC-0003-2022
That the funds in the amount of up to $5,000 from the 2022 Committee support budget be allocated to the Road Safety Promotional Subcommittee for the purpose of promotion for the 2022 Campaign in April, Let's Move Mississauga, be approved.
(RSC-0003-2022) (RSPS-0001-2022)

RSC-0004-2022
1. That the funds in the amount of up to $5,000 from the 2022 Committee support budget be allocated to the Road Safety Promotional Subcommittee for promotional giveaway items for 2022, be approved.
2. That the Road Safey Promotional Subcommittee be granted authorization from the Road Safety Committee to make final decisions regarding design work and promotional items on Road Safety campaigns when time is a factor and/or for events where promotional items can be distributed.

(RSC-0004-2022) (RSPS-0002-2022)

RSC-0005-2022
That the amount of up to $200 from the 2022 Committee support budget be allocated as an reward for the Mascot contest design winner, be approved.
(RSC-0005) (RSPS-0003-2022)

RSC-0006-2022
That the Road Safety Committee Work Plan be listed as a standing item on all future Road Safety Committee agendas, be approved.
(RSC-0006-2022) (RSPS-0004-2022)

RSC-0007-2022
That the verbal update from Constable Claudia Wells, Peel Regional Police with respect to the Road Watch Statistics Program, be received.
(RSC-0007-2022)

REPORT 1 - 2022

To: CHAIR AND MEMBERS OF GENERAL COMMITTEE

The Traffic Safety Council presents its first report for 2022 and recommends:

TSC-0001-2022
That the deputation from Matthew Sweet, Manager, Active Transportation regarding the Micromobility Project: Phase 1 Update be received.
(TSC-0001-2022)

TSC-0002-2022
That the deputation from Erica Warsh, Vision Zero Program Lead regarding an Update to Pedestrian Signal Timing Across the City be received.
(TSC-0002-2022)

TSC-0003-2022
That the deputation from Laura Zeglen, Active Transportation Coordinator regarding the School Walking Routes Program and School Streets be received.
(TSC-0003-2022)

TSC-0004-2022
1. That the warrants have not been met for the placement of a school crossing guard at the intersection of Ceremonial Drive and Lafayette Drive for the students attending Champlain Trail Public School.
2. That Transportation and Works be requested to review the feasibility of painting a stop bar and zebra marked crosswalk at the intersection of Ceremonial Drive and Lafayette Drive.

(TSC-0004-2022)
(Ward 5)

TSC-0005-2022
That the warrants have not been met for the placement of a school crossing guard at the intersection of Tomken Road and Flagship Drive for the students attending St. Thomas More Catholic Elementary School.
(TSC-0005-2022)
(Ward3)

TSC-0006-2022
That the warrants have not been met for the placement of a school crossing guard at the intersection of Mavis Road/Stavebank Road and Queensway West for the students attending St. Jerome Catholic Elementary School and Meadow Green Academy.
(TSC-0006-2022)
(Ward 7)

TSC-0007-2022

1. That the warrants have not been met for the implementation of a school crossing guard at the intersection of Queensway West and Shardawn Mews for the students attending St. Jerome Catholic Elementary School.
2. That Transportation and Works be requested to review the feasibility of moving the stop sign on the west side of Shardawn Mews South Leg to square the intersection and paint lines on the east leg of the intersection.

(TSC-0007-2022)
(Ward 7)

TSC-0008-2022

1. That the warrants have not been met for the implementation of a school crossing guard at the intersection of Tenth Line West and Tacc Drive for the students attending McKinnon Public School.
2. That the Principal of McKinnon Public School be requested to commend students and parents for obeying crosswalk signals at the intersection of Tenth Line West and Tacc Drive.

(TSC-0008-2022)
(Ward 10)

TSC-0009-2022
That the Site Inspection Statistic Report for November 2021 be received.
(TSC-0009-2022)

TSC-0010-2022
That Miles Roque, Sanjiv Narang, Peter Westbrook and Sandra Thomson, Citizen Members be appointed to the Site Inspections Report ReviewWorking Group.
(TSC-0010-2022)

TSC-0011-2022

1. That the warrants have not been met for the placement of a school crossing guard in front of the school on Chriseden Drive at the zebra marked crosswalk for the students attending Tecumseh Public School.
2. That Transportation and Works be requested to review the feasibility of increasing the "no stopping" zone in front of Tecumseh Public School on Chriseden Drive on the south side to better protect the zebra marked cross walk.
3. That Parking Enforcement be requested to conduct a blitz on the north side of Chriseden Drive and the east side of Chriseden Drive where vehicles are parked illegally in the "no stopping" zones for the students of Tecumseh Public School.
4. That the Peel District School Board be requested to review the feasibility of implementing a speed bump on school property directly in advance of the stop sign at the kiss and ride exit in front of Tecumseh Public School on Chriseden Drive.
5. That Transportation and Works be requested to provide a map to Tecumseh Public School showing legal parking on Chriseden Drive in front of Tecumseh Public School.
6. That the Principal of Tecumseh Public School be requested to remind the parents to park legally on Chriseden Drive at the zebra marked crosswalk and use the zebra marked crosswalk or use the Kiss and Ride to drop off students.

7. That Traffic Safety Council be requested to re-inspect Tecumseh Public School in front of the school on Chriseden Drive at the zebra marked crosswalk once parts 2, 3, 4 and 6 of the recommendation have been implemented.

(TSC-0011-2022)
(Ward 2)

TSC-0012-2022

1. That Traffic Safety Council cancel the selection of recipients for the Dr. Arthur Wood Award and the Wilde Wood Award for the year 2021 due to the COVID-19 pandemic.
2. That the amount of $1500 that was allocated for the recipients of the 2021 Wilde Wood Award be reallocated to award the 3 schools participating in the 2022 School Streets Pilot Progam to benefit the students.

(TSC-0012-2022)

TSC-0013-2022
That the amount of up to $3,000 from the 2022 Council and Committee Support budget be allocated towards the 2022 Let's Move Mississauga Campaign to be used for mobile signs.
(TSC-0013-2022)

TSC-0014-2022
That the Parking Enforcement in School Zone Report for December 2021 be received.
(TSC-0014-2022)

TSC-0015-2022
That the Transportation and Works Action Items List for December 2021 be received.
(TSC-0015-2022)

TSC-0016-2022

1. That the resignation of Trevor Brown, Citizen Member from the Traffic Safety Council be received.
2. That the Traffic Safety Council not fill the vacancy after the resignation of Trevor Brown, Citizen Member due to the election year, notwithstanding the Corporate Policy #02-01-01 on Citizen Appointments to Committees, Boards and Authorities.

(TSC-0016-2022)