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## Council

**Date:** July 8, 2020  
**Time:** Council to begin immediately following Planning and Development Committee meeting  
**Location:** Online Video Conference

### Members

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

**Due to efforts to contain the spread of COVID-19 and to protect all individuals, the Council Chamber will not be open to the public to attend Council and Committee meetings until further notice.**

**Deputations and Public Comments: Any member of the public interested in speaking to an item listed on the agenda may register at [krystal.christopher@mississauga.ca](mailto:krystal.christopher@mississauga.ca) by Monday, July 6, 2020 before 4:00 PM. Comments submitted will be considered as public information and entered into public record.**

### Contact

Krystal Christopher, Legislative Coordinator, Legislative Services  
905-615-3200 ext. 5411  
Email [krystal.christopher@mississauga.ca](mailto:krystal.christopher@mississauga.ca)

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

Meetings of Council streamed live and archived at [Mississauga.ca/videos](http://Mississauga.ca/videos)

1. **CALL TO ORDER**

2. **INDIGENOUS LAND STATEMENT**

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

3. **APPROVAL OF AGENDA**

4. **DECLARATION OF CONFLICT OF INTEREST**

5. **MINUTES OF PREVIOUS COUNCIL MEETING**

5.1 Council Minutes - June 17, 2020

5.2 Council Minutes - June 24, 2020

6. **CLOSED SESSION**

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

6.1 Litigation or potential litigation, including matters before administrative tribunals, affecting the municipality or local board: Erindale Village Living Inc., 1646 Dundas St. W., LPAT Decision

6.2 Advice that is subject to solicitor-client privilege, including communications necessary for that purpose: Mandatory Non-Medical Face Coverings in Indoor Public Spaces

7. **PRESENTATIONS**

8. **DEPUTATIONS**

8.1 Sam Rogers, Director, Enforcement, to speak regarding the Noise Control Program Review

Item 12.8.

8.2 Matthew Sweet, Manager Active Transportation, to speak regarding the Active Transportation COVID-19 Recovery Framework

Item 11.4.

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

You may pre-register to present your question to Council on a matter on the agenda via WebEx during the Public Question Period, at [Krystal.Christopher@mississauga.ca](mailto:Krystal.Christopher@mississauga.ca) by Monday, July 6, 2020 before 4:00 PM

10. **CONSENT AGENDA**

**11. MATTERS PERTAINING TO COVID-19**

- 11.1 Sam Rogers, Director, Enforcement, to speak regarding mandatory non-medical face coverings in Indoor Public Spaces
- 11.2 COVID-19: Corporate Recovery Pillar
- 11.3 Municipal Accommodation Tax Deferral Update
- 11.4 Active Transportation COVID-19 Recovery Framework

**12. INTRODUCTION AND CONSIDERATION OF CORPORATE REPORTS**

- 12.1 Request to Alter a Heritage Designated Property: 1020 Old Derry Road (Ward 11)
- 12.2 Notice of Objection to Proposed Heritage Designation: 1200 Old Derry Road (Ward 11)
- 12.3 Request to Alter a Heritage Designated Property: 13 Thomas Street (Ward 11)
- 12.4 Request to alter a Heritage Designated Property: 185 Derry Rd W (Ward 5)
- 12.5 Request to alter a Heritage Designated Property: 4300 Riverwood Park Lane (formerly 1447 Burnhamthorpe Rd) (Ward 6)
- 12.6 All-way Stop – Glenburnie Road and Donnelly Drive (Ward 1)
- 12.7 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
- 12.8 Noise Control Program Review
- 12.9 Proposed Expansion to the Port Credit Business Improvement Area (BIA) Boundary
- 12.10 Review of the Merits of a Grading and Drainage By-Law for the City of Mississauga
- 12.11 Road Occupancy Permit By-law
- 12.12 Single Source Contract Authorization for Siemens Canada Limited for the Building Automation System (BAS) Renewals and Expansion at Edward J Dowling Transit Campus
- 12.13 Single Source Procurement – Replacement of In-house Election Management Information System (EMIS) with Comprint Systems Incorporated Solution, File Ref. PRC001876
- 12.14 Traffic Calming (Ward 10)
- 12.15 Transitway Access Permit By-Law
- 12.16 Development Application Status and Enforcement of Property Standards, 3233 Brandon Gate Drive, North of Brandon Gate Drive and East of Netherwood Road, Owner: Your Home Developments (Brandon Gate) Inc.
- 12.17 Update on Communicating Mandatory Public Notices

**13. PRESENTATION OF COMMITTEE REPORTS**

13.1 Budget Committee Report 1-2020 - June 24, 2020

13.2 Planning and Development Committee Report 5- 2020 - July 8, 2020

*The report will be made available once the Planning and Development Committee meeting has completed.*

**14. UNFINISHED BUSINESS**

**15. PETITIONS**

**16. CORRESPONDENCE**

**17. NOTICE OF MOTION**

**18. MOTIONS**

18.1 To close to the public a portion of the Council meeting to be held on July 8, 2020 to deal with various matters. (See Item 6 Closed Session)

**19. INTRODUCTION AND CONSIDERATION OF BY-LAWS**

19.1 A by-law to amend Traffic By-law No. 555-2000 regarding Goreway Drive 40 km/h when flashing.

GC-0133-2020 / March 25, 2020

19.2 A by-law to authorize the execution of a Subdivision Agreement between Amacon Development, the City of Mississauga and the Region of Peel, West side of Confederation Parkway, south of Rathburn Road West, T-M04001 (Phase 3)

PDC-0006-2020 / February 3, 2020

19.3 A by law to remove "H" holding Symbol, West side of Confederation Parkway, south of Rathburn Road West

PDC-0006-2020 / February 3, 2020

19.4 A by law to Adopt Mississauga Official Plan Amendment regarding various properties in Wards 5, 8 and 11

Resolution 0204-2020 / June 24, 2020

19.5 A by law to amend City of Mississauga Zoning By law Number 0225-2007 regarding various locations in the City of Mississauga,

Resolution 0204-2020 / June 24, 2020

19.6 A by law to remove lands located on the south side of South Service Road and west side of Crestview Avenue from part-lot control Carlyle Communities (Crestview) Inc. (Ward 1)

PLC 19-4 W1

- 19.7 A by-law to authorize the Commissioner of Transportation and Works and the Purchasing Agent to execute agreements required for the Automated Speed Enforcement Program  
Resolution 0197-2020 / June 24, 2020
- 19.8 A by law to transfer funds between the Fiscal Stability Reserve (Account 30125) and certain capital projects approved in prior Capital Budgets  
BC-0005-2020 / June 24, 2020
- 19.9 A bylaw to transfer funds between various Reserve Funds and certain capital projects approved in prior Capital Budgets  
BC-0005-2020 / June 24, 2020
- 19.10 A bylaw to transfer funds from the Federal Gas Tax Reserve Fund(Account 35182) to Ward-Specific Special Projects  
BC-0005-2020 / June 24, 2020
- 19.11 A bylaw to transfer funds between various Storm Water Reserve Funds and certain capital projects approved in prior Capital Budgets.  
BC-0005-2020 / June 24, 2020
- 19.12 A by-law to amend By-law No. 555-2000, as amended, being the Traffic By-law regarding Credit River, Lakeshore Road, Cooksville Creek, Lake Ontario  
GC-0133-2020 / March 25, 2020
- 20. MATTERS PERTAINING TO REGION OF PEEL COUNCIL
- 21. COUNCILLORS' ENQUIRIES
- 22. OTHER BUSINESS/ANNOUNCEMENTS
- 23. CONFIRMATORY BILL
- 24. ADJOURNMENT

<p>Date: June 26, 2020</p> <p>To: Mayor and Members of Council</p> <p>From: Gary Kent, CPA, CGA, ICD.D, Commissioner of Corporate Services and Chief Financial Officer</p>	<p>Originator's files:</p> <hr/> <p>Meeting date: July 8, 2020</p>
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## **Subject**

**COVID-19: Corporate Recovery Pillar**

## **Recommendation**

That the report dated June 26, 2020 from the Commissioner of Corporate Services and Chief Financial Officer entitled "COVID-19: Corporate Recovery Pillar" be received for information.

## **Background**

Prior to our COVID-19 response we only reported 6% of staff working from home periodically, and over the past few months we have experienced almost 40% of our work force working from home daily in line with reports from Statistics Canada across the country. The remaining 60% of staff that are not working from home have continued to manage our front line services and have been essential in keeping our organization operational. We are thankful for these teams and our front line services such as Fire and Emergency Services, Parks, Forestry and Environment, Emergency Management, Recreation, Facilities and Property Management, Security Services, Information Technology, Legislative Services, Enforcement, MiWay Transit and Works Operations and Maintenance as they have continued supporting our residents and staff in person during this crisis.

On May 13th 2020, Council received a report titled "COVID 19 Recovery Framework" which provides a framework for recovery operations in the City of Mississauga. Today's report is one of four complementary reports providing more detailed measures in the areas of Community, Economic, Financial and Corporate.

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This report discusses the Corporate Pillar and outlines the strategy and actions required to:

- Keep employees and customers safe and follow public health directives as City workplaces reopen
- Restore the corporation to full operations, with attention to business units and facilities that will be opened based on priorities of service
- Build back better, incorporating positive changes and efficiencies permanently, and redesigning our services to build resiliency

## Comments

The COVID-19 pandemic changed the world and how we work. According to Statistics Canada 5 of the 12 million in workforce transitioned to work from home during the pandemic. The last few months are unforgettable and will have lasting impacts with a new normal for all aspects of society. While we may be physically distant, the Corporation remains united in our commitment to do exceptional work. With the investments made in technology and innovative service design Mississauga is in a positive position; we are adapting, continuously improving, and have found alternative ways of working. We will build on what we have learned from the response to COVID-19 and we will build back better. While this recovery plan provides the guidance to enable this transition, it is the responsibility of the divisions to reopen their buildings, support their employees and be responsible for their safety. To support the divisions during recovery we have developed tools, support mechanisms and strategies to continue to deliver services and to help champion these changes.

## Resources Available

A number of resources including a playbook, toolkit and signage have been created and are available to inform City employees and leaders on how to manage the reopening of a building, support staff working from home, returning to work or returning to the office and to ensure the safety of employees and the public. These resources are available to all divisions and will help plan and prepare before we bring people back. These include:

- Health and safety requirements and direction to support employees and customers, with a focus on six elements that emphasize environmental safety, physical distancing restrictions and support for employees. These include resources on screening protocols when entering the building, health practices, cleaning and air quality controls, physical distancing measures, mask, face coverings and Personal Protective Equipment (PPE) and tools to support communication
- Resources to support the care and protection of employee's well-being and mental health
- Communication plan and tactics, including a facility signage plan leveraging a mix of digital communication channels and promotional material to welcome back and reassure employees returning to work in city facilities and to inform the public on how the City is preparing for reopening in a safe and measured way

### **Restoring Corporate Administrative Functions**

To restore the corporation to full operations and to keep employees and public safe we are recommending staff continue to work from home where ever possible. The focus for this report and proposed plan will be to support the corporate administration functions isolated to a select number of identified locations – City Hall, Ontario Court of Justice (950 Burnhamthorpe Road West), Mavis South, Mavis North and 201 City Centre Drive. Our approach will be gradual, controlled and at an appropriate pace. Our plan has a focus on innovation and transformation of our organization and introduces a bold new normal, actions include:

- Consolidating counters on the ground floor to improve customer service, introduce efficiencies and limit public access throughout buildings and in person services managed by appointment only and in locations where safety measures are in place
- Prioritizing teams that need to be physically present to serve customers and public or require access to resources onsite to complete their duties
- Permanent adoption of alternative ways of working – expansion of online services; applying lean to redesign services wherever possible
- Early implementation of a mobility strategy to allow employees to continue to work remotely and from locations that support their business needs

The City's progressive stance on workforce mobility, modernizing city services and being well versed in lean and continuous improvement prior to this pandemic enabled the City to quickly and effectively respond to the crisis and provide services with minimal interruptions.

Mobility and a digital way of work is already engrained in our culture providing a tremendous opportunity to use this time to find new efficiencies, new approaches to how we do business and new ways to connect with each other – build back better and be bold.

### **Financial Impact**

The overall financial impacts of divisional recovery plans are unknown at this time, and are dependent on the specific tactics applied to return the City to full operations. Staff continue to review the impact on the City's financial position as a result of the pandemic on a daily basis. As decisions to re-open facilities continue, the associated costs (e.g. personal protective equipment, signage, 3rd party security services) will be actively monitored. The overall financial impact to the City, including deficit projections and offsetting cost reductions, have been captured in the City's financial recovery pillar report presented on June 24th.

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## Conclusion

The attached report in Appendix 1: COVID-19: Corporate Recovery Pillar provides our plan and resources to support the reopening of our corporate administration buildings and transition staff back to the office that need to be physically present to restore operations fully.

We have a tremendous opportunity to use this time to find new efficiencies, new approaches to how we do business and new ways to connect with each other – build back better and be bold.

## Attachments

Appendix 1: COVID-19: Corporate Recovery Pillar



G. Kent.

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Gary Kent, CPA, CGA, ICD.D, Commissioner of Corporate Services and Chief Financial Officer

Prepared by: Darlene Utarid, Manager, Facilities & Property Management

**Mississauga. Strong. Ready.**



# COVID-19: Corporate Recovery Pillar

July 8, 2020

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**THANK YOU to all Mississauga employees** – During this crisis many of our staff have been managing the front lines and delivering our essential services. Others have been operating from home and managing a new virtual reality. For many staff it has been a bit of both. Even with the complications of these scenarios, you have been exceptional and continued to manage with minor interruptions to our services. Well done!

## Executive Summary

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This report on the corporate recovery pillar is based upon the recovery framework adopted by Council in May 2020. The recovery framework established five overarching recovery principles to be used in the development of four subsidiary reports encompassing community, economic, financial and corporate pillars enabling the City's recovery.

Under the corporate recovery pillar, our focus includes the development of a playbook and recovery actions to support all divisions to:

- Keep employees and customers safe and follow public health directives as City workplaces reopen
- Restore the corporation to full operations, with attention to business units and facilities that will be opened based on priorities of service
- Build back better, incorporating positive changes and efficiencies permanently, and redesigning our services to build resiliency

It is the responsibility of the divisions to reopen their buildings, support their employees and customers and be responsible for their safety. To support the divisions during recovery we have developed tools, support mechanisms and strategies to continue to deliver services and to help champion these changes.

### Resources Available

A number of resources have been created and are available to inform City employees and leaders on how to manage the reopening of a building, support staff working from home, returning to work or returning to the office and to ensure the safety of employees and the public. These resources will help plan and prepare before we bring people back. These include:

- Health and safety requirements and direction to support employees and customers, with a focus on six elements that emphasize environmental safety, and physical distancing restrictions. These include screening protocols, health practices, cleaning and air quality controls, physical distancing measures, mask, face coverings and Personal Protective Equipment (PPE) and tools to support communication
- Resources to support the care and protection of employee's well-being and mental health
- Communication plan including a facility signage plan leveraging a mix of digital communication channels and promotional material to welcome back and reassure employees returning to work in city facilities and to inform the public on how the City is preparing for reopening in a safe and measured way

### **Restoring Corporate Administrative Functions**

To restore the corporation to full operations and to keep employees and public safe we are recommending staff continue to work from home where ever possible. The focus for this report and recommendation will be associated with supporting the corporate administration functions for a select number of identified locations – City Hall, Ontario Court of Justice (950 Burnhamthorpe Road West), Mavis South, Mavis North and 201 City Centre Drive. Our approach will be gradual, controlled and paced appropriately. Our plan focusses on innovation and transformation of our organization and introduces a bold new normal, actions include:

- Consolidate counters on the ground floors to improve customer service, introduce efficiencies and limit public access throughout buildings and in person services managed by appointment only
- Prioritizing teams that need to be physically present to serve customers and public or require access to resources on site to complete their duties
- Permanent adoption of alternative ways of working – expansion of online services applying lean to redesign services wherever possible
- Early implementation of a mobility strategy to allow employees to continue to work remotely and from locations that support their business needs

The City's progressive stance on workforce mobility, modernizing city services and being well versed in lean and continuous improvement prior to this pandemic enabled the City to quickly and effectively respond to the crisis and provide services with minimal interruptions.

Mobility and a digital way of work is already engrained on our culture providing a tremendous opportunity to use this time to find new efficiencies, new approaches to how we do business and new ways to connect with each other – build back better and be bold.

## Introduction

The COVID-19 pandemic changed the world and how we work. According to Statistics Canada 5 of the 12 million in workforce transitioned to work from home during the pandemic. The last few months are unforgettable and will have lasting impacts with a new normal for all aspects of society. While we may be physically distant, the Corporation remains united in our commitment to do exceptional work. With the investments made in technology and innovative service design Mississauga is in a positive position; we are adapting, continuously improving, and have found alternative ways of working. We will build on what we have learned from the response to COVID-19 and we will build back better.

This report draws upon the May 13, 2020 report titled “COVID19 Recovery Framework” which provides a framework for recovery operations in the City of Mississauga. These are detailed in the report and consist of:

- Protect the Health and Safety of the Public and Employees
- Phased Approach
- Mental Wellness & Psychosocial Support
- Building Back Better
- Whole Community Approach

The report identified four pillars of recovery, each to be detailed in a separate report. These pillars are:

**Community**

**Economic**

**Financial**

**Corporate**

This report discusses the corporate pillar and outlines the strategies and actions required to:

- Keep employees and customers safe and follow public health directives as City workplaces reopen
- Restore the corporation to full operations, with attention to business units and facilities that will be opened based on priorities of service
- Build back better - incorporating positive changes and efficiencies permanently, and redesigning our services to build resiliency



**Corporate Pillar – City’s Recovery Framework**

## Background

### Corporate Pillar – City’s Recovery Framework

As we approach the end of the COVID-19 response phase and the Province of Ontario begins to relax restrictions to signal the reopening of businesses we utilize the City’s Recovery Framework to guide the development of the corporate pillar recovery plan.

Under the corporate recovery pillar, our efforts include the development of a playbook and recovery actions to support divisions during their transition from the COVID-19 response phase to begin their recovery to:

- Keep employees and customers safe and follow public health directives as City workplaces reopen
- Restore the corporation to full operations, with attention to business units and facilities that will be opened based on priorities of service

As we begin to rebuild and transform our corporate administration functions our focus will gear towards how to:

- Build back better - incorporating innovation that drives positive changes and efficiencies permanently, and redesigning our services to build resiliency. We will consider the way we work and operate to determine how and who we bring back to the physical workplace and look for opportunities to improve



A team has been established and has collaboratively worked together to define next steps and ensure restoration of the Corporation to full operations with a focus on our employees, customers, tenants and our facilities.

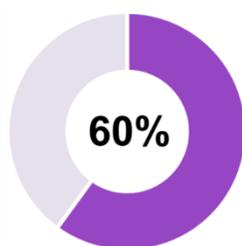
This diverse team includes representatives from the following:

- Corporate Services Commissioner's Office
- Corporate Performance and Innovation
- Emergency Management
- Facilities & Property Management
- Finance
- Human Resources
- Information Technology
- Strategic Communications

### Corporate Pillar: Our Scope

Our portfolio is diverse. Our buildings include corporate administration offices, community centres, pools, arenas, libraries, fire stations, theatres, museums, transit and works buildings, parks comfort stations, depots, and heritage sites and buildings. Each site is managed by our divisions and a few are already staffed today to support our essential services. As our buildings vary so do our employee's needs. With a range of staff working from home, in an office or administration setting, to working in a public facing role or mobile based in the field or building, they all have defined requirements that need to be addressed during recovery.

Prior to our COVID-19 response we only reported 6% of staff working from home periodically, and over the past few months we have experienced almost 40% of our work force working from home daily in line with reports from Statistics Canada across the country. The remaining 60% of staff that are not working from home have continued to manage our front line services and have been essential in keeping our organization operational. We are thankful for these teams and our front line services such as Fire and Emergency Services, Parks, Forestry and Environment, Emergency Management, Recreation, Facilities and Property Management, Security Services, Information Technology, Legislative Services, Enforcement, MiWay Transit and Works Operations and Maintenance as they have continued supporting our residents and staff in person during this crisis.



- Approximately 60% of staff have continued to support and manage our front line services in person and have been essential in keeping our organization operational

It is the responsibility of the divisions to establish how to provide their service, reopen their buildings and ensure employee and customer safety while working during this pandemic. With strong leadership in place and the learnings from a measured response to the pandemic emergency, our teams already have valuable experience, knowhow and a better understanding of what is required to support our next steps.

To help inform our decisions we engaged all divisions to gather data on all facilities and services. Our recommendations for our corporate recovery include:

- Developing a playbook full of resources to support all divisions during the recovery phase of this pandemic. This playbook will be available as an online interactive eLearning module on Insight and will provide details, tools and checklists to support:
  - Changing how we work
  - Support for divisions to determine which employees to return to the workplace based on a defined criteria and building capacity
  - Health practices that support resilience and mental health
  - Cleaning and environmental safety
  - Physical distancing and workplace adaptive measures
  - Mask, face coverings and Personal Protective Equipment (PPE)
  - Communication support, tactics and a signage plan
  - Strategies and support for dealing with change



- Opening facilities to address the corporate administrative functions that cannot be supported by an alternative way of working for the following locations – City Hall (300 City Centre Drive), Ontario Court of Justice (950 Burnhamthorpe Road West), Mavis North (3235 Mavis Road), Mavis South (3185 Mavis Road) and 201 City Centre Drive. Recovery plans are best suited to be prepared by the division operating the facility, and these sites listed above share corporate administrative functions.

# Our Corporate Recovery Story: Mississauga is in a Positive Position

## Our Response: Minimal Interruptions to Our Services

As a result of the COVID-19 Pandemic and declaration of emergency, the majority of our City services were disrupted and all buildings were closed in alignment with Provincial and Public Health orders. Many staff continued working as essential services supporting the needs of our customers. Where it was possible our services were directed to digital only and almost half of our work force transitioned to working from home and embraced alternate ways of working. The corporation was set up for success by leveraging existing initiatives implemented prior to COVID-19. Although COVID-19 changed the world and how we work – we were ready. While we may be physically distant, we remain united in our commitment to do exceptional work.

Our transition to being virtually connected and digitally enabled is impressive. On average 2500 employees are connected to the virtual private network (VPN) concurrently. The use of virtual meetings and live streaming continues and the same systems are being leveraged and used for events and virtual training providing critical supports to residents and businesses.

## Stakeholder Engagement: Recognize What's Happening Now

We understand the importance of reaching out and engaging our divisions to be well informed and to respond accordingly and in a tailored manner. Harvesting the lessons learned from the various divisions helps inform our decisions to positively move forward. Some of our divisions have already had to take on the complex task of preparing a site for reopening and positioning staff to return to work or return to the office. See the Recovery Timeline below for a list of services that have reopened and what we can expect in the next phases.



Over the past few weeks multiple conversations and interviews have taken place to provide insights on what's happening now with our staff, tenants within City Hall and committees of Council. As well, discussions have taken place with team members from the Office of Emergency Management, the Corporate Services Leadership Team, Joint Health & Safety Committee, and our Leadership Team. In summary the team dedicated over 50 hours consulting with close to 30 divisions and key stakeholders (including tenants, affiliates from City Hall and Committees of Council).

### We Are in a Positive Position

We are adapting and continuously improving, and have found alternative ways of working. Through our engagement it is clear that we have evolved and introduced new business processes to support our teams working from home and to support the public while our buildings are closed. Some of these solutions are permanent and some are temporary. Many of these advancements were implemented prior to this pandemic and enabled us to proceed with minimal interruptions to our services during this crisis.

Based on the divisions' responses, there are minimal services that are not possible due to limitations from our current restrictions. This puts us in a positive position to continue on this path of improving and transforming our services as we recover and rebuild.



### Our Recovery: Continuing to Invest in Innovation

This pandemic has forced the City to reconsider presence, operations and collaboration, and adapt to one of the most challenging and sudden waves of disruption.



Advancing and utilizing tools, technology and digital solutions such as the ones listed below are a few examples of how we have continued to invest in innovation to support our business needs, maintain our operations, and redesign services.

#### Improvements to support communicating and connecting virtually:

- Introduced Mayor's weekly media briefings through the use of WebEx events. The weekly briefings are livestreamed on our City website and also provided in real time to media outlets including CP24

- Introduced 75 new Wi-Fi outdoor locations increasing our total hotspots throughout the City to 220. These hotspots can be located with the help of a new interactive Wi-Fi map
- Using WebEx for Council meetings and various Committees of Council meetings (including Planning & Development Committee and Committee of Adjustments) - livestreamed and proceeding virtually on a regular basis
- Installed webcams temporarily for capturing the cherry blossoms event at Kariya Park – this allowed the community to enjoy this event virtually

### **New business processes – digital solutions to redesign our services:**

- Cashless transactions - discontinuing the acceptance of cash as a form of tender by Cashiers Services upon re-opening of City Hall
- Accepting electronic fund transfers for payment - Planning & Building and Finance staff partnered to develop a process to accept payments electronically for fees and charges outside of the ePlans application. Currently over \$8 million in fees have been received
- Transitioning vendors from cheques to electronic fund transfers - Finance staff worked closely with vendors to minimize any interruption to payments. Over 150 vendors have transitioned from receiving cheques to receiving payments electronically. This allows Accounts Payable staff to continue working remotely to complete daily tasks, and ensures there are no interruptions to vendor payments

As we navigate what's next, we want to continue to build on our positive position and incorporate permanent changes and efficiencies that will help build resiliency as we transition and recover from this pandemic.



### Our Recovery: Safety of Employees and Customers

We are directing staff to work from home where possible and following Public Health directives as City workplaces reopen. Our recovery will be gradual and controlled and will be performed in incremental phases and with an appropriate pace of implementation. Our recovery has to be carefully phased and monitored to ensure that the outbreak remains within the limit of the health systems capability to respond effectively to cases of infection and disease.

In prioritizing the health and safety of employees and residents, we developed a playbook that focuses on the following six elements that emphasize environmental safety, physical distancing restrictions and support for employees:

- Changing how we work - modifying workplace procedures led by Divisional Directors
- Health practices - encouraging employees to practice good hand washing and hygiene techniques and ensuring active screening protocols are followed
- Cleaning and air quality - increased cleaning, disinfecting and air quality controls in all our facilities and other work environments
- Physical distancing - redesigning or modifying spaces to enable physical distancing
- Masks, face coverings and Personal Protective Equipment – guidelines for use
- Communication and dealing with change - providing employees and the public with timely communication and tools to support dealing with change

The playbook also provides divisions with support to help manage and eliminate exposure to risks and ensure employees and customers remain safe as we reopen.

### Our Recovery: Restoring the Corporation to Full Operations

We need to plan and prepare before we bring employees back. Understanding the needs of our services, buildings and employees allow us to make informed decisions and fully restore operations.

Through stakeholder engagement we have defined priority levels for corporate administration services that are to return based on a summary of the services that are non-functional due to current restrictions. As restrictions are lifted, we propose the following to be considered as priority levels for a phased approach to returning.

- **Priority Level One** - service not fully functioning (for example, license issuance services at the Compliance and Licensing counter)
- **Priority Level Two** - service is functioning with a temporary interim measure or service is defining a temporary interim solution for a non-essential function (for example, marriage license issuance services at the Legislative Services counter, temporarily set up at Ontario Court of Justice ground floor, 950 Burnhamthorpe Road West)
- **Priority Level Three** - service is fully functioning, alternative way of working is sufficient and possibly a permanent solution is being considered (for example, Materiel Management has implemented eBidding which allows them to be fully functional while working from home)

Our plans and actions need to remain agile to respond when needed, as the status of these various services are evolving daily. We understand as we move forward continuous stakeholder engagement is required in order to adapt to the changing needs and conditions.

It is expected that the recovery of City operations and services back to a new normal will take some time with estimates in the 12 to 18 month range which will largely be determined by the availability of a COVID-19 vaccine and direction from Public Health.

To restore the corporation to full operations and to keep employees and public safe we are recommending staff continue to work from home during the recovery period where possible. While staff will be recalled to work through this transition it is likely that upwards of 1,000 staff will continue to work from home and all City staff will continue to use WebEx and virtual meeting practices. For this reason the expanded use of virtual technologies, new business processes and investing in innovation will persist and be required for the foreseeable future.

### **Our Recommended Plan**

As of June 24, we are in Stage 2 of Ontario's framework for reopening. City services and facilities will continue to gradually reopen with a focus on keeping everyone safe and healthy.

Our plan aligns with the Provincial staging and is about being bold and focuses on transforming our organization. It introduces a new normal that includes a broader adoption of new ways of working with a mobile workforce and proposes consolidation of counters to the ground floor of buildings to limit public access.

Key drivers to support our plan:

1

#### **Safety of employees and customers**

Keep employees and customers safe and follow public health directives as City workplaces reopen

1. Approach – we have aligned our approach with the recommendations from the Province and Peel Public Health to be gradual, controlled and at an appropriate pace. Each opening will be phased and based on defined capacity of each building and floor
2. Eliminate exposure – staff continue to work from home where possible
3. Manage exposure – consolidate our counters on the ground floors to limit public access throughout buildings and in person services managed by appointment

2

**Restore operations**

Restore the corporation to full operations

1. Prioritizing teams that are unable to serve customers and public remotely as they need to be physically present
2. Permanent adoption of alternative ways of working – continuation and expansion of our self-serve and online services wherever possible

3

**Build back better**

Incorporating positive changes and efficiencies permanently, and redesigning our services to build resiliency

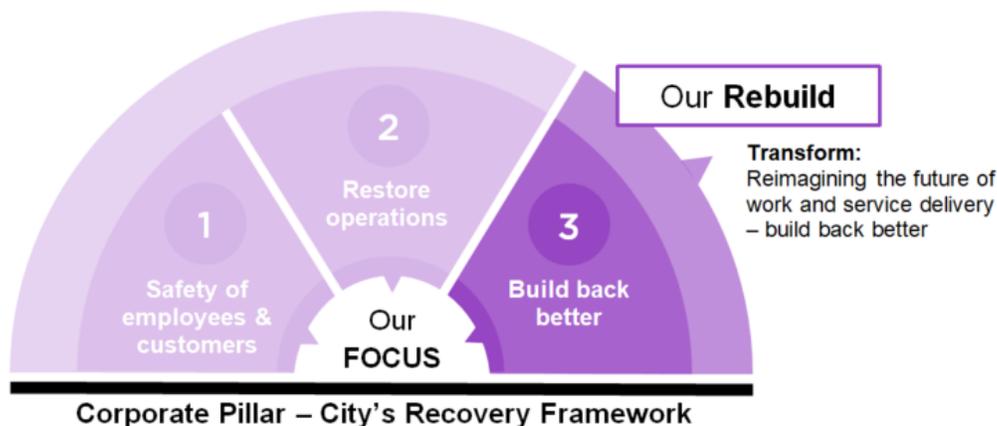
1. Permanent adoption of alternative ways of working and redesigned services
2. Early implementation of the Office Space Strategy new work experience

	Limited Opening	Modified Opening	Regular Opening
<b>Proposed Timeline</b>	June/July 2020 (phased over 3 weeks)	September 2020 (TBD) (phased over 4 weeks)	October 2020 (TBD) (phased over 12-18 months)
<b>City Hall</b>	Sheridan Daycare services eligible to return	Reopen Council Dias – Council and Committees of Council  Counter services consolidated to ground floor  Offices to support events, programming and food services	Collaboration and public spaces (fitness centre, café, chapel and committee rooms)  Early adoption of Office Space Strategy + remaining offices
<b>Ontario Court of Justice</b> (950 Burn Rd W)	Courthouse counter services	Remaining courthouse services	Remaining offices on the 1 <sup>st</sup> and 2 <sup>nd</sup> floor (except Courthouse services, these will return earlier)
<b>Mavis North</b>	none	Counter opens and Enforcement officers relocate to Mavis North from City Hall	Remaining offices
<b>Mavis South</b>	none	none	Remaining offices
<b>201 City Centre Dr</b>	none	Offices to support events, programming	Relocating offices and consider terminating a portion of the lease

The Priority Levels inform the plans, and identify the buildings to reopen. There will be a limited capacity identified for the buildings and the divisions will work with Facilities & Property Management to determine the best fit for the space ensuring physical distancing restrictions are maintained. Once this has been defined the division will determine which employees will return utilizing the criteria defined by Human Resources located in the 'Manager/Supervisor Checklist to Support the Employees Returning'.

### Our Rebuild: Build Back Better

As noted throughout the document we have embraced a new way of working – we have experienced a digital transformation that allows us to deliver the majority of our service portfolio electronically. As we rebuild our focus will continue to be on recovering and restoring our services, finding efficiencies and improving the customer experience by modernizing our approach.



As we rebuild it is understood we will not be able to revert to our usual way of work. We have been exposed to new tools and technology that has allowed us to increase our mobility and work remotely from anywhere. We will use technology in the redesign of our services, continuing to put services online and allow our customers options to access remotely. This will ensure the safety of employees and customers continues. Learning from this experience is what will allow us to continue to be successful and prepared for the new normal.

We have an opportunity to build back better and transform our workplace. Reimagining the future of work and service delivery can be supported by leveraging technology and embracing the principles of a mobile workforce. The future of work, defined by the use of technology, was always coming. COVID-19 has hastened the pace. Employees across all functions have learned how to complete tasks remotely, using digital communication and collaboration tools. Our plan allows us to learn from this experience and transform as we rebuild.

Research is underway to define further solutions that will support our needs today related to recovery and could also support our future space needs as our workplace embraces mobility. Contract tracing and resources management booking tools are items that will allow teams to manage and monitor space utilization and occupancy, and provide employees confidence when they return.

Proceeding with this plan allows us to create a sustainable environment where staff will have flexibility, choice and control over how and where they work and encourage a culture of innovation and collaboration that will help the City advance and build back better.

### Our Opportunity – Mobile Workforce

Over the past few years the City has had a focus on developing a dynamic workplace that gives staff choice and control over how and where they work while encouraging a culture of collaboration and innovation. As we learn from this reactive experience of working from home, and our recovery to return to the office, there will be learnings we can leverage to help inform the next steps of introducing mobility to the workforce. Over the past few weeks we have engaged teams to learn more about their experience working from home to inform both the next steps of introducing mobility to the workforce and the recovery plan for the organization. Our response to COVID-19 created an experience that forced staff to work from home. As a result this has increased the staff and leadership readiness to work remotely as part of our new normal. This is our opportunity to be transformative and positively move forward from this crisis.

### Financial Impact

The overall financial impacts of divisional recovery plans are unknown at this time, and are dependent on the specific tactics applied to return the City to full operations. Staff continue to review the impact on the City's financial position as a result of the pandemic on a daily basis. As decisions to re-open facilities continue, the associated costs (e.g. personal protective equipment, signage, 3rd party security services) will be actively monitored. The overall financial impact to the City, including deficit projections and offsetting cost reductions, are captured in the City's financial recovery pillar report.

## Intentional and Thoughtful Communications

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### Keeping the Public Informed

Public information was never more important than during the crisis phase of the City's COVID-19 response. With businesses closed and residents instructed to "stay home" under the Emergency Orders, residents relied heavily on information they could source online and within the safety of their own homes.

As a trusted source of information, residents turned to the City for accurate and timely updates. Strategic Communications leveraged its digital channels, virtual events, media relations and strong collaborative partnerships with City departments to provide seamless information flow. Notable communications during March, April and May 2020 included:

- A [COVID-19 webpage](#) was launched on mississauga.ca garnering 96,000 webpage clicks in March alone
- 311 extended its operating hours and provided a reassuring voice to answer residents' questions and concerns. By the end of May, remote customer service representatives answered 20,622 COVID-19 related calls and 59,657 calls overall
- A unique graphic design was created and uniformly applied to all COVID-19 communications providing an easy to recognize visual identifier

- Mayor's Office launched virtual weekly press conferences on April 8 as well as daily video messages and extensive media relations

Although many residents can easily access online resources, some face barriers to digital channels. As a result, Strategic Communications also undertook print advertising - including a print insert targeted to seniors in the Mississauga News and multilingual advertising - and mobile road signs.

To continue to inform residents about how the City is preparing its facilities and employees for reopening in a safe and measured way, communications will use digital channels, marketing outreach, virtual events, media relations and social media. With the easing of restrictions and the increased presence in public spaces, communications will expand to include more digital screens and onsite signage.

### **Communicating with Employees**

While employees were focused on providing as many municipal services as possible to residents, the City's senior leaders were focused on communicating with employees. The intentional and thoughtful approach for internal messaging and support has been well received by employees. This also included a dedicated Inside Mississauga webpage and tiles to consolidate resources on the state of affairs, regular updates, virtual town halls, tool kits, tip sheets, training videos and FAQs to support employee wellness, working from home and front line staff. We recognize the importance of continuing to provide that same ongoing support through the recovery and rebuild.

## Conclusion

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### **We are strong.**

We have shown that we can accomplish great things when faced with great challenges. We kept the city moving. We kept the city connected. We kept the city safe.

Together, we found new ways to work. Supported by our colleagues, our teams, our leaders, we used innovation and technology, where possible, to operate as a virtual city. Whether working on the front lines or remotely from home, it all came together with the same goal in mind - to serve our customers.

### **We are ready.**

We have a tremendous opportunity to use this time to find new efficiencies, new approaches to how we do business and new ways to connect with each other. Let's take this opportunity to transform our workplace and services, let's continue to positively position ourselves for excellence and to be prepared for what's to come next – build back better and be bold.

We know the course of COVID-19 is uncertain. Our plans and actions will need to remain agile to respond as needed. One thing we can be certain of, whatever challenge we face, we will overcome it together.

**Mississauga. Strong. Ready.**



City of Mississauga  
**Corporate Report**



<p>Date: June 10, 2020</p> <p>To: Mayor and Members of Council</p>	<p>Originator's files:</p>
<p>From: Gary Kent, CPA, CGA, ICD.D, Commissioner of Corporate Services and Chief Financial Officer</p>	<p>Meeting date: July 8, 2020</p>

## Subject

### Municipal Accommodation Tax Deferral Update

## Recommendation

1. That the report of the Commissioner of Corporate Services and Chief Financial Officer dated June 10, 2020 entitled Municipal Accommodation Tax Deferral Update be received.
2. That the Municipal Accommodation Tax remittances due on June 30 and July 31 be deferred to October 31; August 31 and September 30 to November 30; and October 31 and November 30 to December 31, 2020.
3. That penalty and interest charges be set to zero per cent from July 2 to December 31, 2020 for the Municipal Accommodation Tax.

## Report Highlights

- The COVID-19 pandemic has significantly impacted the hotel industry.
- Council moved quickly in April to provide cash flow assistance by deferring the Municipal Accommodation Tax (MAT) payments due in March, April and May by 90 days.
- 55 of the 59 hotels in Mississauga have opted to defer their MAT remittance.
- The tourism industry continues to face significant challenges, as the Provincial government proceeds with a slow phase in recommendation for lifting the shutdown due to the state of emergency in Ontario.
- To provide further assistance to hoteliers, MAT payment due dates from June to November are being recommended to be deferred to October to December.
- Additional financial assistance will be provided with the suspension of late payment charges.

- Hoteliers are also receiving assistance through the property tax deferral approved by Council for residents and businesses.

## Background

Municipal Accommodation Tax (MAT) is a 4% tax on the purchase of accommodations provided for a continuous period of 30 days or less. It is remitted to the City by hoteliers through a self-reporting process. Hoteliers remit monthly the amount of MAT collected in the previous month based on occupancy. A state of emergency was declared on the Province of Ontario on March 16, 2020 due to COVID-19.

With the restrictions placed on travel and tourism, on April 8, 2020 Council approved a 90 day deferral on MAT remittances. The remittances due by March 31, April 30 and May 31 were deferred to June 30, July 31 and August 31, 2020, respectively. This deferral was in alignment with Council's decision to defer the interim property taxes.

## Present Status

There has been a significant decline in MAT remittance since the state of emergency was declared. There are 59 hotels that remit MAT monthly and AirBnb who remits quarterly. The City has received remittances from twenty-eight hotels for the month of February, ten for March and four for April. Of the amounts received, a timely remittance was received by twenty-four, seven and four respectively. AirBnb's timely first quarter remittance of \$92,015 is included in the March totals. There are four hotels/motels of the fifty-nine establishments that have continued to remit on time despite the deferral option provided.

Month	Remittance on Time	Late Remittance	Not Remitted	Total Accounts	MAT Received
January	40	12	7	59	\$ 812,642
February	24	4	31	59	\$ 521,627
March	7	3	50	60	\$ 114,436
April	4	0	55	59	\$ 1,828

A survey conducted of 10 municipalities that impose MAT indicates their current collection process during COVID-19. Three municipalities have made no changes to their process, one has a case by case deferral as requested by establishments, four have various deferrals for remittance, one with a full year suspension of the program and one with a partial suspension.

Municipality	MAT COVID-19 Changes
Barrie	No changes
Ottawa	No changes
Toronto	No changes
Oakville	Case by case deferral requests
London	The regular 30 days for remittance has been extended to 90 days for each month till August and Council will revisit this matter in September
Markham	MAT suspended until December 31, 2020
Niagara	March, April and May remittance deferral until June 30, 2020
Thunder Bay	April, May and June remittance deferred by 90 days each
Vaughan	Suspended collection and remittance from March 17 to June 1 and have further extended this till September 1, 2020
Windsor	First quarter remittance deferred from April 30 to June 30, 2020

## Comments

On May 6, 2020, Council approved a deferral of the final due dates for property taxes to the months of October, November and December. This deferral is to provide residents and business owners in the City further assistance in the timing of these payments through the recovery. The deferral of property taxes was based on the City's guiding financial principles of preserving the long-term strength of the property tax base, complying with legislation and deviating from financial plans should not be permanent. The deferral of property taxes will provide additional cash flow assistance to the hoteliers. Hoteliers are classed as commercial properties where interim taxes were due on March 5, 2020; some pay by instalment and therefore had paid their interim taxes prior to the pandemic. Twenty accounts benefited from the deferral of the pre-authorized tax payments for interim taxes with approximately \$1 million of interim taxes being deferred. The deferral of the final tax due dates to October, November and December defers payment of approximately \$6.7 million in taxes for hoteliers that typically would have been due in August.

The tourism industry continues to face significant challenges, as the Provincial government proceeds with a slow phase in recommendation for lifting the shutdown due to the state of emergency in Ontario. At this time it is difficult to predict the extent of the reduced accommodation rentals and the impact this will have on the MAT collected. The deferral of payments has allowed time for senior levels of government to fulfill their mandates in providing assistance to residents and businesses. The City is prepared to work with senior levels of government and businesses and show some flexibility in helping overcome challenges relating to COVID-19.

Staff is recommending a deferral of the MAT remittance for the additional months of June to November 2020 in order to assist hoteliers with cash flow. The remittances due by June 30 and July 31 would be due by October 31; August 31 and September 30 by November 30; and

October 31 and November 30 by December 31, 2020. The December 31 remittance date would remain unchanged. The revised remittance schedule is as follows:

<b>Month MAT Collected</b>	<b>Original Remittance Date</b>	<b>Deferred Remittance Date</b>
December	January 31	January 31
January	February 29	February 29
February	March 31	June 30
March	April 30	July 31
April	May 31	August 31
May	June 30	October 31
June	July 31	October 31
July	August 31	November 30
August	September 30	November 30
September	October 31	December 31
October	November 30	December 31
November	December 31	December 31

This would result in all 2020 payments being collected within the calendar year. Also being consistent with the assistance provided for property taxes, it is being recommended that any applicable penalty and interest would not be charged from July 2 to December 31, 2020.

Hoteliers can remit based on the original schedule or by the deferred schedule. This is consistent with the deferral provided to residents and businesses for final taxes.

Staff presented the additional deferral recommendation to the Tourism Board on June 15, 2020.

## **Financial Impact**

The deferral of the MAT remittances assists hoteliers with their cash flow. As MAT is collected based on occupancy which has been significantly impacted by the pandemic, the MAT collected for 2020 will be lower than planned. At this time it is difficult to predict the extent of the potential lost revenue. There is also a risk that the deferred MAT revenue will not be collected if any of the hoteliers permanently close as a result of the pandemic.

## **Conclusion**

As COVID-19 directly affects the travel and tourism industry, hoteliers have been significantly impacted by the restrictions imposed due to the pandemic. Council approved a 90 day deferral of the MAT remittance for March, April and May on April 8, 2020.

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Staff recommends a further deferral of the MAT remittances; June 30 and July 31 to be remitted by October 31; August 31 and September 30 by November 30; and October 31 and November 30 by December 31, 2020. The December 31 remittance date would remain unchanged. This would result in all 2020 payments being collected within the calendar year. Staff also recommends that any applicable penalty and interest would not be charged from July 2 to December 31, 2020. This is consistent with the property tax deferral for final taxes.

## Attachments

N/A



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Gary Kent, CPA, CGA, ICD.D, Commissioner of Corporate Services and Chief Financial Officer

Prepared by: Louise Cooke, Manager, Revenue and Taxation

Date: June 26, 2020	Originator's files:
To: Mayor and Members of Council	
From: Geoff Wright, P.Eng, MBA, Commissioner of Transportation and Works	Meeting date: July 8, 2020

## Subject

**The City of Mississauga's Active Transportation COVID-19 Recovery Framework**

## Recommendations

1. That the report entitled "The City of Mississauga's Active Transportation COVID-19 Recovery Framework", dated June 26, 2020 from the Commissioner of Transportation and Works be endorsed;
2. That the Active Transportation COVID-19 Recovery Framework be funded by:
  - (i) Establishing a new project, PN 20192 – Active Transportation COVID-19 Projects, with a gross budget and net budget of \$1,300,000, and that funding of \$830,000 be allocated from the Federal Gas Tax Reserve Fund (Account No. 35182) and that funding of \$470,000 be allocated from the DCA Roads and Related Infrastructure Reserve Fund (Account No.31335);
  - (ii) That funding of \$830,000 be transferred from the Federal Gas Tax Reserve Fund (Account No. 35182) to PN 20192 – Active Transportation COVID-19 Projects;
  - (iii) That funding of \$470,000 be transferred from the DCA Roads and Related Infrastructure Reserve Fund (Account No.31335) to PN 20192 – Active Transportation COVID-19 Projects;
  - (iv) Council express its intent to fund PN 20192 – Active Transportation COVID-19 Projects to the extent allowable from current and future development charges; and
3. That all necessary by-laws be enacted.

## Report Highlights

- The Active Transportation COVID-19 Recovery Framework recommends adding 17.9 kilometres (11.1 miles) of new on-road bicycle lanes and separated bicycle lanes in locations across the City, to rapidly improve the active transportation network in 2020. This

represents a 30% increase in the amount of on-road bicycle lanes in the City.

- Criteria for selecting locations include high population density, personal vehicle ownership per household, workplace destinations with lower commute distances, and potential increased risk of COVID exposure.
- The Active Transportation COVID-19 Recovery Framework includes Bike Lane Installations, Quiet Streets, and Road Closures.
- During and after the COVID-19 Recovery period, residents will require additional safe and comfortable active transportation options to ensure their continued mobility and safety.

## Background

The Cycling Master Plan was endorsed by Council in 2018. The Master Plan calls for 897 kilometres (557 miles) of cycling infrastructure to be built out in its entirety in 27 years with an average annual investment endorsed by Council of \$5.2 Million. The ultimate network includes a mixture of on-road and off-road infrastructure designed to create a safe, connected, convenient and comfortable experience that helps residents to feel confident using a bicycle for transportation.

During and after the COVID-19 Recovery period, residents will require additional safe and comfortable active transportation options to ensure their continued mobility and safety.

In addition to the critical Public Health considerations, several key City strategic initiatives support the rapid expansion of active transportation options, including the Climate Change Action Plan, the Transportation Master Plan, and Vision Zero.

## Present Status

The City's cycling network has grown annually; in 2019 the City added 15 kilometres (9.3 miles) of new or improved infrastructure between Transportation and Works projects and Community Services projects. As well, the City's sidewalk network continues to grow through various means; the Sidewalk Infill program, for example, added 1.8 kilometres (1.1 miles) of new sidewalk on existing roads in 2019. The 2020 Cycling and Sidewalk capital programs are underway with contracts either tendered or awarded. The cycling program includes multi-use trails on Mavis Road, Eglinton Avenue West and Derry Road (funded by the Region of Peel). The sidewalk program includes segments on Terry Fox Way, Century Avenue and others.

In response to the need for physical distancing for residents, staff implemented temporary active transportation lanes for walking and cycling between April and June 2020 using signage and temporary construction barrels in the following locations:

- King Street from Camilla Drive to Confederation Parkway, Ward 7;
- Glen Erin Drive from Britannia Road to Meadowvale Town Centre Circle, Ward 9;
- Living Arts Drive from Square One Drive to Prince of Wales Drive, Ward 4;

- City Centre Drive east of Confederation Parkway, Ward 4;
- Prince of Wales Drive from Confederation Parkway to Duke of York Boulevard, Ward 4;
- Burnhamthorpe Road West from Confederation Parkway to Kariya Drive, Ward 7; and
- Thomas Street from Winston Churchill Boulevard to Erin Mills Parkway, Ward 9.

This report represents the next phase of the City's Active Transportation COVID-19 response, which shifts the focus away from providing additional space for physical distancing, towards providing expanded transportation options for residents. This next phase of the response will recommend long-term rather than temporary installations.

## Comments

Transportation options have been severely impacted by the COVID-19 pandemic. In Mississauga:

- traffic volumes on local roads were down approximately 30-50% but are showing signs of returning to normal levels;
- the use of rideshare services (Uber/Lyft) were down approximately 80% during the peak of the economic shutdown;
- transit ridership was down as much as 78% but in recent weeks is rebounding, and;
- transit capacity was reduced to facilitate physical distancing; however, MiWay has made wearing non-medical face masks or face coverings mandatory and relaxing physical distancing requirements.

Meanwhile, cycling in communities across eastern Canada has increased over 60% compared to this time last year (Eco-Counter, May 2020).

The City's Active Transportation COVID-19 Recovery Framework will be multi-faceted and will leverage existing City active transportation networks and the temporary active transportation facilities that have already been implemented.

### Prioritizing Improvements

Guidance on the priorities for where to implement active transportation network improvements are based on data from Peel Public Health and the City's Long Range Transportation Planning teams.

Peel Public Health produced maps showing the geographic distribution of COVID-19 cases based on place of residence. Recognizing that people work, play and socialize outside of their immediate neighbourhood, these maps do not reflect where the illness was acquired and therefore are not indicative of risk. What the maps do demonstrate is that COVID-19 is across Peel, and there is community spread. Although these maps do not reflect where illness was acquired, there are particular areas of the City where there have been higher case rates. These areas may therefore require additional supports, either to maintain physical distancing or for transportation options. The following website link is provided as reference.

<https://www.peelregion.ca/health/professionals/pdfs/COVID-19/epi-update-20-29-05.pdf>

Other data considered as part of this prioritization which aligns with the findings from Peel Public Health includes:

- Population density per hectare – higher density areas will need both more space for physical distancing and more transportation options in these geographic areas (Appendix 1);
- Personal vehicle ownership per household – households with fewer cars require additional transportation options (Appendix 2); and
- Workplace destinations with commute distances under 10 kilometres (6.2 miles) – this suggests that many commutes in these areas can feasibly be completed by bicycle if safe and comfortable infrastructure is provided (Appendix 3).

Finally, there is value in focusing on network connections and network completeness, where there are opportunities to add critical links in the network.

#### Active Transportation COVID-19 Recovery Framework

The Active Transportation COVID-19 Recovery Framework consists of the following elements:

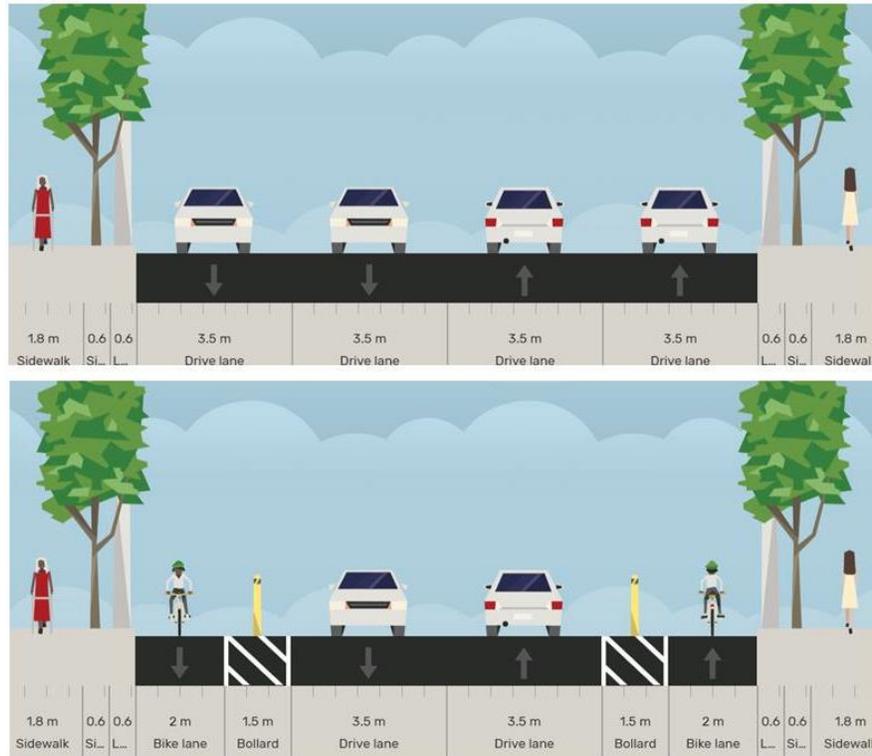
##### (i) Bike Lane Installations

The installation of 17.9 kilometres (11.1 miles) of separated bicycle lanes will provide improved active transportation options for residents and are intended to be installed in the immediate term, with installations completed before the end of 2020. This represents a 30% increase in the amount of on-road bicycle lanes in the City. For example, on 4-lane roads, the separated bicycle lanes would be created by converting the curb lane through the installation of flexible bollards and a painted buffer, as illustrated in Figure 1, below.

The total budget requirement to implement the identified cycling infrastructure is \$1,300,000, including fees and contingencies. A preliminary list and map of projects recommended for rapid installation can be found in Appendix 4.

Several of the identified cycling projects are currently in the preliminary or detailed design stage which will be accelerated and installed quickly using relatively simple materials. Additional locations have been identified that meet objectives based on the prioritization rationale described above. Staff will review locations with the local Ward Councillors prior to implementation.

Temporary lanes are not recommended to be converted to long-term installations where there is: a) existing cycling infrastructure already present, or b) where construction (Region or City) is expected to begin this year. For some of these projects, “interim” cycling infrastructure will be installed in the immediate term to help create more transportation options while the ultimate design is finalized.



**Figure 1: Example of a Separated Bike Lane with a painted hatched buffer and flexible bollards created by converting the curb lane of a four-lane road**

(ii) Quiet Streets

Quiet Streets are roads that restrict or limit through-traffic to create more space and comfort for active transportation. Quiet Streets are temporary, short-term installations that may be intended to help facilitate physical distancing and that may also be recommended in locations that help facilitate important active transportation network connections. Candidate locations would currently fall outside of the scope of the City's existing Traffic Calming program. The program for Quiet Streets will be developed in greater detail with formal guidelines forthcoming in the coming weeks. The Ward Councillor will be consulted prior to the implementation of any Quiet Streets within their Ward. Figure 2, below, is a photograph of the signage and barriers used in a temporary Quiet Street installation in the City of Toronto.



Figure 2: Example of a temporary Quiet Street installation in the City of Toronto

### (iii) Road Closures

Certain areas of the City continue to see crowding of pedestrians, particularly on weekends, such as Port Credit and other areas along Lake Ontario. The City has limited means or resources to prevent people from gathering in these popular areas. Weekend road closures can provide additional space to facilitate physical distancing. The City should be cautious about how or whether to communicate any such closures, to avoid creating an additional “draw” for people to visit these spaces. The Ward Councillor will be consulted prior to the implementation of any road closures.

### Supporting MiWay

As MiWay services will continue to operate under the requirements of physical distancing during the COVID Recovery period, the Active Transportation Framework is intended to support and complement MiWay services by providing safe alternative modes of travel.

### Potential Impact on MiWay Operations

Cycling and pedestrian facility designs will follow similar principles as implemented on temporary active transportation lanes to date. In these designs, buses merge into the bike lanes to access stops at the curb, for accessible loading and unloading of passengers. These mixing zones are common features of conventional painted bike lanes; however, when considering separated bike lanes, merging across the bike lane and leaving the through general traffic lane creates a potential safety concern and delays for MiWay buses merging back into traffic. There are other more preferred options for bus stop / bike lane interaction zones which staff will continue to integrate into the ultimate design for cycling infrastructure to the extent feasible and practical. In the interim, any short-term projects proposed on busier MiWay corridors with high service frequency will be given careful consideration prior to recommending their installation.

### Additional Considerations

There are additional considerations when implementing the recommended framework, to coordinate with other City initiatives, enhance infrastructure, and engage communities. Such considerations include but are not limited to the following:

- Working with local communities and organizations to identify additional needs;
- Rapid expansion of bicycle parking supply on City-owned lands (municipal right-of-way, City facilities);
- Coordinating with the Region of Peel to align strategic infrastructure improvements in response to this framework;
- Coordinating with Cultural Districts and Restaurant Patio programs;
- Understanding the importance of curbside management and the needs of local businesses;
- Incorporating elements of Tactical Urbanism, recognizing that additional elements introduce additional costs, both capital and operating, which may involve multiple departments – planters, for example, require ongoing watering and maintenance from Parks, Forestry and Environment; and
- Coordinating with Transportation Demand Management staff to expand work-from-home options for City staff.

### Implementation Considerations

In order to implement the identified installation opportunities in a timely manner, other previously identified projects in the Roads Service Area 2020 work plan may have to be reprioritized. In particular, work typically completed by the City's pavement marking contract may need to be delayed in favour of these projects. Every effort will be made to ensure that critical work is still completed in a timely manner.

### Impact on Road Operations – Winter and Spring Maintenance Activities

The installation of cycling and pedestrian infrastructure will have operational impacts. Projects that provide physical separation through the use of flexible bollards or precast curbs will require dedicated winter maintenance operations. Additional budget and resources will be required to keep this infrastructure functional throughout the year. Final costs will be determined as project designs are finalized; however, additional and dedicated equipment, and additional operational activities will be required. This will include small tractor sized equipment with plow, salter, broom and water tank attachments to provide both winter and spring maintenance. Winter maintenance will also need to be augmented by the removal of snow windrows alongside the bollards/curbs as well as the road curb to provide drainage of snow melt and rain to the catchbasins with the use of backhoes/front end loaders and dump trucks. Proper traffic control measures will also need to be in place during the snow removal operations.

### Communications

The communications strategy for the framework will focus on informing residents of new long-term walking and cycling options in their areas, highlight the improvements to the City-wide network, and promote cycling and walking as viable transportation options. In contrast, the

communications strategy for the temporary active transportation lanes was limited, since the focus was on providing local physical distancing measures as opposed to a transportation focus.

In addition to informing residents of the new active transportation options, staff will develop and distribute educational materials and messaging to educate drivers about the new lanes and how to safely drive while considering vulnerable road users, to encourage safe use of walking and cycling lanes by pedestrians and cyclists, and to encourage general good walking and cycling behaviours, in particular when sharing space such as on multi-use trails.

#### Mississauga Cycling Advisory Committee

A draft of this report was provided by email to members of the Mississauga Cycling Advisory Committee. The preliminary concept for the City's Active Transportation Framework was also discussed with some members during a WebEx meeting in late May. The Committee has provided the following comments:

- General support for the proposed bike lane additions;
- Temporary measures are helpful for physical distancing;
- Provide connections for post-secondary students;
- Coordinate with the Region of Peel for important connections (e.g. connecting Malton), and;
- Suggestion to include additional bicycle safety messaging and campaigns.

## **Strategic Plan**

The Active Transportation COVID-19 Recovery Framework aligns with the *Move* pillar in the City's Strategic Plan. In addition to the Cycling Master Plan, it also aligns with other key City strategies:

- The City's COVID-19 Recovery Framework (received by Council at its meeting on May 13, 2020) – The overall recovery framework supports a robust transportation network including a specific focus on the expanded role of active transportation (walking and cycling); the framework also articulates the opportunity to “build back better”, to identify and implement improvements such as enhanced active transportation infrastructure;
- Vision Zero – The City's commitment to Vision Zero necessarily includes a focus on providing safe and comfortable infrastructure for vulnerable road users such as pedestrians and cyclists; and
- Climate Change Action Plan – Enhanced active transportation infrastructure supports the long-term goals of the CCAP, to achieve goals for mode split and the co-benefits of active transportation (improved air quality, improved health outcomes, etc.).

## Financial Impact

### Capital Costs

The total estimated budget requirement to implement the Active Transportation COVID-19 Recovery Framework in 2020 is \$1,300,000. No new funding is being used to fund the projects identified in the Framework. Funding in the amount of \$1,300,000 is being brought forward from the 2021 Capital Plan to fund these projects.

It is recommended that budget for these installations be made available by creating a new project, PN20192 – Active Transportation COVID-19 Projects, with a gross and net budget of \$1,300,000, and that funding of \$830,000 be allocated from the Federal Gas Tax Reserve Fund (Account No. 35182), and that funding of \$470,000 be allocated from the DCA Roads and Related Infrastructure Reserve Fund (Account No.31335).

### Operating Costs

Staff estimated that the annual cost for winter maintenance will be \$500,000, and that the cost for street sweeping will be \$100,000. In 2020 the cost for winter maintenance will be \$167,000 from November to December and street sweeping will be \$33,000 and these costs will be an operating budget variance.

The 2021 operating budget for winter maintenance will be increased by \$500,000 in cost centre 24229 – account 715638 and for street sweeping \$100,000 in cost centre 24301 – account 715636.

## Conclusion

Active Transportation will take on a critical role in the City's COVID-19 Recovery Framework. By implementing the identified projects in the immediate to short term, residents will have better transportation options and be better able to practice physical distancing while moving safely and comfortably around the City.

## Attachments

Appendix 1 – Population Density

Appendix 2 – Percentage of Households with One Car or Fewer

Appendix 3 – Work Commute Trips under 10 km in Distance

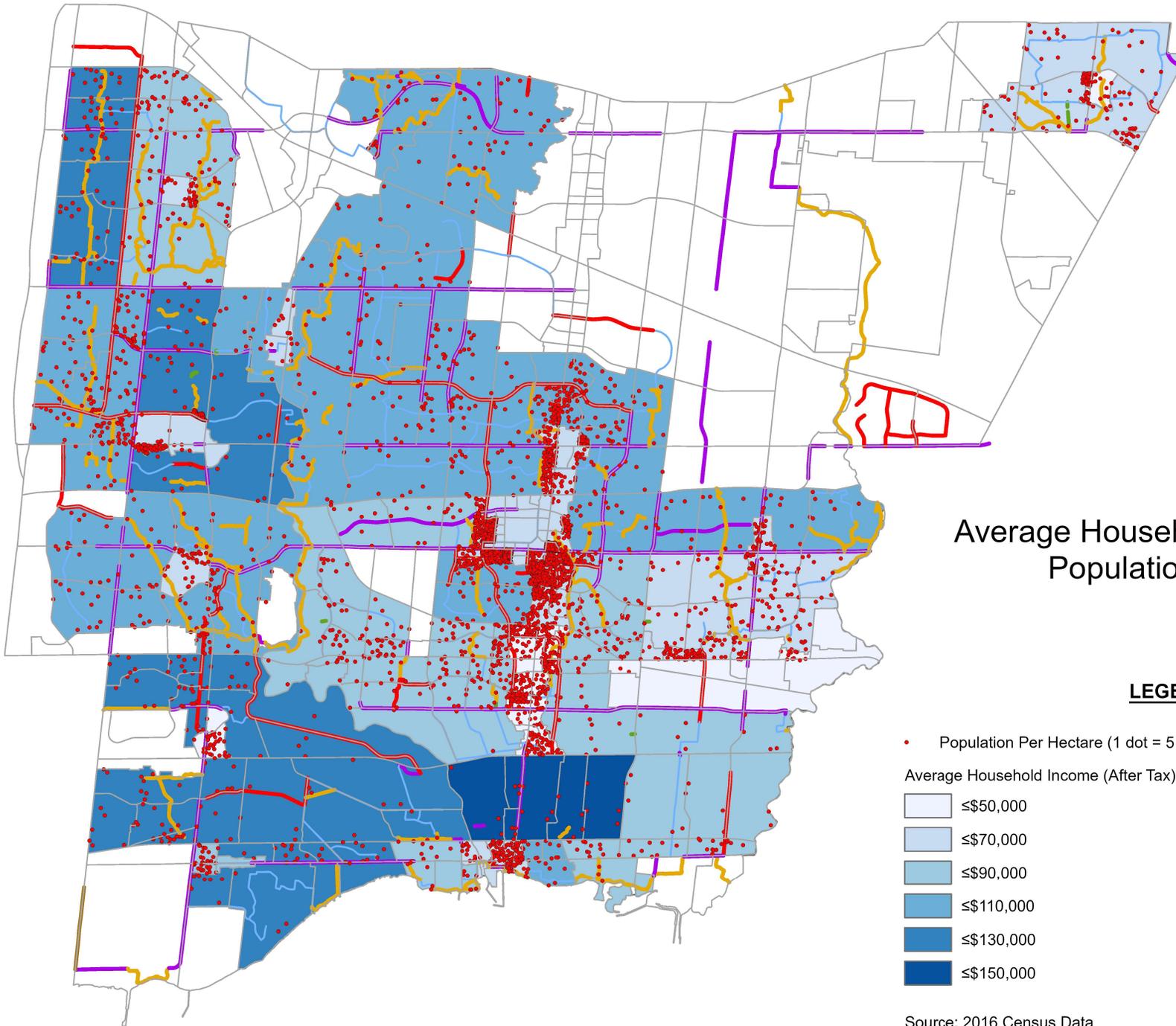
Appendix 4 – Active Transportation 2020 Installations



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

Prepared by: Matthew Sweet, Manager, Active Transportation

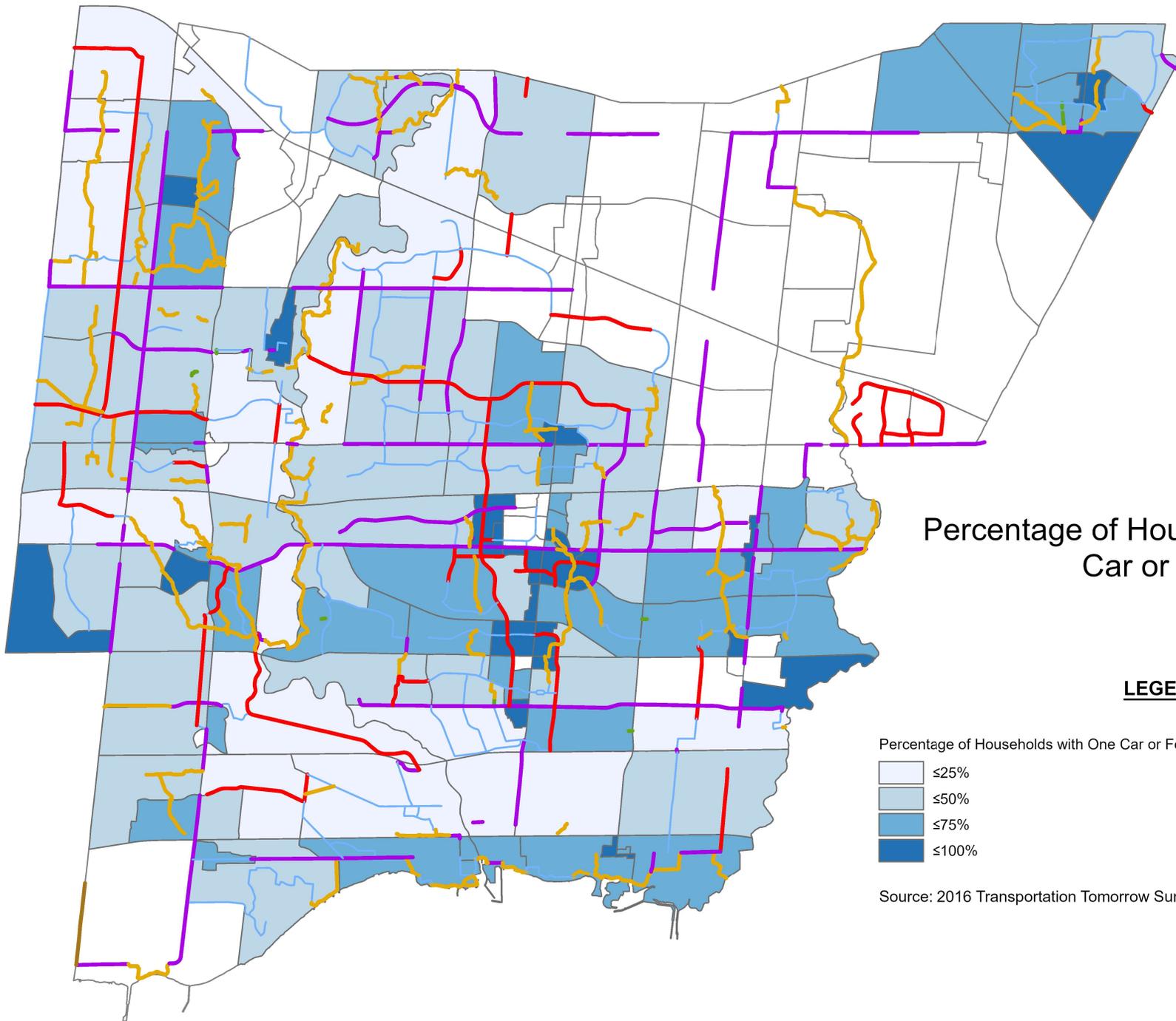


### Average Household Income and Population Density

**LEGEND**

- Population Per Hectare (1 dot = 5 people per hectare)
- Average Household Income (After Tax)
  - ≤\$50,000
  - ≤\$70,000
  - ≤\$90,000
  - ≤\$110,000
  - ≤\$130,000
  - ≤\$150,000
- Existing Cycling Facilities
  - Bicycle Lanes
  - Multi-Use Trail
  - Signed Route
  - Engineered Walkway
  - Off-Road Trail
  - Paved Shoulder

Source: 2016 Census Data



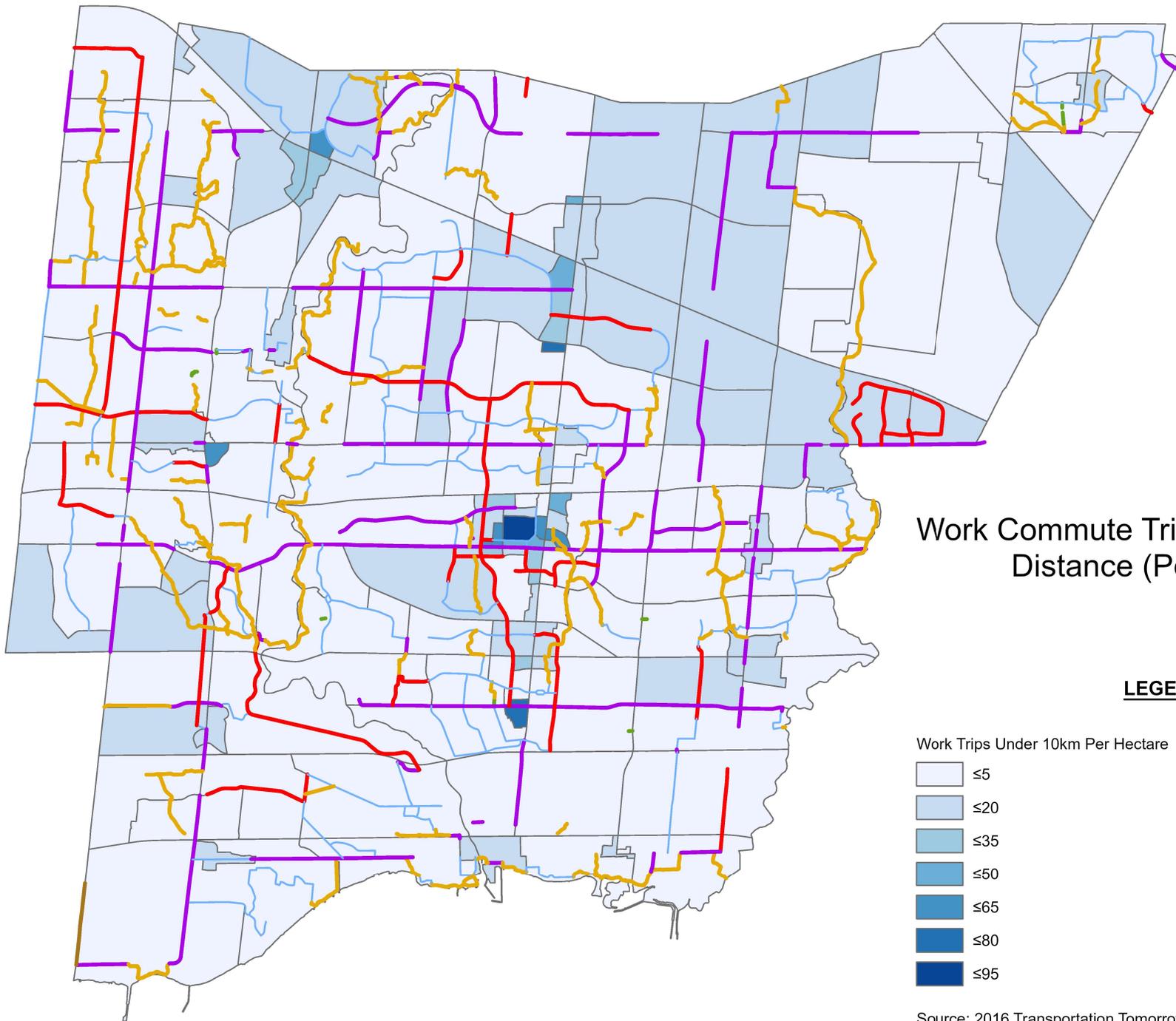
Percentage of Households with One Car or Fewer

**LEGEND**

- Percentage of Households with One Car or Fewer
- ≤25%
  - ≤50%
  - ≤75%
  - ≤100%

- Existing Cycling Facilities
- Bicycle Lanes
  - Multi-Use Trail
  - Signed Route
  - Engineered Walkway
  - Off-Road Trail
  - Paved Shoulder

Source: 2016 Transportation Tomorrow Survey



Work Commute Trips under 10 km in Distance (Per Hectare)

**LEGEND**

Work Trips Under 10km Per Hectare

- ≤5
- ≤20
- ≤35
- ≤50
- ≤65
- ≤80
- ≤95

Existing Cycling Facilities

- Bicycle Lanes
- Multi-Use Trail
- Signed Route
- Engineered Walkway
- Off-Road Trail
- Paved Shoulder

Source: 2016 Transportation Tomorrow Survey, All Day Time Period

## Appendix 4 – Active Transportation 2020 Installations

## 2020 Capital Cycling Program (Previously Approved and Funded)

Map #	Ward	Street	From/To	Type	Length
1	3	Cawthra Road	Eastgate Parkway to Forest Fire Lane	Multi-use Trail	0.25 km
2	5	Explorer Drive	Skymark Avenue to Eglinton Avenue East	Bicycle Lane	0.2 km
3	5	Mavis Road	Matheson Boulevard West to Cantay Road	Multi-use Trail	1.4 km
4	8	Eglinton Avenue West	Glen Erin Drive to Metcalfe Avenue	Multi-use Trail	0.4 km
5	9 & 10	Derry Road West	Lisgar Meadow Brook Trail to Lake Aquitaine Trail	Multi-use Trail	2.0 km

## 2020 Proposed Bicycle Lanes (AT COVID Recovery Framework Projects)

Map #	Ward	Street	From/To	Type	Length	Est. Cost
6	2	Orr Road	Southdown Road to Meadow Wood Road	Bike Lane	1.4 km	\$22,400
7	4	City Centre Drive	Duke of York Blvd to Rathburn Road	Separated Bike Lane	1.2 km	\$106,800
8	4	Kariya Gate	City Centre Drive to Burnhamthorpe Road	Separated Bike Lane	0.1 km	\$51,400
9	4	Living Arts Drive	Rathburn Road to Burnhamthorpe Road	Separated Bike Lane	0.8 km	\$81,200
10	5	Morning Star Drive	Airport Road to Brandon Gate Drive	Bike Lane	2.8 km	\$59,800
11	7	King Street	Confederation Parkway to Camilla Drive	Separated Bike Lane	0.9 km	\$72,600

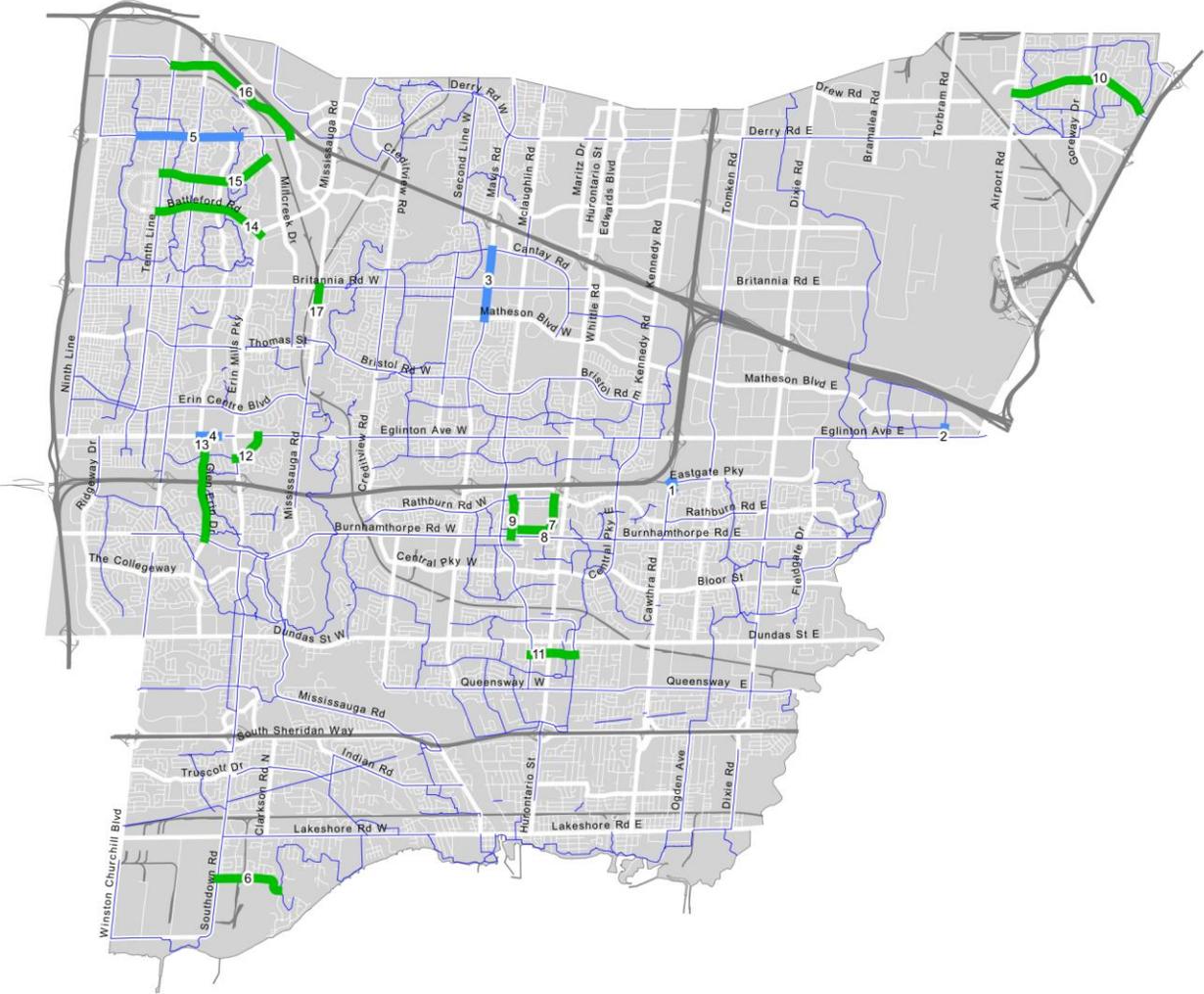
Map #	Ward	Street	From/To	Type	Length	Est. Cost
12	8	Credit Valley Road	Erin Mills Parkway to Eglinton Avenue	Bike Lane	0.7 km	\$56,200
13	8	Glen Erin Drive	Burnhamthorpe Road W to Eglinton Avenue	Separated Bike Lane (Interim)	2.1 km	\$134,400
14	9	Battleford Road	Tenth Line W to Erin Mills Parkway	Separated Bike Lane (Interim)	2.2 km	\$140,800
15	9	Aquitaine Avenue	Tenth Line W to Millcreek Avenue	Separated Bike Lane (Interim)	2.2 km	\$140,800
16	9	Argentia Road	Tenth Line W to Derry Road W	Separated Bike Lane (Interim)	3.0 km	\$192,000
17	11	Queen Street	Britannia Road to Ontario Street	Bike Lane	0.5 km	\$23,000
					Subtotal	\$1,081,400.00
					20% Contingency	\$216,280.00
					Total	\$1,297,680.00

## Unit Costs:

\$16 / km for conventional bike lane (\$8 / lane km; single painted line)

\$64 / km for separated bike lane (\$32 / lane km; includes flexible bollards and additional painted buffer)

Costs include required traffic signal detection upgrades



**Active Transportation Proposed 2020 Installations**

- Existing Bike Lane, Multi-Use Trail, or Signed Route
- 2020 Cycling Program
- 2020 Proposed Bike Lanes

City of Mississauga  
**Corporate Report**



<p>Date: June 5, 2020</p> <p>To: Mayor and Members of Council</p>	<p>Originator's files:</p>
<p>From: Shari Lichterman, CPA, Commissioner of Community Services</p>	<p>Meeting date: July 8, 2020</p>

## Subject

Request to Alter a Heritage Designated Property: 1020 Old Derry Road (Ward 11)

## Recommendation

That the request to alter the property at 1020 Old Derry Road as outlined in the Corporate Report from the Commissioner of Community Services, dated June 5, 2020, be approved.

## Background

The subject property is designated under Part V of the *Ontario Heritage Act* as it forms part of the Meadowvale Village Heritage Conservation District (HCD). Changes to the property are subject to the Meadowvale Village HCD Plan, 2014, and substantive changes identified in said plan require a heritage permit.

The owner of the property has submitted an application to replace the existing gravel driveway with an asphalt driveway. The drawings and work plan are attached as Appendix 1.

## Comments

The Meadowvale Village Heritage Conservation District plan design guidelines note that the use and installation of permeable paving methods are permitted. As the proposal is for a paved driveway, a heritage permit is required. The property features an extensive driveway which is a mix of paved and gravel surface. The portions of the driveway closest to the house and workshop are currently paved in asphalt. This application is to pave the remaining 'laneway' portion of the driveway which extends from the back of the residence to the road.

The paving of the driveway will prevent water from 'pooling' at the end of the driveway where it freezes in the winter, creating a safety concern. It will also divert the water away from the existing structure, adding to its longevity.

Given the safety concern and recognized concern for surface drainage Heritage Planning staff recommend approval.

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## Financial Impact

There is no financial impact resulting from the recommendation in this report.

## Conclusion

The owner of the property has applied for a heritage permit to modify the property by paving the existing gravel driveway. The proposal addressing ongoing safety concerns, is sympathetic to the character of the dwelling and will help provide further longevity to it. As such, the proposal should be approved.

## Attachments

Appendix 1: Drawings and work plan



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Shari Lichterman, CPA, Commissioner of Community Services

Prepared by: John Dunlop, Manager, Heritage Planning





Photo 1: Driveway at paved/gravel boundary



Photo 2: View of driveway from Old Derry Road

City of Mississauga  
**Corporate Report**



<p>Date: June 4, 2020</p> <p>To: Mayor and Members of Council</p>	<p>Originator's files:</p>
<p>From: Shari Lichterman, CPA, Commissioner of Community Services</p>	<p>Meeting date: July 8, 2020</p>

## Subject

Notice of Objection to Proposed Heritage Designation: 1200 Old Derry Road (Ward 11)

## Recommendation

1. That the City Clerk be directed to refer the proposed heritage designation of the two structures known as the Owner's Residence and the Foreman's Residence at 1200 Old Derry Road to the Conservation Review Board, as required by the *Ontario Heritage Act*, as outlined in the Corporate Report, dated June 4, 2020, from the Commissioner of Community Services
2. That the City Solicitor or her designate, together with any required staff or consultants be directed to attend any Conservation Review Board proceedings in support of Council's decision on the designation of the Owner's Residence and the Foreman's Cottage at 1200 Old Derry Road, but should a proposed settlement be reached that a report be brought back to Council.

## Background

The property at 1200 Old Derry Road, the Sandford Farm, has significant cultural heritage value and interest. It is listed on the City's Municipal Heritage Register as it is a Cultural Heritage Landscape, is within the Credit River Cultural Heritage Landscape and has one structure, the Simpson-Humphries House, which is designated under Part IV of the *Ontario Heritage Act*.

In November 2019, the property owner submitted a heritage permit application to demolish two structures on the property, known as the Foreman's Residence and the Owner's Residence. Upon review of the application, the City's Heritage Advisory Committee recommended that the two structures be designated under Part IV of the Ontario Heritage Act due to their cultural heritage value and interest. The recommendation was approved at General Committee on November 13, 2019 and at Council on November 20, 2019.

Council	2020/06/04	2
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The City published a Notice of Intention to Designate in the *Mississauga News* and served notice to the property owner in compliance with the Ontario Heritage Act. The Conservatory Group, the property owner, served a notice of objection dated December 23, 2019 (Appendix 1).

## Comments

Under section 29(5) of the *Ontario Heritage Act*, anyone may serve the Clerk with a notice of objection within 30 days of the publication of the Notice of Intention to designate. The notice of objection was received within the allotted time.

As per section 29(7), once the objection has been served on the Clerk, Council must refer the matter to the Conservation Review Board (CRB). The CRB must hold a public hearing, which must be advertised within the municipality. Within 30 days of the hearing's conclusion, the CRB must provide a report and recommendation to Council. Council can either proceed with the designation or withdraw the Notice of Intention to designate. The decision of Council is final.

The property owner's representatives attended the February 11, 2020 Heritage Advisory Committee meeting to further discuss the Committee's concerns. There, they expressed a willingness to explore modifications to their proposed development which would more thoroughly account for the cultural heritage value and interest of the property. Such modifications could achieve a desirable resolution and avoid the need for a contested CRB hearing. Staff recommend that discussions with the property owner continue, regardless of the possibility of early resolution, the matter must be referred to the Conservation Review Board in compliance with the *Ontario Heritage Act*.

## Financial Impact

Should a contested hearing be required, external heritage consultants will be retained and the cost will be covered by the operating budget of Legal Services. Other costs associated with the recommendations in this report are expected to be carried on the existing operating budget for Legal Services and the Culture Division.

## Conclusion

An objection has been filed to Council's intention to designate the Sanford Farm, located at 1200 Old Derry Road, under the *Ontario Heritage Act*.

## Attachments

Appendix 1: Objection to Notice of Intention to Designate



Shari Lichterman, CPA, Commissioner of Community Services

Prepared by: John Dunlop, Manager, Heritage Planning

2019 DEC 23 3:22PM  
CITY OF MISSISSAUGA  
REC'D CLERK'S OFFICE

December 23, 2019

**By Courier and E-Mail Only to [diana.rusnov@mississauga.ca](mailto:diana.rusnov@mississauga.ca)**

Diana Rusnov  
The City Clerk  
The Corporation of the City of Mississauga  
300 City Centre Drive, 2<sup>nd</sup> Floor  
Mississauga, ON  
L5B 3C1

Dear Ms. Rusnov:

**Re: Notice of Objection  
Proposed Designation of the Foreman's House and the Cottage/Owner's  
Residence (the "Structures") located at 1200 Old Derry Road (the  
"Property")  
Pursuant to Part IV, Section 29 of the *Ontario Heritage Act*, R.S.O. 1990,  
Chapter 0.18 (the "*Act*")  
City of Mississauga File No.: CS.08.OLD**

We are counsel to Hanlon Glen Homes Inc. and Sinqua Developments Inc. ("Hanlon") the owners of the Property. We are in receipt of the December 5, 2019, City of Mississauga (the "City") Notice of Intention to Designate (the "Notice") the Structures located on the Property under the *Act*.

In response to the Notice, and on behalf of our clients, we hereby object to the City's intention to designate the Structures for the reasons, amongst others, provided below.

Hanlon commissioned Golder Associates Ltd. to prepare a Heritage Impact Assessment ("HIA") which assessed the Structures from a heritage perspective. The purpose of the HIA was to support Hanlon's application to demolish the Structures (the "Application").

The HIA concluded that the Structures do not have cultural heritage values or interests and do not meet the prescribed criteria of O. Reg. 9/06. Furthermore, the HIA confirmed that the demolition of the Structures will not result in adverse impacts to heritage attributes of another designated structure located on the Property, or to the Credit River Corridor Cultural Heritage Landscape (the "Landscape"). The HIA report is enclosed with this Notice of Objection.

In response to the HIA and the Application City staff wrote a Corporate Report dated September 25, 2019 (the "Report") to the City's Heritage Advisory Committee for

consideration at their meeting of November 5, 2019. In the Report City staff indicated that designation of the Structures is not a viable option to preserve the Landscape. The Report confirms City staff's position that the Structures are not worthy of a heritage designation. Furthermore, the Report's conclusion provides a City staff recommendation that the Application (to demolish the Structures) proceed subject to certain conditions including the provision of an interpretation and commemoration strategy, amongst other things.

Given the Notice, it would appear that the City's Heritage Advisory Committee did not heed the recommendations conveyed by City staff in the Report, which were consistent with the findings of the HIA.

Hanlon remains of the view, consistent with the HIA and the Report, that the designation of the Structures under Part IV of the *Act* is not appropriate as it will, amongst other things, unjustifiably restrict the redevelopment potential of the Property. Hanlon remains prepared to work with the City's Heritage Advisory Committee staff to undertake and prepare a commemoration and interpretation strategy that would be appropriate for the Property.

Hanlon therefore respectfully requests that the Conservation Review Board direct the Heritage Advisory Committee staff to withdraw its intention to designate the Structures under Part IV, s. 29 of the *Act*.

Please do not hesitate to contact me should you have any questions.

Yours truly,  
**DAVIES HOWE LLP**



John Alati

JA:am  
encl.: As above

copy: Messrs. Cary and Daechsel, Golder Associates Ltd.  
Client

# City of Mississauga Corporate Report



<p>Date: June 4, 2020</p> <p>To: Mayor and Members of Council</p>	<p>Originator's files:</p>
<p>From: Shari Lichterman, CPA, Commissioner of Community Services</p>	<p>Meeting date: July 8, 2020</p>

## Subject

Request to Alter a Heritage Designated Property: 13 Thomas Street (Ward 11)

## Recommendation

That the proposed alteration of 13 Thomas Street, which is designated under Part IV of the Ontario Heritage Act, as outlined in the Corporate Report dated June 4, 2020 from the Commissioner of Community Services, be approved.

## Background

The City designated the subject property under the Ontario Heritage Act in 1978. It is named for the Paterson family who owned the property in the mid nineteenth century. More recently, it was the house of the Mannings Family, beginning in 1960. Mary Manning is well known for her contribution to the historic record of Streetsville. Since Hugh Manning's 2009 passing, the property has changed ownership several times. A denturist purchased it last year and intends to adapt the house to a medical clinic. The proposal and Heritage Impact Assessment are attached as Appendix 1.

## Comments

The proposal brings a complementary glass and brick rear two storey addition to the Regency style brick townhouse. The addition includes a green roof patio and basement garden. The existing rear summer kitchen and symmetrical chimneys would be removed to allow for this adaptive re-use. The windows, front door and interior elements, including the floor and baseboards, would be retained.

Similar to the author of the Heritage Impact Assessment, Heritage Planning staff notes the greatest impact in the proposed alteration is the potential loss of the distinguishing design feature of the symmetrical chimneys. The challenge of retaining chimneys without fireplaces is acknowledged and only one might be practically retained in some form. Heritage Planning staff continue to encourage the owner and architect to investigate ways to maintain the chimneys as the plan is refined through the site plan process. Heritage Planning staff further encourage the owner to consider a maintenance program for the chimneys supported through the Designated

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Heritage Property Grants program. Overall, the proposal is sympathetic and sensitive to this longstanding landmark at the west end of Streetsville. It should therefore be approved.

## **Financial Impact**

There is no financial impact resulting from the recommendation in this report.

## **Conclusion**

The owner of 13 Thomas Street has requested permission to alter the property, which is designated under the Ontario Heritage Act. Because the proposal is generally sympathetic, it should be approved.

## **Attachments**

Appendix 1: Proposal and Heritage Impact Assessment



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Shari Lichterman, CPA, Commissioner of Community Services

Prepared by: John Dunlop, Manager, Heritage Planning



**A Heritage Impact  
Assessment  
for 13 Thomas Street, Mississauga, Ontario**

**James Bailey Architect**

April, 2020

## TABLE OF CONTENTS:

- 1.0 Redevelopment Proposal and Report Objective
- 2.0 Location Plan of Subject Property
- 3.0 Description of the Property
  - 3.1 Description of the Present House
  - 3.2 Floor Plans of the Existing House
- 4.0 Historical Research
- 5.0 Statement of Significance of the Property
- 6.0 Summary of relevant municipal/agency requirements
- 7.0 Proposed redevelopment Plan
- 8.0 Mitigation Measures
- 9.0 Recommendation

## APPENDICES:

- A1. Sources of Information and References
- A2. Selected Reference Documents
- A3. Complete Drawings the proposed new house for 12 Thomas Street (by David Peterson Architect)
- A4. Curriculum Vitae of Author

Researched and authored by: **James Bailey Architect**  
49 Melbourne Avenue  
Toronto, M6K 1K6 [jbarch@sympatico.ca](mailto:jbarch@sympatico.ca)  
Tel. (416) 537-4140

*This study has been commissioned by its current owner in support of an application for redeveloping 13 Thomas Street, Streetsville. It specifically addresses the architectural resources of the property which has been designated as being of historical and architectural interest since 1978. We have re-evaluated the house in respect to Ontario Regulation 9/06 made under the Ontario Heritage Act as well as the relationship of the property to the cultural landscape in which it is located. The conclusions represent the independent opinions of the author.*

## 1.0 Design Proposal and Report Objective

13 Thomas Street (often referred to as the Paterson House) has been purchased by a Toronto dentist, Mr. \_\_\_\_\_, with the intent of redeveloping this commercially zoned building into a denture and auditory clinic.

David Peterson, his architect, has proposed an adaptive re-use of what was the private residence of merchant and political personality, Thomas Paterson. To the best of public knowledge it was constructed in 1847 and the rear kitchen wing added twenty-three years later.

The house is located in the commercial core of Streetsville and is included (and listed) as being part of the Streetsville Architectural/Cultural landscape.

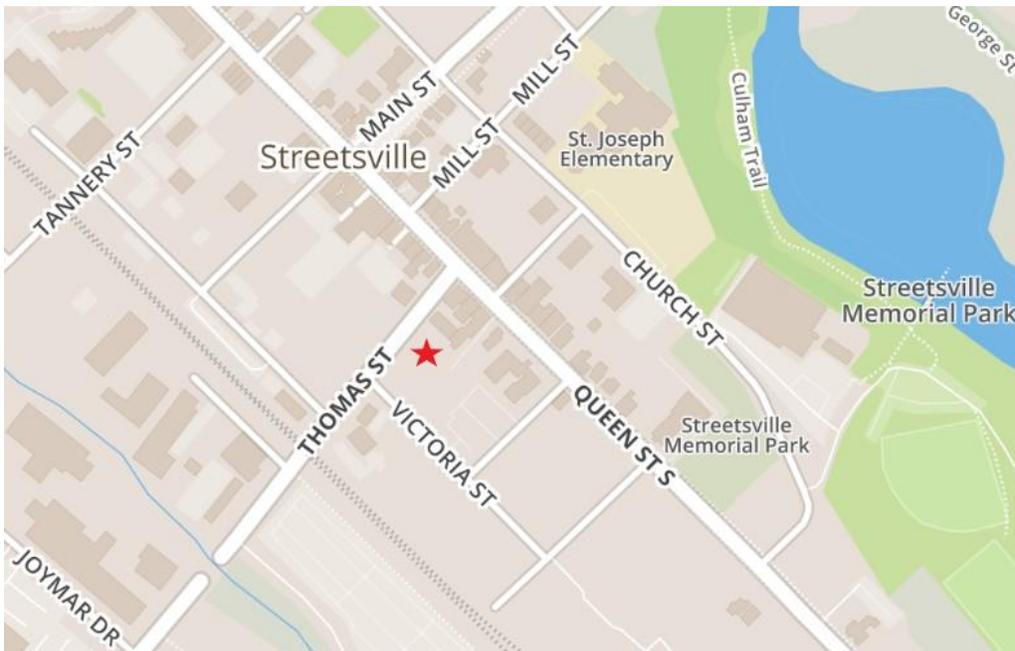
The proposed new use requires the demolition of the 1870 kitchen wing and replacing it with a new patient entrance/reception and office area. Access will be from the east where there is presently a parking area (which remains from an earlier commercial use of the house).

James Bailey Architect has been retained to prepare a Heritage Impact Assessment of this design proposal, required as it proceeds toward Site Plan Approval and ultimately is submitted for a Building Permit.

## 2.0 Location Plan of Subject Property

12 Thomas Street is located in the community of Streetsville (federal riding of Mississauga-Streetsville). Using major north-south and east-west arterials as references, the property sits between Mississauga Road and Erin Mills Parkway and between Eglinton Avenue West and Britannia Road West.





Historically this property was in what was known as Toronto Township. Toronto Township was formed as part of York County, Upper Canada on August 2, 1805 when officials from York (what is now the City of Toronto) purchased 84,000 acres (340 km<sup>2</sup>) of land from the Mississauga for 1,000 pounds. At this time the land was surveyed and much of it was given by the Crown in the form of land grants to Loyalists.

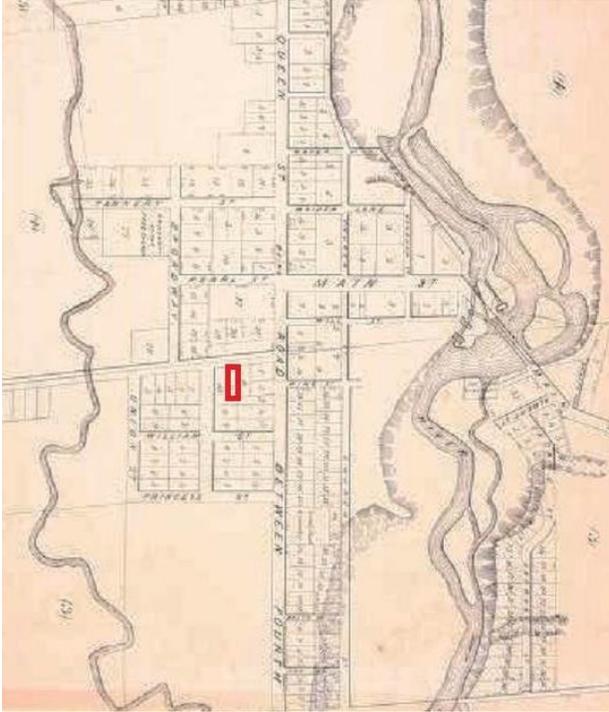
More than a dozen small communities grew in this area, most of which were located near natural resources, waterways for industry and fishing, and routes leading into York. The township became part of Peel County in 1851.

Industry was spurred in this area as a result of the many railway lines which had been constructed through the township. In light of the continued growth seen in this area, the Toronto Township Council was formed in 1873 to oversee the affairs of the various villages that were unincorporated at that time. This Council took on responsibilities for road maintenance, established a police force, and also took on mail delivery service.



A rather unpopular provincial degree in 1968 forced many of the villages which comprised this Township Council to amalgamate, forming the Town of Mississauga. Both Port Credit and Streetsville remained independent towns until Mississauga became a city in 1974 and incorporated these last two communities.

### 3.0 Description of the Property



Thomas Street figures in some of the earliest plans of the village of Streetsville. Located very near the intersection of Queen Street (which we will refer to as running north to south, although it is not that true to cardinal points), and Main Street which is just north of Thomas.

The legal description of the property is PLAN STR 4 PT LOTS 8, 9 BLOCK 1 (tax roll number 21-05-120-005-06500-0000). PIN is 13122-0018.

What one finds in this area today is a combination of buildings of residential and commercial origins. This integration of homes and businesses was not unusual for many small towns in Ontario in the 19<sup>th</sup> century.

Today the central core of Streetsville “retains much of the qualities of a rural farming town” (quoted from THE City of Mississauga citation).

13 Thomas Street and some of the other residences have become business addresses and new developments along neighboring Queen Street have generally respected the scale of existing shop fronts.

### 3.1 Description of the Present House

What we see in 13 Thomas Street is a good example of a late Regency home built by a respected local merchant, Thomas Paterson for his new wife (nee Agnes Savigny). The main mass of the house was constructed in 1847. Paterson became a member of Village Council in 1858. The brick kitchen wing was not added until 1870. This was ten years after the passing of Thomas. In all probability there would have been an earlier “summer kitchen” of simpler construction—likely wood frame.

The main house, as well as addition, are of brick construction sitting on stone foundations. Today there is a basement below the newest addition, and a small area below the main house has been excavated to serve as a furnace room. The foundations seem to have been set low enough to not call for underpinning of these walls in the basement areas.

The main red brick walls rise two stories. We have been told by the Architect of the current renovations, that the walls are solid, triple wythe brick.

A large quarry of red clay lay on the west side of the village, encouraging the use of brick for construction. Another landmark nearby, Timothy Street's (founder of Streetsville) house, was built in 1825 and is one of the oldest brick houses in Peel Region.

While time has caused this period feature to fade, at least the front façade was tuck-pointed which attempted to regularize the perception of the coursing. The brick is quite weathered with some evidence of abrasive cleaning in the past.

The roof is a hip roof with quite a low slope (3.75:12). The eave overhang is quite pronounced. The eave is bracketed by pairs of brackets (six pairs across the main façade).

A distinguishing feature of the home is the substantial brick chimneys that rise above the roof maintaining the symmetry of the façade. These chimneys are carried up from fireplaces in the two front reception rooms.

The façade is a well-balanced composition with a central main entrance door set in a paneled embrasure with typical Regency glazing in the side lights and transom light. At the main level, located to each side of the recessed entrance are French windows. These hinged pairs are paneled up to waist height, over which each has a 6/6 window unit. The French windows are provided with shutters.

Somewhat surprising is that there is no evidence of there ever having been either an outdoor terrace or a veranda which would have been usual, given the French windows.

Lined up over the main entrance door and these two French window units are three matched second floor window units. These are casements unit with 4/4 glazing. Shutters are provided for all windows.

Each of the two lateral sides of the house (we will call them east and west) have two symmetrically placed 12/12 double hung windows serving the main floor, above which are two 6/6 double hung windows. These are all provided with shutters as well as storm windows.

An additional peculiarity of the fenestration is that fact that one window on the west façade—the main floor window nearest the street—is not an actual window, but with shutters closed, seems to have been included over a solid wall in order to maintain the symmetry of that façade.

The chimneys, while strong visual elements above the roof line, do not read on the side wall elevations—that is they do not protrude beyond the alignment of the walls.

The rear (south) kitchen wing is a single storey with a full basement. As was often the case, such a wing would have replaced an earlier, likely wood-frame “summer kitchen”. Our research indicates that the brick kitchen was added in about 1870.

**House Exterior Photographs**



**Front Façade (north-west)**



**South-West Façade (parking lot)**



**Rear (south) façade**



**South-East Façade**

**INTERIOR PHOTOGRAPHS**

**Main Floor**



Easterly Living Room



Westerly Living Room



Kitchen



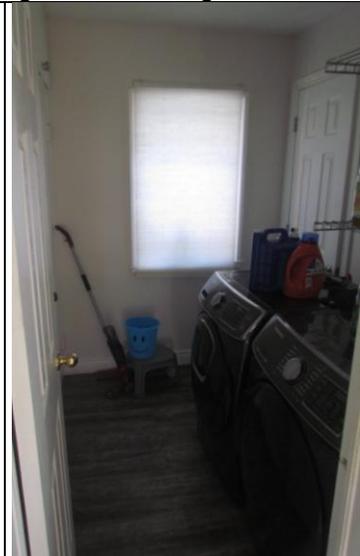
Westerly LR looking toward dining area



Main Floor Bedroom (Bdrm. 1)



Main Floor Bathroom



Laundry

**Second Floor**



**South-east Bedroom (Bdrm. 2)**



**North-east Bedroom (Bdrm. 3)**



**North-west Bedroom (Bdrm. 4)**



**Second Floor Bathroom**

**BASEMENT LEVEL**



**Furnace Room (under main house)**



**Basement below Kitchen (and Stair)**

**ARCHITECTURAL FEATURES**



Recessed Doorway, Sidelites and transom



French windows



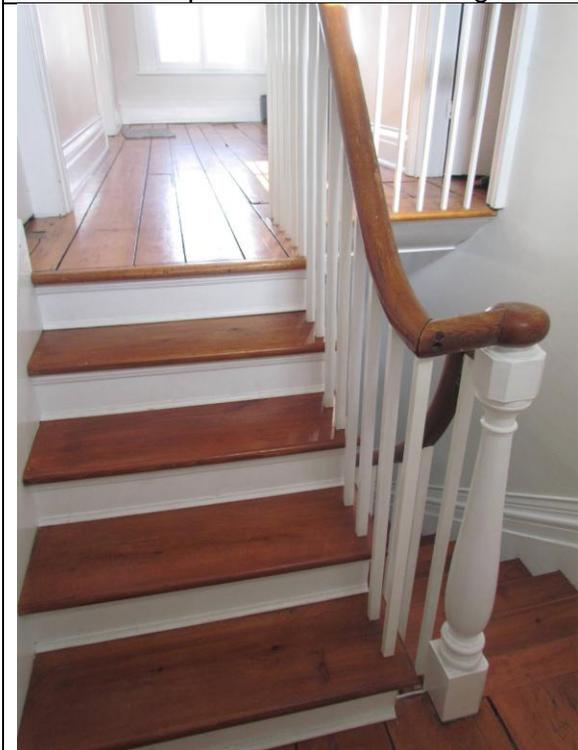
Casement Windows c/w Shutters



Bracketed Eave and Symmetrical Chimneys



Matched Fireplaces in the two Living Rooms



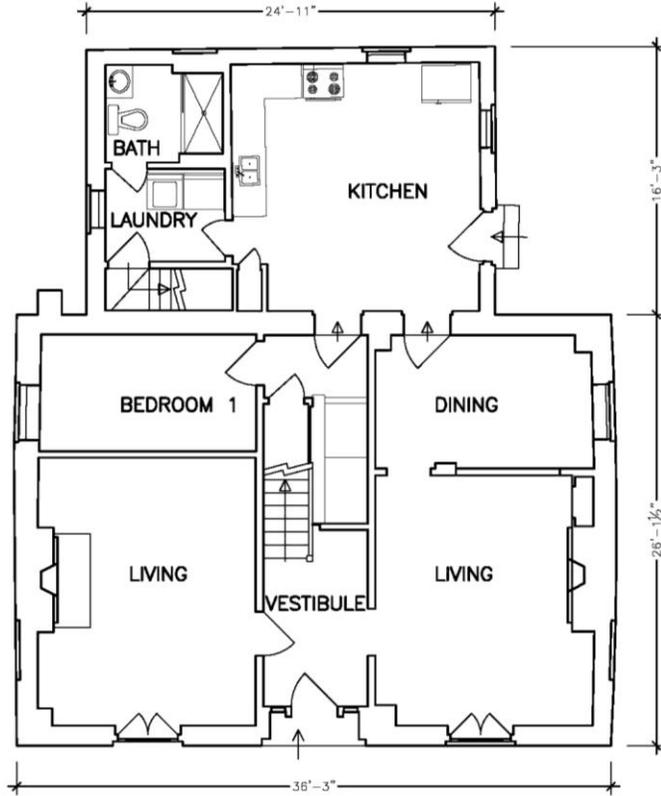
A grand central stairway (the pickets don't look original, and the treads look replaced)



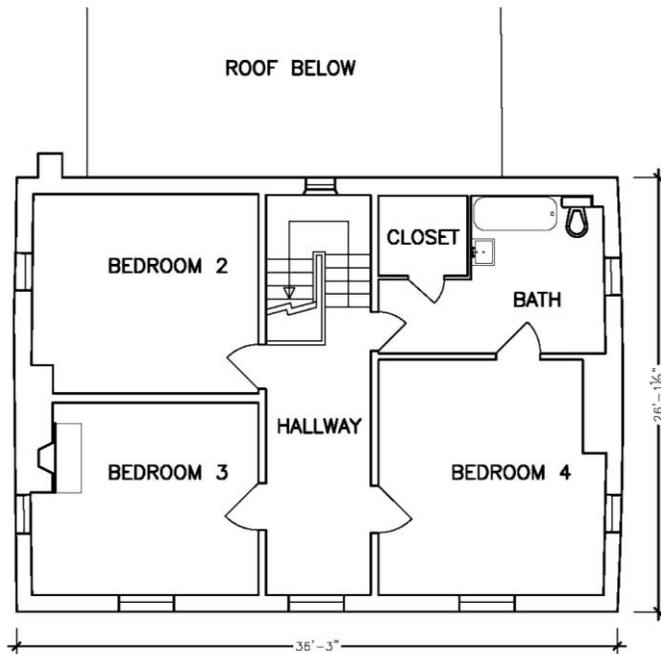
Wide Planked Floors

Original baseboards and door trim

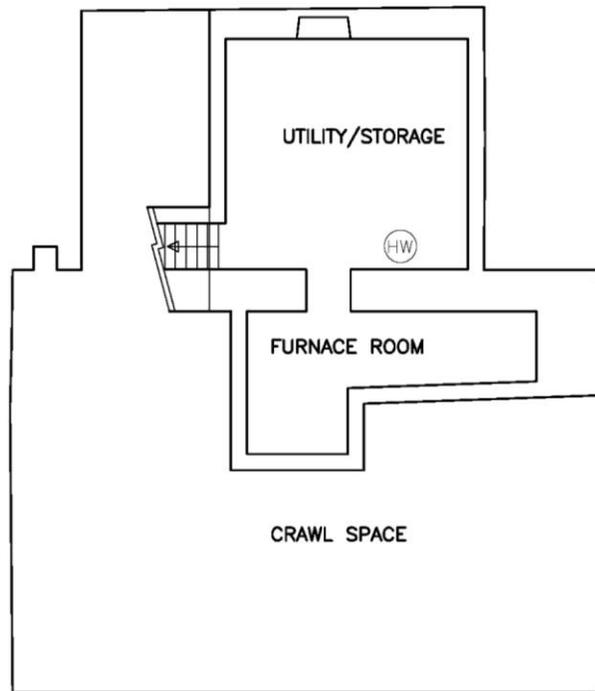
**3.2 Plans of the Existing House**



**Existing House: Main Floor Plan**



**Existing House: Second Floor Plan**



**Existing House: Basement**

#### 4.0 Historical Research

The focus of the archival research on this property has been to confirm when the existing house was built and subsequently modified, who has occupied the house and its relationship to the historic village of Streetsville.

Based on sources that are listed in the references listed elsewhere in this study, we have concluded that ownership and/or occupancy of the house has been as follows. *(Items in Italic text are not specific to the house, but to other addresses for assumed occupants.)*

YEAR	OWNER/OCCUPANT	CONNECTION TO COMMUNITY	SOURCE
1828	Kings College	King's college was the predecessor of the University of Toronto. In 1828 operated by the Church of England	Patent of Lot 3, Concession 5
1844	William Cawthra		
1845	James Patterson (1793-1874)	One of the first residents of Streetsville having immigrated from Scotland in 1820. Known as the "Baird of Bonnie Braes"	From William Cawthra, instrument #23518. B.&S. James shows up in Canada West Census as living in Streetsville in 1851.

YEAR	OWNER/OCCUPANT	CONNECTION TO COMMUNITY	SOURCE
1847	Thomas Paterson (1818-?) Reported to have built 13 Thomas Street in the Heritage Citation	Son of James Paterson (1793-1874) and Jane Pigge (1798-1849) A local merchant and ran a Foundry	No record found of Thomas taking ownership
1851	Thomas Paterson (1818-Agnes Blair Paterson, nee Savigny (1819-?) and daughter Agnes J. (1848-?)		1851 Canada West Census.
1859	Thomas Paterson		Tremaine map of Peel Region Also, 1959 Streetsville Assessment
1860	Thomas Paterson	Purchased 13 Thomas Street from his father James	B. & S. on landtitles (perhaps this was to clear up estate matters)
1862	Hugh P. Savigny (1829-Surveyor	Younger brother of Agnes Paterson Appears to take ownership of the house.	Landtitle transcripts appears to take ownership of 3 St. Thomas Street (.25 acres) and 46 Ontario Street
1872	<i>Agnes Paterson (1819-living at 46 Ontario Street. H. Savigny does not appear in transcripts</i>		<i>1872 Streetsville tax assessments</i>
1874	<i>Agnes Paterson (1819-living at 8 Thomas Street</i>		<i>1874 Streetsville tax assessments</i>
1875	Ellen McKindsey	Agnes Paterson (1852- ?) Daughter of David Thomas Paterson, first owner of 13 Thomas Street still resident	1875 Streetsville tax assessments Land title Registry #293 \$1,000
1877	Thomas Doyle (1854-	Tenant, still owned by Agnes Patterson	1877 Streetsville tax assessments
1880	William H. Doyle (1835- )		1880 Streetsville tax assessments
1883	Mrs. Jane McKindsey Sons Lindsay and Bert Minnie (married Frank Morgan) Etta (Storekeeper and School Teacher) Lily (spinster)		Letter dated January 10, 1942 from someone who had lived in Streetsville from 1883 addressed to Mr. Clements
1894	Hugh McCaugherty (1827-1913) marries the owner of 13 Thomas Street, Jane McKindsie.(sic)		Streetsville Review of December 1894

YEAR	OWNER/OCCUPANT	CONNECTION TO COMMUNITY	SOURCE
1895	Hugh McCaugherty (1827-1913)		Streetsville Review of August 8, 1895 "Mr. Hugh McCaugherty has greatly improved his residence on Thomas Street by having it Tuckpointed. He is also having it repainted inside and out."
1887	William H. Doyle (finisher)		1887 Streetsville Tax assessments
1901	William H. Davidson (finisher)	Non-resident, living in Cobourg	1901 Streetsville Tax assessments
1902	Richard King (b. 1826) (labourer) indicated to be a tenant	William H. Davidson, the owner has moved to Dexter, Maine	1902 Streetsville Tax assessments
1903	King has moved out and Mrs. Hugh McCaugherty (1830- is noted as living on a half acre comprising Lot 8 and pt. Lot 9 Thomas Street.	William H. Davidson, the owner has moved to Dexter, Maine	1903 Streetsville Tax assessments
1907-1909	Hugh McCaugherty (1830-?) with son, David (1869- ?) and wife Jane		1907 and 1909 Streetsville Tax assessments
1912	Lilian McKindsay (Spinster daughter of Jane McCaugherty (formerly McKindsay)	Purchased from Jane McCaugherty	Land title Registry #1309
1918	Harrison Hisey	from Lilian McKindsay	Land title Registry #1312 \$2,500
1926	A.B. Bruce (1879- ), agent, with wife and two children		1926 Streetsville Tax assessments
1931	Harrison Hisey (1874- ) labourer and Margaret Hisey (1875- )		1931 Streetsville Tax assessments
1942 letter	Lily McKindsey	Spinster daughter of Jane McKinnsey reported to live in the house for three years following her mother's death.	Letter dated January 10, 1942 from someone who had lived in Streetsville from 1883 addressed to Mr. Clements
	Colonel W.W. Pope With son Macaulay Pope		

YEAR	OWNER/OCCUPANT	CONNECTION TO COMMUNITY	SOURCE
1938	Alice M. Pope	Purchased from Harrison Hisey	Land title Registry #1936 \$2,500
1941	William G. Clements	Purchased from Alice M. Pope	Land title Registry #2044 \$3,000
1942	William George Clements (1908- ) Manager Edith Helana Clements (1916-)		1942 Streetsville Tax assessments <i>Pt. 8 + 9 94'</i>
1955	Lenward (?- 1969) and Marian J. Lee	Purchased from William Clements The Lee's ran the Streetsville Funeral Home fronting on Queen Street	Land title Registry #4245
1959	Botsford Trites (1904- ?) <i>electrician</i> and Hattie Isabel Trites (1908-?)	Lenward and Marian J. Lee owners	1959-60 Streetsville Tax assessments
1960	<i>Susan Switzer (1883- ) with daughter Mary Ethel Manning , nee Switzer Switzer (1919-1990) and Hugh A. Manning (1925- 2009 ) live at 31 Thomas Street</i>		<i>1959-60 Streetsville tax assessments</i>
1962	Mary Switzer Manning and Hugh Manning	Opening of Manning Antiques at 13 Thomas Street	Streetsville, from Timothy to Hazel (Kathleen A. Hicks) 2008
1966	Hugh Manning	In business with his wife Mary and a past President of the Antique Dealers Association.	Land-titles Transaction 7174
1978	Designation By-law # 635- 78	Designation By-law # 635-78	
1997	Hugh Manning and Mary Ethel Manning		Land-titles Transaction PR1225920
2010	Martin William Scott Manifred Sigmond Schneider Hugh Manning estate		Land-titles Transaction PR1857790
2011	On-line Experience Programs Inc.	On-line education? Can't be sure.	Land-titles Transaction PR2741814
2015	Green Elephant Nutrition Centre	Nutritional supplements (but seems to have gone under)	Land-titles Transaction PR2741813
2019	and	Current Owner, commissioning this HIS	Land-titles Transaction PR3474817

## 5.0 Statement of Significance of the Property

Ontario Regulation 9/06 made under the Ontario Heritage Act establishes three criteria for determining Cultural Heritage Value or Interest.

1. The property has **design value or physical value** because it,
  - a) is a rare, unique, representative or early example of a style, type, expression, material or construction method,
  - b) displays a high degree of craftsmanship or artistic merit, or
  - c) demonstrates a high degree of technical or scientific achievement.
2. The property has **historical value or associative value** because it,
  - a) has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community,
  - b) yields, or has the potential to yield, information that contributes to an understanding of a community or culture, or
  - c) demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community.
3. The property has **contextual value** because it,
  - a) is important in defining, maintaining or supporting the character of an area,
  - b) is physically, functionally,
  - c) visually or historically linked to its surroundings, or
  - d) is a landmark.

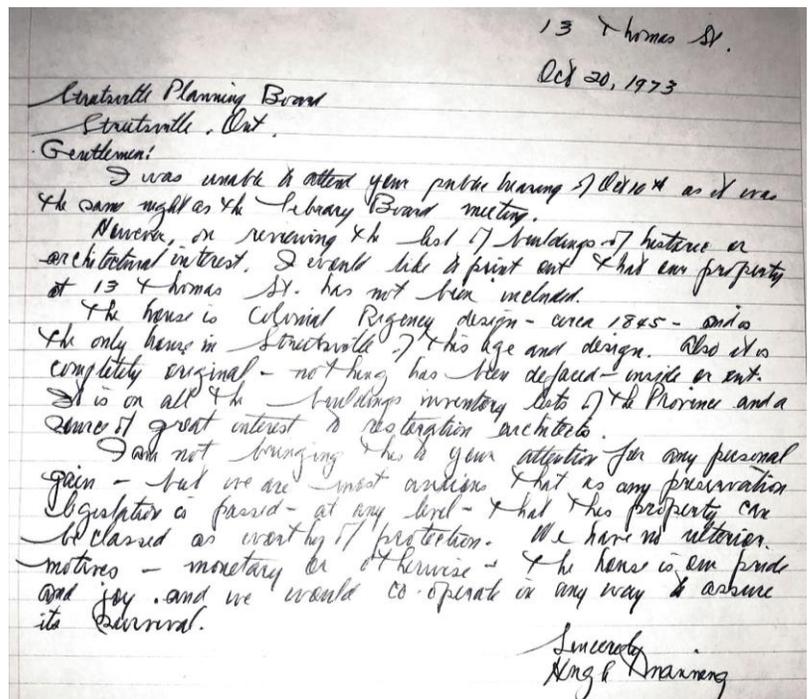
### 5.1 Design or physical value

The current house at 12 Thomas Street represents the home of an early Streetsville business man (merchant and owner of a foundry) and it was clearly built to confirm his position in the community, in addition to pleasing his new bride.

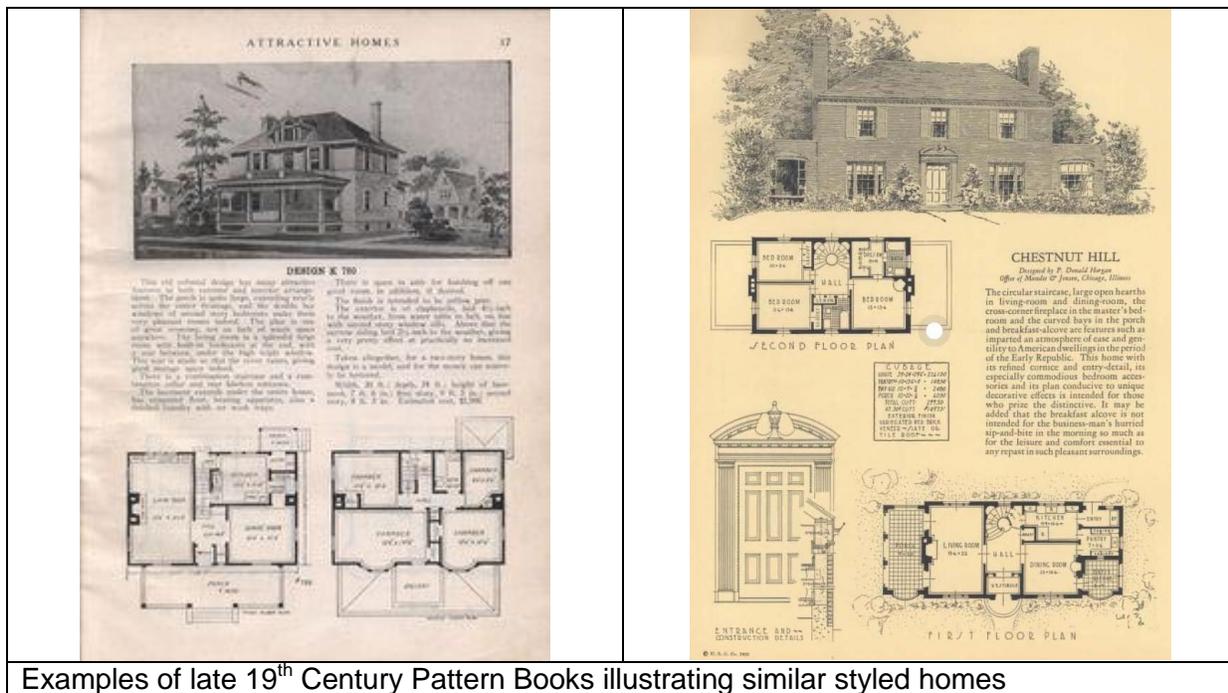
The house has been described in detail in section 3.1 of this report.

It represents a home of Late Regency style, and when it was being recommended for designation in 1973, it was felt that it was an example of this particular style of home in Streetsville—circa 1845—which had not been defaced either inside or out.

Letter from Hugh Manning  
recommending it for designation

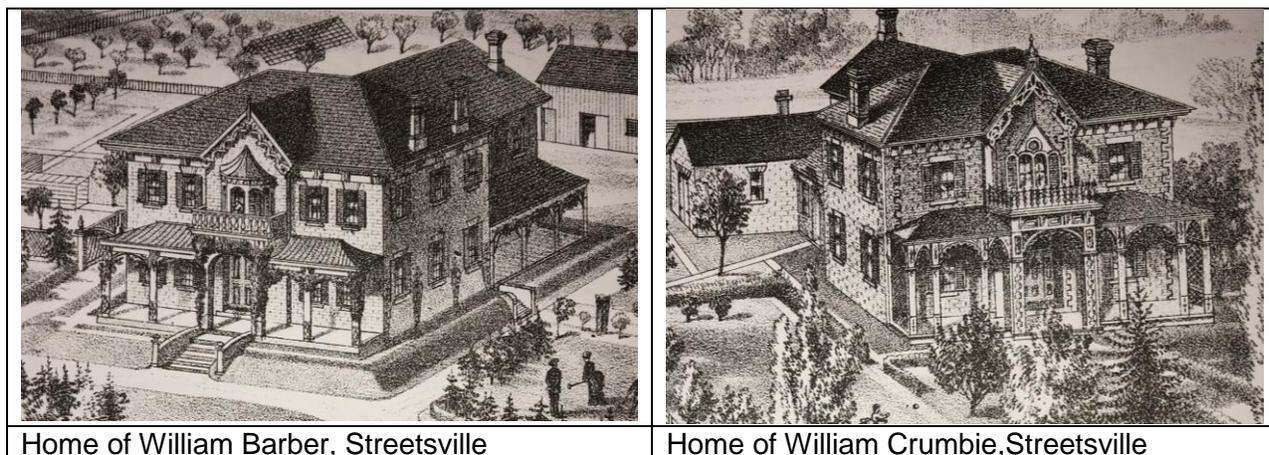


The house is not unique, but such examples are being lost by the year. We cannot be sure how the design evolved. It could well have come from a pattern book. These came out of England and also America. An American architect, Alexander Jackson Davis published a collection which included plans and elevations along with key details. By the early 20<sup>th</sup> century traditional pattern books had been replaced by mail-order catalogues of house plans.



Examples of late 19<sup>th</sup> Century Pattern Books illustrating similar styled homes

A number of precedents existed in the community which may have directed Thomas Patterson toward this particular design. Sketches of these have been included in the 1877 Illustrated Atlas of Peel. One was that of William Barber who ran the local mill. Another was that of William Crumbie. (What is telling is the strong similarity between these two homes).



Whatever the source of the design, it was beautifully crafted by local trades. Our review of the house has identified the floors, a couple of fireplace mantels and a central stairway as

being significant features. There is some question as to how much of the stairway has been rebuilt over time.

On the exterior the recessed entrance, with its glazed transom and sidelights, along with the elegant French windows either side, contribute to the distinctiveness of this home. These features, the three equally spaced windows on the second floor, and the two chimneys present an exceptionally balanced presence on Thomas Street.

#### **DESIGN OR PHYSICAL VALUE**

We are happy that this fine example of a Late Regency style house will be retained as the house is put to a new use. Many homes of this period have either been lost, or have been altered. This has, for the most part, been well maintained with few interventions.

## **5.2 Historical or associative value**

As determined through our research of land title registries, Streetsville tax assessments, other archival records and publications, this house has had quite a number of occupants over the past 175 years.

Most noteworthy are the following families:

### Thomas Paterson (1818-1860) with his wife Agnes Blair Paterson (nee Savigny)

Thomas supposedly had the house built for his bride and most “authorities” have put the date of construction as being between 1845 and 1848 (we have not been able to verify the date of construction). Thomas was the son of James Paterson (1793-1874) who came from Scotland in 1820 and homesteaded lot 4, Concession 5 of Toronto Township, where he became known as Laird of Bonnie Braes.

Thomas Paterson is shown in tax records to be a merchant and also ran a foundry. By virtue of the fact that he was on Streetsville Town Council and also an Elder of St. Andrew’s Presbyterian Church (est. 1821), he was clearly a respected citizen at an early age.

By 1870 Hugh P. Savigny (1829- ?) seems to be the owner although Agnes Paterson remains resident. This is when the brick kitchen wing is reported to have been added.

### Jane McKindsey (1830- ?), and Hugh McCaugherty (1827-1913)

Mrs. Jane McKindsey, a widow, married a widower, Hugh McCaugherty in December of 1894 (Streetsville Review) who then moved in with her (plus her three daughters and two sons) at 13 Thomas Street. (She had been resident in the house since 1883.) It seems that the one spinster daughter, Lily McKindsey stayed on after the death of her mother and step-father.

The house was upgraded at the time of their marriage. The Streetsville Review of August 1895, records: “Mr. Hugh McCaugherty has greatly improved his residence on Thomas Street by having it tuckpointed. He is also having it repainted inside and out.”

## Early 20<sup>th</sup> Century Owners and/or Occupants

During the 1920's and 1930's two shorter term owners included A.B. Bruce (1879- ?), "agent" with his wife and two children (1926 Streetsville Tax Assessments); and Harrison Hisey (1874- ?), "labourer", with his wife, Margaret (1921 Streetsville Tax Assessments).

By the 1940's, a Mr. William George Clements (1908- ? ) is listed along with his wife Edith Helana Clements (1916- ?) as residents of the house in the 1942 Streetsville Tax Assessments, and this is corroborated by a letter dated January 10, 1942 found in the Mary Switzer Manning archives from someone who had lived in Streetsville from 1883.

During the 1950's the home was owned, but not occupied by Lenward and Marian J. Lee, who had (perhaps among others) a Botsford Trites (1904- ?), "electrician" and his wife, Hattie Isabel Trites (1908- ?)

### Mary Ethel (nee Switzer, 1919-1990) and Hugh A. Manning (1925-2009)

This couple are responsible for the condition we find the home in today. They were both extremely interested in history and ran an antique store, for a time at 13 Thomas Street, before it moved to a separate location on Queen Street.

It was through this couple's efforts that the house was first documented and application was made for designation. The designation by-law was passed in 1978.

It should be noted that Hugh Manning was a past present of the Antique Dealers Association. Mary Switzer Manning's archives are now at the Peel Art Gallery Museum and Archives to which their estate made a considerable contributions and there is a court within this complex carrying their names.

#### **HISTORICAL OR ASSOCIATIVE VALUE**

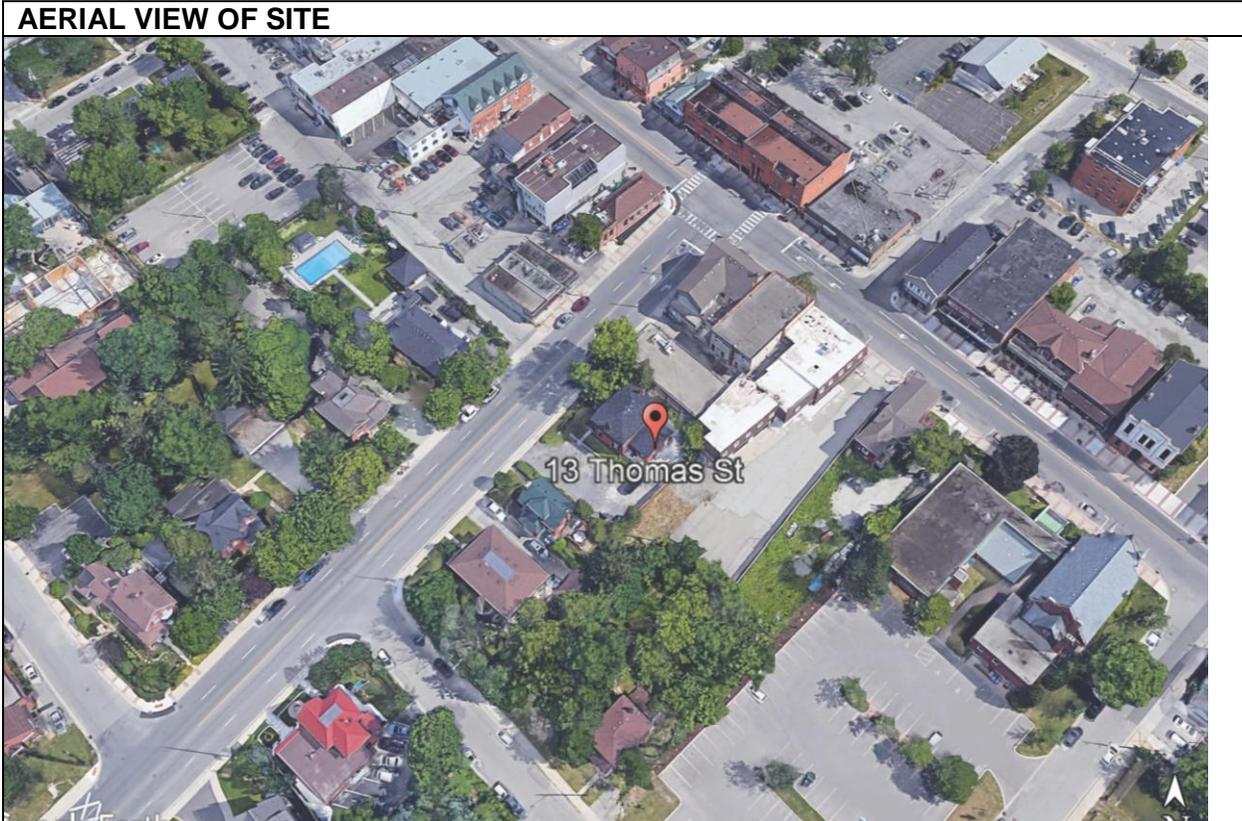
The most important associations are with the original owner, Thomas Paterson along with his family (although he was short-lived and didn't enjoy the home as long as I am sure he planned). More recently Mary and Hugh Manning left their mark on 13 Thomas Street, having occupied it from 1962 to 1997. This couple was instrumental in having the home designated, and while it was this couple's place as business—Manning Antiques—it had the most public exposure during its existence.

### **5.3 Contextual Value / Landmark Status**

In addition to the designation of 13 Thomas Street on its own merits, it is part of the Streetsville Core Cultural Landscape. The main core of Streetsville retains the scale and character of a rural farming town. New shop fronts which have established along Queen Street have generally been respectful of the scale of established historical precedents and residential areas dating back to the 19<sup>th</sup> century have been characterized by large lots with mature trees.

There are over ninety heritage properties listed, many of which are designated. As stated on the City of Mississauga Property Look-up Site: “Streetsville is recognized as a significant cultural landscape because it retains a portfolio of heritage buildings of a consistent scale and portrays a period landscape of a small village.”

13 Thomas Street complements its context—supports the overall character of its context---but doesn’t particularly stand out as a landmark.



Google Earth view of Thomas Street indicating the location of 13 Thomas Street



11 Thomas Street: Masonic Lodge



19 Thomas Street: Former Douglas Stable



As part of a designated cultural landscape, development is also controlled by the Ontario Heritage Act, Regulation 9/06, which is addressed by this study.

Over the years, the City of Mississauga has also put a number of regulations and policies that address the character and redevelopment of the area around 13 Thomas Street.

Guidelines on how Streetsville should develop have been outlined in the “Streetsville District Policies, Amendment No. 49 to the Mississauga Plan, November 2012.”

Specific to the property under review is that the block of Thomas street in which the property is located. In these policies both sides of the street are being regarded as “Mainstreet Commercial”—the same as much of Queen Street in the vicinity of St. Thomas.

Thomas street itself is classed as a Major Collector, with a rights-of-way between 20m and 26m.

Section 4.32.3.2 of these policies addresses the Historic Character of the community:

- a. Alterations to heritage structures, including building repairs and additions, and/or alterations to existing vegetation which is part of the character of the heritage resources to be preserved.
- b. Designs for new buildings and additions will enhance the historic character and heritage context of the Streetsville Node through appropriate height, massing, architectural pattern, proportions, set back and general appearance
- c. Commercial signs will reflect the historic village character in the Streetsville Node. Hand painted wooden signs, projecting signs as permitted by municipal by-laws and other signs which reflect the nineteenth or early twentieth century practices will be encouraged.
- d. The established residential character of the areas generally located along Main Street east of Church Street and along Queen Street south....(this does not apply to Church Street).

Section 4.32.3.3 of these policies addresses Mainstreet Commercial Character:

- a. Development with a mix of residential and office uses on upper floors and street-related retail commercial uses in closely spaced storefronts lining the street, will be encouraged along the principal streets in the Streetsville Node to promote an active pedestrian environment.
- b. New buildings will be at least two storeys but not more than three stories in height. Building additions will not be more than three stories in height and will be generally harmonious in style and massing with the buildings to which they are attached.
- c. The apparent height of new buildings will be reduced through massing and design.
- d. New development will be encouraged to reflect the original lot pattern and setback dimensions of surrounding properties. The front setback of new buildings should

match the setback of adjacent buildings so as to create a uniform street wall. Where the building setbacks on either side are not equal, the lesser setback should be used.

- e. Integrated parking opportunities, which may include rear lane access to combined parking areas and the development of private pay parking lots, will be encouraged where appropriate.
- f. Development which enhances the streetscape through landscaping and the provision of pedestrian amenities will be encouraged along the principal streets within the Streetsville Node.

In addition, the Planning and Building Department Development and Design Division has developed Design Guidelines related to developments in Streetsville. These were prepared in 2011. The intent of these guidelines is to “encourage development and change in harmony with the historic pattern of development in Streetsville”. They were developed to assist owners who are required to redevelop or develop properties in compliance with the Urban Design Policies of the “Streetsville District Policies” of the Mississauga Plan.

Many of these guidelines relate to new construction. In this instance we have a home which will have its integrity maintained. Most relevant perhaps is that related to Building Additions.

- Building additions should not compete with or dominate the original structures.
- While copying historic styles is not recommended, the scale, built form character, architectural rhythm, horizontal and materials used in the addition should remain consistent, complimenting both the building and the streetscape.

As well as...

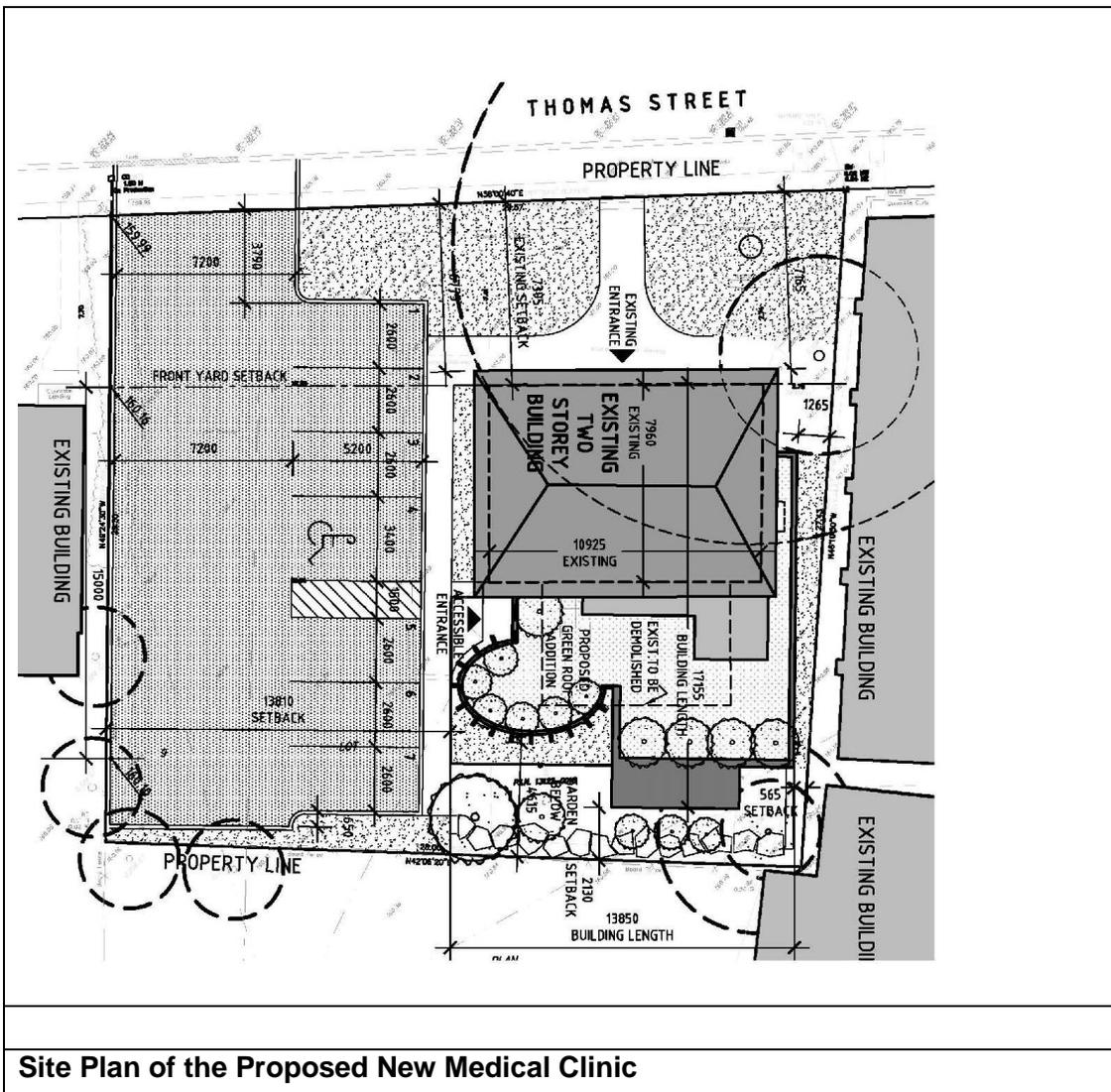
- Parking areas are not permitted between buildings and the principal street line.
- The apparent height of new construction is to be reduced through massing and design.

## 7.0 Proposed redevelopment plan

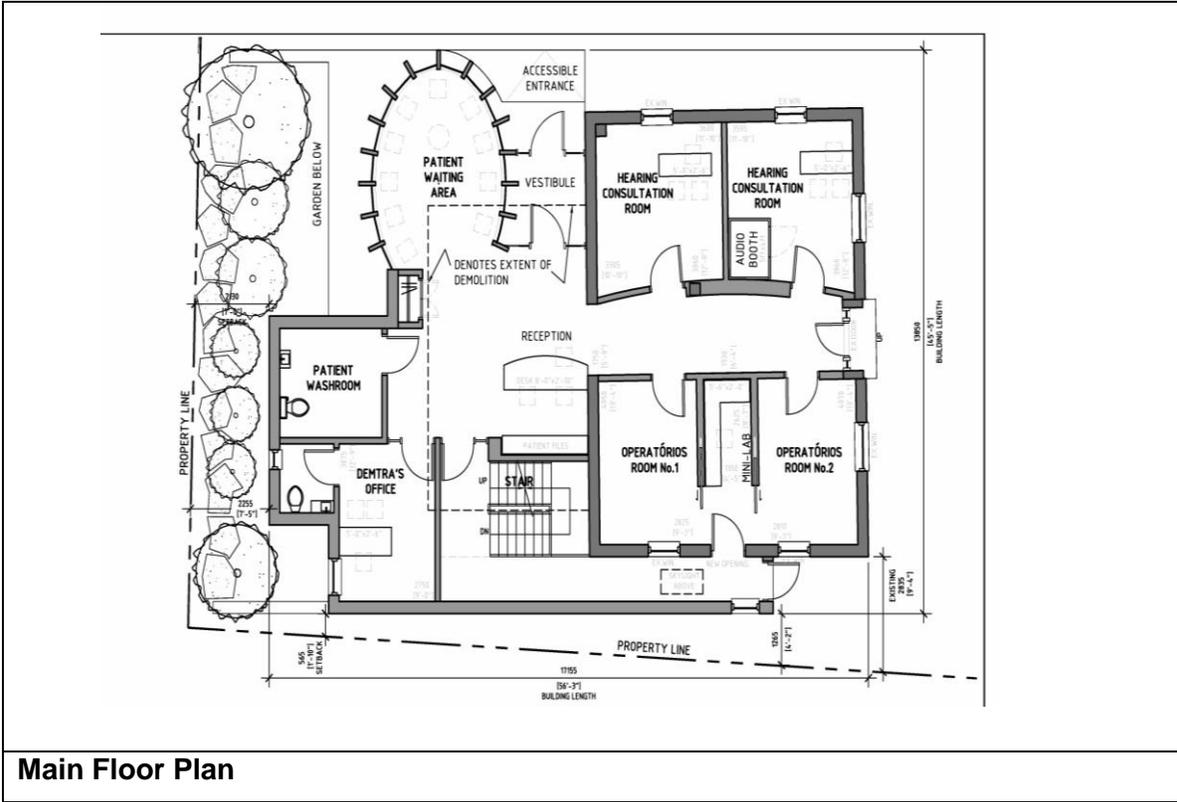
What follows on the following pages is a site plan and elevations of how the owner of 12 Thomas Street (Dr. ) has proposed a redevelopment of this mid-19<sup>th</sup> century home into a medical clinic.

The project is in compliance with the zoning regulations for the property. As can be seen by the Streetscape View of his proposed redevelopment, the impact on the current streetscape is minimal, given that new construction is all at the back of the historic house.

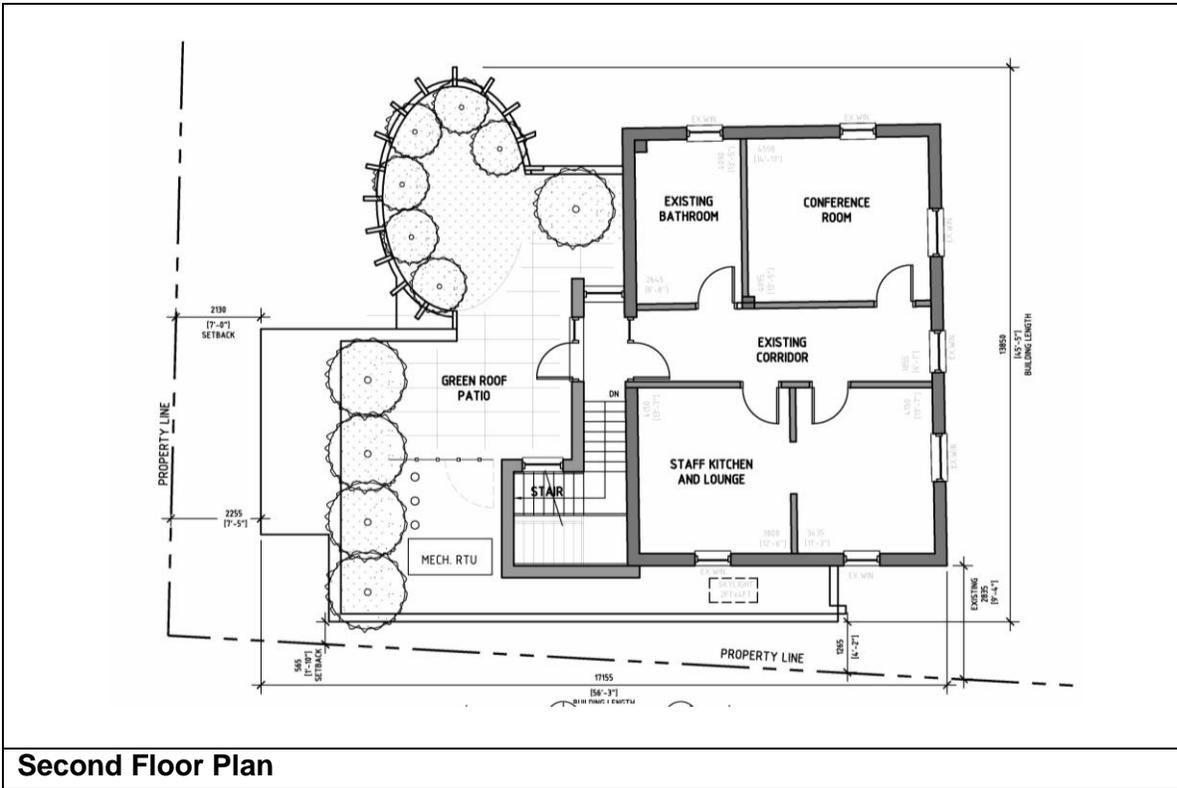




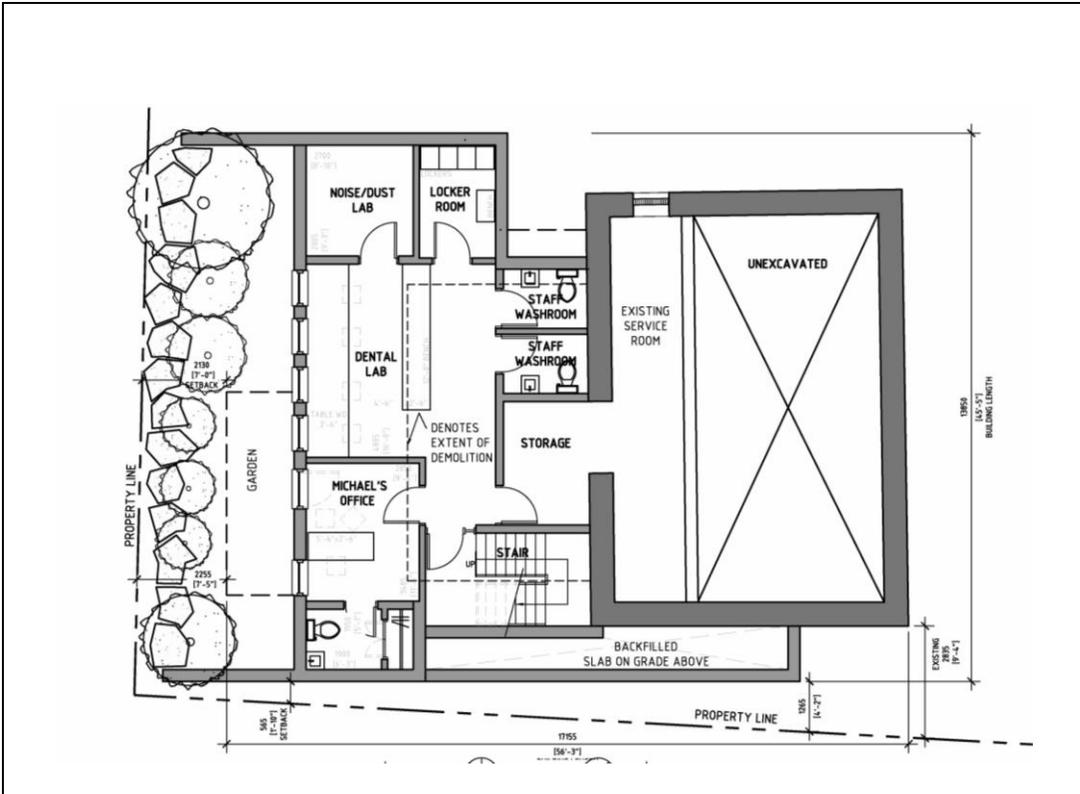
**Site Plan of the Proposed New Medical Clinic**



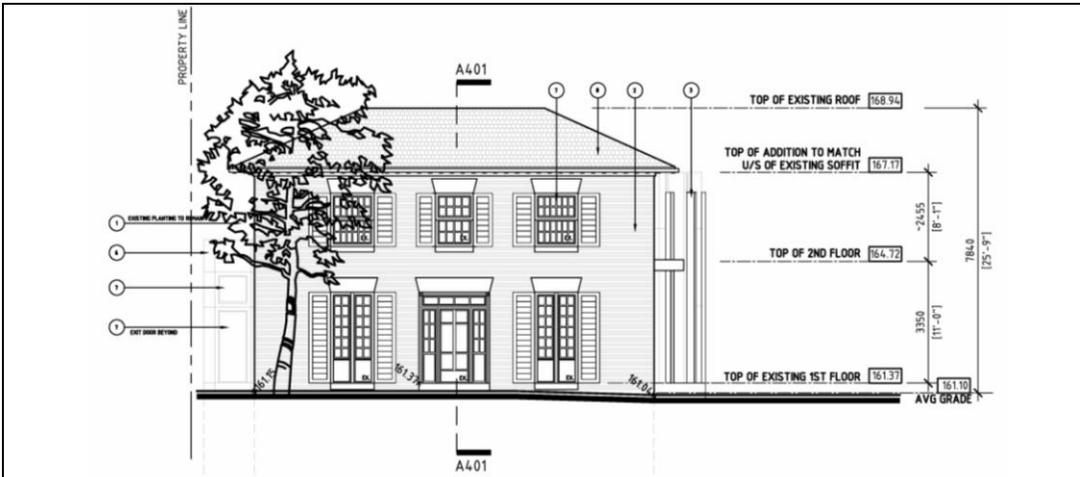
**Main Floor Plan**



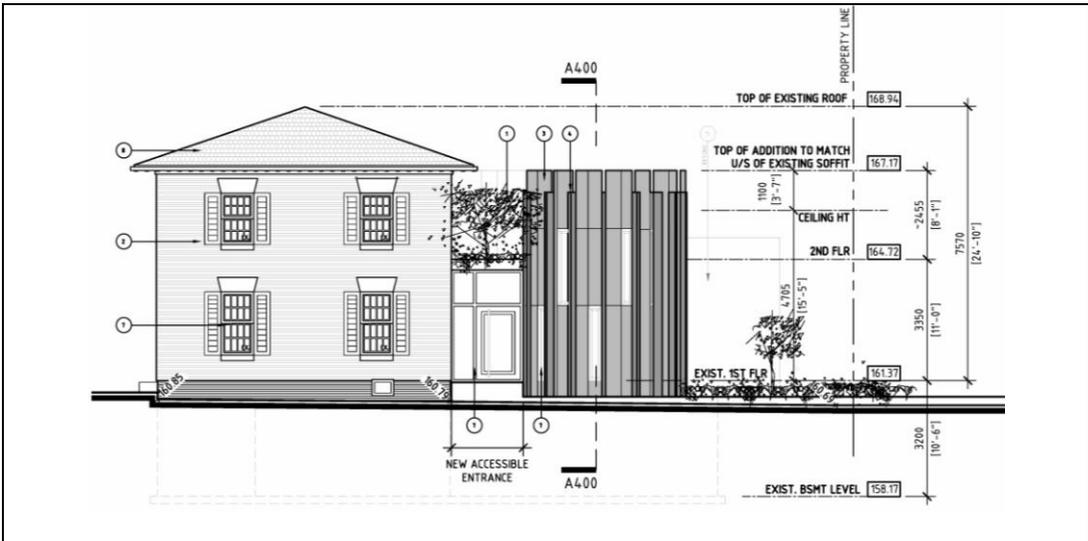
**Second Floor Plan**



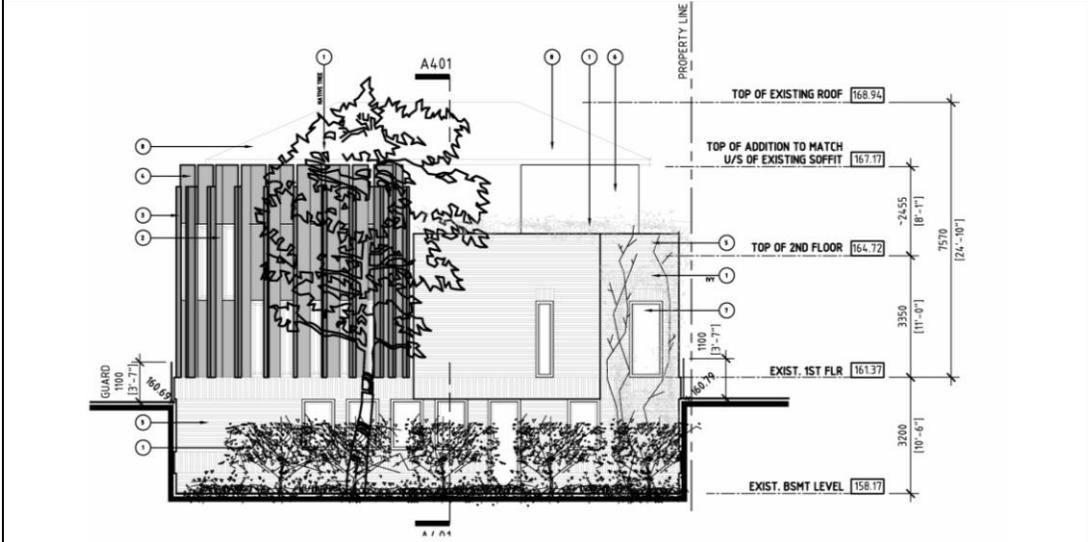
**Basement Floor Plan**



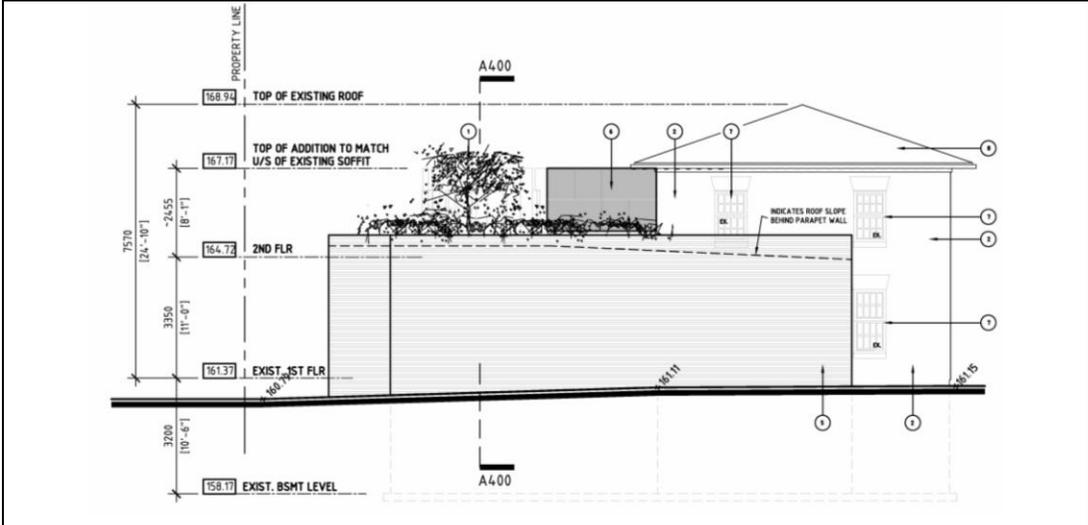
**Front Elevation**



**West Side Elevation**



**Rear Elevation**



**East Side Elevation**

## 8.0 Impact of Proposed Alterations on the Patterson House

The proposed alterations on the mid-19<sup>th</sup> century Regency style home at 13 Thomas Street will impact both the exterior and interior of this house, which has been recognized for the integrity in which it has been maintained over the years.

13 Thomas Street was formerly a family home, which by virtue of its location in the central business district of Streetsville, is now zoned for commercial use.

The current Owner is proposing that the building become a medical clinic providing a facility for both ear and denture care. Some changes have been proposed to facilitate the functional requirements of the new use.

Arrival of clients will most generally be by private car, and this property provides off-street parking. The proposed architectural proposal for the new clinic, has provided a new entrance, reception and waiting area for patients at the rear of the main house, and to do this, the 1890 kitchen wing will be removed.

As for the original home, the placement of new construction behind it has allowed two (you could even say two and a half) of four building elevations to remain true to their origins. In particular, the street façade (north) of the house will be maintained as is, without any changes to the main entrance. Perhaps we can look forward to the front garden being restored along 19<sup>th</sup> century lines.

The beautifully proportioned and placed windows are an important feature of the style and the owner will be restoring these from what we understand.

The addition is to the back of the historic mass, although there is a service corridor which embraces the east wall of the house, ending well back from the front façade of the house. There is no attempt to imitate the architecture of the Regency home but the addition has respected the materials of the original house—brick and stone—and the Architect has added considerable more floor area without the scale overpowering it.

This has been done by way of putting a large part of the new floor area below grade, and not exceeding one level above grade for the new area.

Viewing the house, which is being adaptively reused for a new commercial occupancy, from the street, the impact of the addition is minimal. A viewer sees the new patient waiting area to the rear of the parking area, and this clearly defines where the new entrance is to be found.

The corridor along the east wall, which links the operatories to the basement laboratory areas and upstairs offices, will be hardly noticeable, given that that elevation of the wall snuggles up against the Streetsville Masonic Temple (which helas, is very unsympathetic to the Paterson House).

The Architect has proposed that the two fireplaces be removed in order to facilitate the new use. With the removal of the fireplaces, the two matching chimneys are shown to be removed. Happily there seems to be the intention of maintaining the beautiful floors and baseboards. The central stairway does not appear in the new design scheme.

## **9.0 Mitigation Measures**

It is our view that the two chimneys are one of the design features of this Late Regency home and the Owner has proposed that these be removed because the two fireplaces represent an impediment to the new use.

We raise the possibility that the fireplaces might be left in place, and if they are not useful for the new activities, they might be “walled in” so that a future owner might be able to restore them.

While there are structural approaches that may allow the chimneys to remain, whether or not the fireplaces below them can be maintained, these solutions are challenging and expensive. It is our observation that the westerly fireplace could, with some difficulty, be retained given the proposed planning. As the two fireplaces are identical, keeping the one would be a kind compromise, and with it the westerly chimney could remain.

Symmetry is such a key feature of this style of architecture, as clearly demonstrated by the well-articulated floor plan of the house, its hip roof and exquisite fenestration. The two chimneys support this symmetry, so to leave one chimney and not the other would be the equivalent of seeing an airplane with one wing.

If it is impossible to retain the easterly fireplace, and if without this fireplace it becomes difficult or impossible to support the easterly chimney, there could be other creative solutions to maintaining visual symmetry. What comes to mind is where an historic massing has been maintained using contemporary materials—either in a literal or a suggestive manner.

Might the easterly chimney either be reconstructed without the weight of the original masonry? Or could a facsimile be created with a contemporary material?

We are of the view that the central stair has been considerably restored over the past 170 years. The treads and pickets are replacements; the handrail most likely original. In spite of it not being original, it seems a shame to lose this historic artifact. What of its materials might be incorporated into your new stairway? A challenge, but that is what drives good architectural solutions.

## **10.0 Recommendation**

Our recommendation is that the scheme presented be allowed to proceed to the building permit stage with full support of Heritage Planning.

The mitigation suggested in section 9.0 should be reviewed with the Architect and Owner to see if there can be some movement in the design.

We feel that many of the essentials of a Regency style home, so in vogue in Streetsville at the time of its construction, have been maintained: the mass of the main house (the kitchen wing was very much ancillary to the principle building), the symmetry of the window and door openings; the beautifully proportioned and crafted windows; the low-pitched, hip roof with its generous, bracketed overhangs.

We have no issues with the 1870 kitchen wing being removed and the tuck-pointing, having been added in 1895 seems to not be original. We are happy that the windows are to be restored along with the shutters.

Alternative approaches to maintaining one or more of the fireplaces have been outlined in section 9.0, recognizing that maintaining the symmetry of the house over-rides.

## **APPENDIX A1        Sources of Information**

City of Mississauga Services Online: Property Information

Government of Ontario Land Registry Office, Peel Region: Land ownership records

“Streetsville, from Timothy to Hazel”, Published by the Mississauga Public Library, Kathleen A. Hicks, 2008

Mary Switzer Manning archives, Peel Art Gallery Museum and Archives

1877 Illustrated Historical Atlas of Peel, edited by Walker and Miles

The City of Mississauga Planning and Building Department Development and Design Division, Design Guidelines related to developments in Streetsville, 2011

Streetsville District Policies, Amendment No. 49 to the Mississauga Plan, November 2012.

Government of Ontario landtitles repository at <https://onland.ca>

Service Ontario Land Registry Office #43

Standards and Guidelines for the Conservation of Historic Places in Canada, Parks Canada, 2003

**APPENDIX A2      Selected Reference Documents**

- a) Heritage Listing for 12 Thomas Street, Mississauga**
- b) Landtitle transcripts for Parts 8 and 9, Lot 3, Con.5 WHS**
- c) Teranet Land Registry**
- d) Selected documents from the Peel Regional Archives**
- e) Selected documents from the Mary Switzer Manning Archives**

**Property Information**

Mississauga's heritage, which extends over 10,000 years, includes archaeological resources, numerous residential, commercial and industrial buildings, views, vistas, ridge lines, scenic routes and a variety of natural heritage properties.

To view details about the inventory item, please click on the INV # link.

Property Details	Zoning Information	Building Permits	Development Applications	Committee of Adjustment	<b>Heritage</b>	Map It
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**PROPERTY HERITAGE DETAILS**

▫ [View Another Property](#)

Please visit [www.mississauga.ca/portal/discover/culture-planning-heritage](http://www.mississauga.ca/portal/discover/culture-planning-heritage) for more information.

Address: 13 THOMAS ST  
 Legal Description: PLAN STR 4 PT LOTS 8,9 BLK 1  
 Roll Number: 21-05-120-005-06500-0000

**Heritage Status**

Status: DESIGNATED UNDER THE TERMS OF THE ONTARIO HERITAGE ACT  
 Conservation District:  
 Bylaw: 635-78  
 Bylaw Date:

**Inventory Item**

INV #	Property Name	Constructed	Decade	Demolished	Year Demolished
<a href="#">39</a>	THOMAS PATERSON HOUSE	1847	1840	N	

**Designation Statement**

The Paterson/Manning House is recommended for designation as a good example of a late Regency townhouse in excellent repair. Of particular interest are the floor length French windows on either side of the main entrance and the door case set in a panelled embrasure with typical Regency glazing in the side lights and transom light.

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PLANS	INSTRUMENT	DATE OF INSTRUMENT	DATE OF REGISTRATION	GRANTOR	GRANTEE	COMMISSION	REMARKS
2051	Mortgage	17 Dec 1941	17 Dec 1941	Ellie M. Egan	Charles Louis Savings Company	100.00	16/2/70
2095	Grant	17 Dec 1942	23 Dec 1942	Clara J. Egan	William Egan	2,900.00	5/2/70
2117	D.M.	5 May 1943	10 May 1943	Monica Egan & Savings Company	Ellie M. Egan	2,000.00	16/2/70
2130	Mortgage	12 Feb 1944	21 Feb 1944	Ellie M. Egan	Charles Louis Savings Company	100.00	16/2/70
2262	Grant	15 Mar 1945	4 Apr 1945	Ellie M. Egan	Abigail E. Spaulding	1,500.00	Part & O.L. Containing N of Green St. in S East of Corner St. Thence E 103' 30" S 103' 30" W 103' 30" E to pt.
2269	Mortgage	1 Apr 1946	6 Apr 1946	Abigail E. Spaulding	Charles Louis Savings Company	2,000.00	Part & O.L. as in No. 2262 16/2/70
2288	Mortgage	29 May 1946	29 May 1946	William E. Egan	Charles Louis Savings Company	1,000.00	Part & O.L. as in No. 2262 16/2/70
2318	D.M.	24 May 1946	4 Sep 1946	Ellie M. Egan & Savings Company	Abigail E. Spaulding	1,000.00	Part & O.L. as in No. 2262 16/2/70
2338	D.M.	24 May 1946	4 Sep 1946	Ellie M. Egan & Savings Company	Abigail E. Spaulding	1,000.00	Part & O.L. as in No. 2262 16/2/70
2340	Grant	30 Dec 1946	3 Jan 1947	Ellie M. Egan	Ellie M. Egan	2,000.00	Part & O.L. as in No. 2262 16/2/70
2370	D.M.	29 Mar 1947	31 May 1947	Ellie M. Egan	Ellie M. Egan	2,000.00	Part & O.L. as in No. 2262 16/2/70
2392	Mortgage	3 Jan 1948	23 Jan 1948	Charles A. Clipperton & Graydon R. Clipperton	Charles A. Clipperton	1,000.00	Part & O.L. as in No. 2262 16/2/70
3282	Grant	1 Jan 1954	11 Jan 1954	Ellie M. Egan & William E. Egan	Ellie M. Egan	3,000.00	Part & O.L. as in No. 2340
4238	D.M.	21 Aug 1955	2 Sep 1955	William E. Egan	William E. Egan	2,000.00	Part & O.L. as in No. 2340
4245	Mortgage	20 Dec 1955	20 Dec 1955	Edward J. Egan & Marion Egan	William E. Egan	2,000.00	Part & O.L. as in No. 2340
4245	Grant	20 Dec 1955	20 Dec 1955	William E. Egan	William E. Egan	2,000.00	Part & O.L. as in No. 2340
4501	D.M.	23 Mar 1959	26 Mar 1959	Ellie M. Egan & William E. Egan	Ellie M. Egan	2,000.00	Part & O.L. as in No. 2340
7447	Mortgage	20 Dec 1955	20 Dec 1955	Edward J. Egan & Marion Egan	William E. Egan	2,000.00	Part & O.L. as in No. 2340
7448	D.M.	20 Dec 1955	20 Dec 1955	William E. Egan	William E. Egan	2,000.00	Part & O.L. as in No. 2340
7447	Mortgage	20 Dec 1955	20 Dec 1955	Edward J. Egan & Marion Egan	William E. Egan	2,000.00	Part & O.L. as in No. 2340
8674	Grant	20 Mar 1944	20 Mar 1944	Ellie M. Egan & William E. Egan	Ellie M. Egan	2,000.00	Part & O.L. as in No. 2340
7222	D.M.	31 Mar 1966	31 Mar 1966	William E. Egan	William E. Egan	2,000.00	Part & O.L. as in No. 2340

7447 MORTGAGE 20 Dec 1955 20 Dec 1955 Edward J. Egan & Marion Egan William E. Egan 2,000.00 Part & O.L. as in No. 2340

7448 D.M. 20 Dec 1955 20 Dec 1955 William E. Egan 2,000.00 Part & O.L. as in No. 2340

7447 MORTGAGE 20 Dec 1955 20 Dec 1955 Edward J. Egan & Marion Egan William E. Egan 2,000.00 Part & O.L. as in No. 2340

8674 Grant 20 Mar 1944 20 Mar 1944 Ellie M. Egan & William E. Egan Ellie M. Egan 2,000.00 Part & O.L. as in No. 2340

7222 D.M. 31 Mar 1966 31 Mar 1966 William E. Egan William E. Egan 2,000.00 Part & O.L. as in No. 2340

7447 MORTGAGE 20 Dec 1955 20 Dec 1955 Edward J. Egan & Marion Egan William E. Egan 2,000.00 Part & O.L. as in No. 2340

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7222 D.M. 31 Mar 1966 31 Mar 1966 William E. Egan William E. Egan 2,000.00 Part & O.L. as in No. 2340





LAND  
REGISTRY  
OFFICE #43

13122-0018 (LT)

\* CERTIFIED IN ACCORDANCE WITH THE LAND TITLES ACT \* SUBJECT TO RESERVATIONS IN CROWN GRANT \*

PROPERTY DESCRIPTION: PT LT 8 BLK 1 PL STR4 STREETSVILLE; PT LT 9 BLK 1 PL STR4 STREETSVILLE BOUNDED BY QUEEN ST, THOMAS ST, VICTORIA ST AND WILLIAM ST (AKA BARRY AV) AS IN RO1140269, EXCEPT THE EASEMENT THEREIN;; CITY OF MISSISSAUGA

PROPERTY REMARKS:

ESTATE/QUALIFIER:  
FEE SIMPLE  
LT CONVERSION QUALIFIED

OWNERS' NAMES

RECENTLY:  
RE-ENTRY FROM 13122-0121

CAPACITY SHARE  
JTEN  
JTEN

PIN CREATION DATE:  
1999/03/08

REG. NUM.	DATE	INSTRUMENT TYPE	AMOUNT	PARTIES FROM	PARTIES TO	CERT/CHKD
**EFFECTIVE	2000/07/29	THE NOTATION OF THE "BLOCK IMPLEMENTATION DATE" OF 1996/09/24 ON THIS PIN**				
**WAS REPLACED WITH THE		"PIN CREATION DATE" OF 1999/03/08**				
** PRINTOUT		INCLUDES ALL DOCUMENT TYPES AND DELETED INSTRUMENTS SINCE 1999/03/08 **				
**SUBJECT,		ON FIRST REGISTRATION UNDER THE LAND TITLES ACT, TO:				
**		SUBSECTION 44 (1) OF THE LAND TITLES ACT, EXCEPT PARAGRAPH 11, PARAGRAPH 14, PROVINCIAL SUCCESSION DUTIES *				
**		AND ESCHEATS OR FORFEITURE TO THE CROWN.				
**		THE RIGHTS OF ANY PERSON WHO WOULD, BUT FOR THE LAND TITLES ACT, BE ENTITLED TO THE LAND OR ANY PART OF				
**		IT THROUGH LENGTH OF ADVERSE POSSESSION, PRESCRIPTION, MISDESCRIPTION OR BOUNDARIES SETTLED BY				
**		CONVENTION.				
**		ANY LEASE TO WHICH THE SUBSECTION 70(2) OF THE REGISTRY ACT APPLIES.				
**DATE OF CONVERSION TO		LAND TITLES: 1999/03/09 **				
RO495870	1978/11/07	BYLAW				
RO1140269	1997/04/25	TRANSFER		*** DELETED AGAINST THIS PROPERTY *** MANNING, HUGH	MANNING, HUGH MANNING, MARY ETHEL	C
LT2057426	2000/03/27	NOTICE		HER MAJESTY THE QUEEN IN RIGHT OF THE DEPARTMENT OF TRANSPORT CANADA		C
REMARKS:		PEARSON AIRPORT ZONING REGULATION				
PR1225920	2007/03/13	APL OF SURV-LAND		*** COMPLETELY DELETED *** MANNING, MARY ETHEL	MANNING, HUGH	
PR1834033	2010/06/07	TRANSMISSION-LAND		*** COMPLETELY DELETED ***		

NOTE: ADJOINING PROPERTIES SHOULD BE INVESTIGATED TO ASCERTAIN DESCRIPTIVE INCONSISTENCIES, IF ANY, WITH DESCRIPTION REPRESENTED FOR THIS PROPERTY.  
NOTE: ENSURE THAT YOUR PRINTOUT STATES THE TOTAL NUMBER OF PAGES AND THAT YOU HAVE PICKED THEM ALL UP.



13122-0018 (LT)

\* CERTIFIED IN ACCORDANCE WITH THE LAND TITLES ACT \* SUBJECT TO RESERVATIONS IN CROWN GRANT \*

REG. NUM.	DATE	INSTRUMENT TYPE	AMOUNT	PARTIES FROM	PARTIES TO	CERT/CHKD
PR1857790	2010/07/13	APL (GENERAL)		MANNING, HUGH  *** COMPLETELY DELETED *** SCHNEIDER, MANFRED SIGMUND SCOTT, MARTIN WILLIAM	SCOTT, MARTIN WILLIAM SCHNEIDER, MANFRED SIGMUND MANNING, HUGH-ESTATE	
PR1963061	2011/02/16	TRANS PERSONAL REP		*** COMPLETELY DELETED *** SCHNEIDER, MANFRED SIGMUND SCOTT, MARTIN WILLIAM	ON-LINE EXPERIENCE PROGRAMS INC.	
PR2654758	2015/01/02	CHARGE		*** COMPLETELY DELETED *** ON-LINE EXPERIENCE PROGRAMS INC.		
PR2741813	2015/07/06	DISCH OF CHARGE		*** COMPLETELY DELETED *** JONES, DALE MILTHORPE, MURRAY	JONES, DALE MILTHORPE, MURRAY	
PR2741814	2015/07/06	TRANSFER		*** COMPLETELY DELETED *** ON-LINE EXPERIENCE PROGRAMS INC.	GREEN ELEPHANT NUTRITION CENTRE INC.	
PR2741815	2015/07/06	CHARGE		*** COMPLETELY DELETED *** GREEN ELEPHANT NUTRITION CENTRE INC.	HOME TRUST COMPANY	
PR2741816	2015/07/06	NO ASSGN RENT GEN		*** COMPLETELY DELETED *** GREEN ELEPHANT NUTRITION CENTRE INC.	HOME TRUST COMPANY	
PR3473488	2019/04/30	APL (GENERAL)		*** COMPLETELY DELETED *** GREEN ELEPHANT NUTRITION CENTRE INC.		
PR3474816	2019/05/01	TRANSFER	\$880,000	GREEN ELEPHANT NUTRITION CENTRE INC.		C
PR3474817	2019/05/01	CHARGE	\$880,000		ROYAL BANK OF CANADA	C

NOTE: ADJOINING PROPERTIES SHOULD BE INVESTIGATED TO ASCERTAIN DESCRIPTIVE INCONSISTENCIES, IF ANY, WITH DESCRIPTION REPRESENTED FOR THIS PROPERTY.  
NOTE: ENSURE THAT YOUR PRINTOUT STATES THE TOTAL NUMBER OF PAGES AND THAT YOU HAVE PICKED THEM ALL UP.



13122-0018 (LT)

\* CERTIFIED IN ACCORDANCE WITH THE LAND TITLES ACT \* SUBJECT TO RESERVATIONS IN CROWN GRANT \*

REG. NUM.	DATE	INSTRUMENT TYPE	AMOUNT	PARTIES FROM	PARTIES TO	CERT/ CHKD
PR3481249	2019/05/17	DISCH OF CHARGE		*** COMPLETELY DELETED *** HOME TRUST COMPANY		
REMARKS: PR2741815.						

NOTE: ADJOINING PROPERTIES SHOULD BE INVESTIGATED TO ASCERTAIN DESCRIPTIVE INCONSISTENCIES, IF ANY, WITH DESCRIPTION REPRESENTED FOR THIS PROPERTY.  
NOTE: ENSURE THAT YOUR PRINTOUT STATES THE TOTAL NUMBER OF PAGES AND THAT YOU HAVE PICKED THEM ALL UP.

Occupation	Name	Age	Sex	Marital Status	Religion	Education	Income	Assets	Liabilities	Net Worth	Notes
Teacher	Loche, William	44	M	Married	Methodist	High School	4000	24	52	376	
Carpenter	Mr. Campbell	31	M	Married	Methodist	High School	2000	80	-	1920	
Labourer	Mr. Campbell	35	M	Married	Methodist	High School	8000	48	-	7520	
Teacher	Mr. G. Palmer	29	M	Married	Methodist	High School	8000	75	60	7940	
Min. Land	J. Peterson	39	M	Married	Methodist	High School	2500	150	-	2350	
"	"	"	"	"	"	"	2000	100	-	1900	
"	"	"	"	"	"	"	1000	50	-	950	
Minister	Mr. Campbell	30	M	Married	Methodist	High School	2000	80	-	1920	
Teacher	Robert B. B.	27	M	Married	Methodist	High School	8000	48	-	7520	
Minister	J. C. Knight	36	M	Married	Methodist	High School	1000	50	-	950	
Minister	H. H. H.	40	M	Married	Methodist	High School	4000	24	-	3760	
Minister	"	"	"	"	"	"	4000	24	-	3760	

1850 Tax Records

1862 STREETWISE TAX ASSESSMENTS

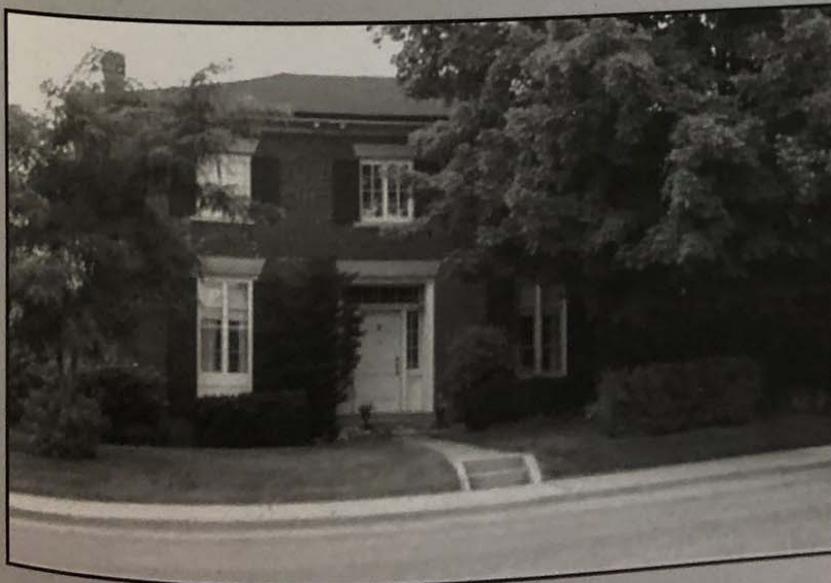
Address	Assessor	Rate	Value	Notes	Year	Other
John E. H. ed	Wm.	1/5	250	X	33	Wm. E. H. ed
H. P. Langway	Shos	1/4	1200		33	Langway
H. J. H.	Wm. or	1/4	400	4b	3	H. J. H.
	Guin					
W. S. H.	"	1/4				W. S. H.
	"	1/4	600			
W. S. H.	"	1/4	800			W. S. H.
	"	1/2	600			
	Shos	1	1200			

NUMBER	PARTICULARS OF TAXABLE PERSONS				DESCRIPTION OF PROPERTY					
	NAME AND ADDRESS OF TAXABLE PERSONS	AGE	RESIDENCE CLASSIFICATION R. R. C. C. or A.	OWNER CLASSIFICATION O. T. or N.	OCCUPATION M. R. OR R.	STREET	LOT	NO. OF ACRES	ACTUAL VALUE OF LAND	VALUE OF BUILDING
2120	Saxe, Joseph O'Neill, Garrett		c/o Kennedy, Sweet, 111 Sparks Street OTTAWA	0	NR	Thomas St.	Pt.21	16	140	2660
2121	Muldoon, John H.E. Evelyn	1910	STREETSVILLE	BS	T Restnt.	8 "	Pt.21	16		
		1909		BS	MF Hwife					
2122	Masonic Temple Inc.		c/o W.F.Hogg, Treas. Streetsville	0			1	50	320	8810
2123	Lee, Lenvard Trites, Botsford Hattie Isabel			0	NR	13 "	8&9	94	715	2265
		1904		BS	T Electn.					
		1908		BS	MF Hwife					
2124	Sparling, Abigail Beatrice Sparling, Norman A. Marjorie G.	1891		BS	O Widow	19 "	Pt.9	40	285	1970
		1920		BS	T Trucker					
		1918		BS	MF Hwife					
2125	Clipperton, Graydon W. Doris Alberts	1912		BS	O Teacher	25 "	Pt.10	66	455	2545
		1919		BS	O Hwife					
2126	Switzer, Mrs.F.A. Manning, Mary Ethel Hugh A.	1883		BS	O Widow	31 "	Pt.1	63	380	2520
		1919		BS	MF Hwife					
		1925		BS	T Bus.Mgr.					
2127	Robb, Emma Sylvia James			0	NR	39 "	2	66	395	-
				0	NR					
2128	Robb, Emma Sylvia James	1906		BS	O Hwife	39 "	Pt.3	53	250	1250
		1904		BS	O Hydro					
2129	Dominion Sash Limited			0		"	Lot 37	6ac.	5700	76980
2131	Brocklebank, J.A.Hewson Mildred	1901		BS	O Manufr.	11 Barry St.	Pt.1;2; 7&8	124	680	2020
		1906		BS	O Hwife					
									6160	88450
									3160	12570

# Mary Switzer Manning - 1920

**M**ary Switzer was born on November 5, 1919, in Esquesing Township, Halton County, to Frederick and Susan Switzer, descendants of Irish pioneers who had settled there in the 1820s. They moved to Streetsville when Mary was a baby. Mary attended the Streetsville Grammar School and Streetsville High School.

She came by her interest in history at a very early age, as she was born into hardy pioneer stock and had many Irish relatives named Arnott, Grundy, Mason, Rutledge and Thompson, who had farms in Peel and Halton Counties as early as the 1820s. She inherited the Switzer family archives, which set her on the path to becoming an author/historian/archivist. She wrote the history of this interesting family who founded Switzers' Corners. Her main interests were local history, reading and gardening.



◀ The Paterson-Manning House  
(The Mississauga Library System)

PEEL BIOGRAPHY MANNING, MARY

The Miss. News July 15/98

Streetsville historian

# Link to the past severed with passing of Manning

By TOM MICHIBATA *Peel Bqr.*  
Staff *July 15/98 M.N.*

As a historian, one of Mary Manning's goals was to uncover a photo of the man her cherished village of Streetsville was named for.

"After all the work I have done researching Streetsville's past, that one, finding out what Timothy Street looked like, continues to elude me," Manning told *The News* in the mid-80s.

Sadly, Manning never achieved that goal. But she achieved hundreds of others and the legacy she has left us with will fill the void of history buffs and researchers for decades to come.

Manning, considered Streetsville's definitive expert of events, landmarks and personalities died suddenly and quietly in June.

She is survived by her husband Hugh. The couple had no children. Her age has not been revealed.

Despite her wealth of knowledge, Manning was a classy and humble sort because she didn't flaunt her expertise. In fact, she would always try to downplay her value as a member and official archivist of the Streetsville Historical Society (SHS).

It's no surprise then that the funeral was held with little fanfare at St. Stephen's Anglican Church in Hornby. There were no flowers or visitation.

Manning's efforts haven't gone unheeded, however. She was cited in the 1996 Ontario Heritage Foundation community recognition program, received a Paul Harris Fellowship award from the Streetsville Rotary Club and earlier this year received a heritage award from the Mississauga Heritage Foundation



Mary Manning's legacy will be the historical work she had done on the village of Streetsville.

(MHF).

The Fellowship award is the highest honor given to Rotarians or non-Rotarians who make "significant contributions to the community."

When he presented her with the MHF laurels, president Alex von Gernet called Manning "a real institution in the community."

Manning's accomplishments in preserving Streetsville's past are numerous:

- builder and organizer of its archives.
- she served on the Heritage Advisory Committee from 1975-1986.

- helped found the SHS in 1970 and was a member until her death.

- had six written works — the Streetsville chapter in the Peel County Centennial History, *A Village Library Grows*, *Water Mills in Streetsville*, *A History of Streetsville*, *Inns and Hotels of Streetsville 1824-1924* two editions of *Street, the Man, the Family, the Village* which focuses on the Street family which developed the area which has become the City of Mississauga and prepared a history of the Tipperary Switzers who settled there.

- editor of the Streetsville Cenotaph booklet

- organist at St. Andrew's Church from 1939-1952

- was a librarian, board member and building committee member of the Streetsville Library

- was a member of the Mississauga Architectural Advisory Committee from 1974-1985

"I don't know anybody with more knowledge and dedicated to the preservation of Streetsville than Mary Manning," said long-time SHS member Jean Watt who was a Brownie during the years Manning was a Brownie leader in the 1940's. "Even when she was a Brown Owl (leader), she was a wonderful storyteller. She was a wonderful, super person. We will miss her terribly. She has left a big hole in this society."

Born in Esquesing Township as a descendant from Irish pioneers, Manning lived on Thomas St. for nearly her entire life.

As for the elusive photo of Street, Watt said the least the SHS can do is to continue the search on behalf of Manning.

**Appendix to 1998.035**  
**Mary Manning fonds**  
**File titles and photograph identification**

Note: Files contain textual material unless otherwise indicated. All notes and identification of photographs are taken from Mary Manning's notes in the albums.

**Series 1      Mary Manning records**

*Box 1*

- City of Mississauga L.A.C.A.C. 1985, 1988 (file 1)
- County of Peel Centennial Historical Committee, 1966-1967 (file 2)
- Hugh Manning Antiques, textual records and graphic, 1972-1990 (file 3)
- Manning home, 13 Thomas St. Streetsville, textual records and graphic, 1968-1985 (file 4)
- Mary Switzer Manning and Hugh Manning, correspondence, [1952] - 1977 (file 5)
- Mary Switzer Manning and Hugh Manning, wedding, 1952 (file 6)
- Mary Switzer, autograph albums, valentines, greeting cards, invitations, 1924-1950 (file 7)
- Mary Switzer Manning, awards, certificates of appreciation etc. (file 8)
- Mary Switzer, certificates, 1932-1951 (file 9 and o/s folio)
- Mary Switzer Manning, genealogical charts (file 10)
- Mary Switzer Manning, photographs, c. 1920-1990 (file 11)
- Mary Switzer Manning, Partners in Heritage presentation notes, 1996 (file 12)
- Mary Switzer Manning, presentation notes: social and business scene; Timothy Street; Streetsville Historical Society; election stories; antiques, Streetsville pioneer women (file 13)

*Box 2*

- Mary Switzer, school workbooks, 1926 (file 1)
- Mary Switzer, school work, report cards, 1927-1931 (file 2)
- Peel County Historical Society (file 3)
- Post cards, collected by Mary Manning c. 1910-1930 (file 4)
- Programmes (music and plays) , 1947-1962 (file 5)
- Streetsville Booster, Nov. 6, 1973 (o/s folio)
- Streetsville Brownies and Girl Guides, textual records, music, graphic records 1933-1983 (file 6)
- St. Andrew's and Trinity churches, Streetsville (file 7)

AGNES SAVIGNY PATERSON (THOMPSON)

From The Streetsville Review, Jan. 26, 1899:-

Mrs. Agnes Thompson, relict of the late James Thompson Esq. of Scarborough, who was buried on Saturday, the 21st, came to this country with her parents, Mr. and Mrs. Savigny and family of 11 children, from the neighbourhood of Edinborough, Scotland, in the year 1834. Mrs. Thompson came to Streetsville in the year 1848, the fair young bride of Mr. Thomas Paterson, the eldest son of Mr. James Paterson, familiarly known as the Laird of Bonnie Brae. Her husband was then doing business in the mercantile line in Streetsville. His first store is still standing in the house where Mr. Joseph Drennan now lives. Later he removed to a new brick store on the corner of Mill and Queen Streets, which was burned down some years since, the family home being the home now occupied by Mr. Hugh McCaugherty on Thomas Street. Mr. Paterson died in the year 1860 leaving Mrs. Paterson with four children to mourn the loss of a loving husband and father. Three of these children still survive her, Mrs. Vanevery of Peterboro, Mr. John Hope Paterson of Toronto, and Mr. Hugh ~~Swig~~ Savigny Paterson of Winnipeg. She remained a widow for about 17 years until her children were all settled in homes of their own and then in the year 1877 she was again married to Mr. James Thompson her late husband who died Oct. 1894. Since then she has lived alternately with her children being at the home of her eldest son John Hope Paterson in Toronto at the time of her death. Her sickness was somewhat prolonged and quite severe, but on Friday, January 20 she peacefully passed away in the 80th year of her age to receive the reward of a dutiful daughter, a loving and faithful wife, a kind and affectionate mother, a true and trusted friend. For many years, while living in Streetsville, hers was a well known face and form as she took her place in the S. School, in the church, and in the various forms of Christian work that then existed, and there are yet a goodly number who well remember the helpfulness of her gentle smile, her wise council and her Christian courtesy in the various places in which she lived and laboured for her family, her country and her God. And now the writer feels in duty bound to pay his personal tribute to the memory of this dear friend by recalling the time when his wife was lying sick with a dangerous fever, her near relatives being afraid to come to the house. This good woman came to help, saying "Mr. ---, I have come to stay with you until your wife gets better," which she did like a good Samaritan.

"Farewell, farewell, till Eternity's morn,  
We'll find you there mid the sheaves of corn,  
Rejoicing in glory with all the good  
Who have been redeemed by the Saviour's blood."

Mrs Mc Kenzie (widow) 8800  
Boarding house 6 children

1878 Mrs Mc Kenzie 1000

1870 Agnes Paterson 750  
(6 persons)

1872 " " 850  
1875 " " 850

1876 John Hope Paterson 850  
(John C Harris, tenant)

1877 Paterson ~~500~~ 1000

1866 " " 900

1863 " " 1000  
(Hugh Payne Savigny, owner)

~~1859 James Paterson, woman 800~~

1862 Hugh Payne Savigny 1200

1861 " (Age 33)

Mr. Clements:

Jan 10/42

Mrs. Church said you would like some history of the house you are living in:

Well, we came to Streetsville 58 years ago today - Jan 10<sup>(1883)</sup> and the following notes are what I know about the place:

Sorry I cannot tell who built the house, but it must have been some time before 1883. Saturday evening

✓ Large Brick House on Thomas St. at rear of Royal Hotel. Streetsville

Occupied by following people:-  
From 1883:

Mrs. McKindsey a widow:

She had two sons - Lindsey McKindsey  
and - 3 - daughters - <sup>most</sup> suggest

Minnie - married Frank Morgan,

ETTA - <sup>Streetville</sup> ~~at Streetsville~~ now dead:

Billy - nurse - spinster.

Mrs. McKindsey married second time to Hugh McCaughey -  
Lindsey McKindsey is now keeping general store at Sambleth, near London.

2 - McKindsey House

After McCaugherty died, house sold to Harrison Hisey <sup>about 1918</sup> who had three daughters and one son.

Harrison Hisey sold to Col.

W. W. Pope, a widower, who had one son, Macaulay Pope.

Then came Mr. and Mrs. Clements.

Lily McKindsey lived in the old home for 3 years after her mother died - and just before Mr. Hisey moved in.

But McKindsey is running a Drug Store now in Quebec, East of Montreal.

Oct 20, 1973

Strataville Planning Board  
Strataville, Ont.

Gentlemen:

I was unable to attend your public hearing of Oct 10th as it was the same night as the Library Board meeting.

However, on reviewing the list of buildings of historic or architectural interest, I would like to point out that our property at 13 Thomas St. has not been included.

The house is Colonial Regency design - circa 1845 - and is the only house in Strataville of this age and design. Also it is completely original - nothing has been defaced - inside or out. It is on all the buildings inventory lists of the Province and a source of great interest to restoration architects.

I am not bringing this to your attention for any personal gain - but we are most anxious that as any preservation legislation is passed - at any level - that this property can be classed as worthy of protection. We have no ulterior motives - monetary or otherwise - the house is our pride and joy and we would co-operate in any way to assure its survival.

Sincerely,  
Hugh Manning



To the Occupant:

May I ask your participation in a nation-wide survey of building?

The survey - the Canadian Inventory of Historic Building - is being made throughout Canada by the National Historic Sites Service of my Department.

This letter comes to you from one of our recorders who is carrying an official Departmental identity card. This person is fully qualified to record our architectural heritage and your assistance is greatly appreciated.

In ten years we hope to record 100,000 buildings built before 1880 in eastern Canada and before 1914 in western Canada.

Part of the record of history, part of our identity as Canadians, is to be found in the places where we live or work.

Across the country, from fishing flats in Newfoundland to log-built Indian villages in British Columbia, buildings, particularly special to each region are to be discovered. This rich variety of building is the architectural heritage of all Canadians.

I think you will agree there is an urgency to record these buildings, for while they may be irreplaceable, they are not indestructible.

How can you help?

By giving a few moments of your time to our recorder. No personal information will be required.

Our recorder will be pleased to answer any questions you may have.

If you have further questions, please write to Room 358, Information Services, Department of Indian Affairs and Northern Development, 400 Laurier Avenue West, Ottawa 4.

A handwritten signature in cursive script that reads 'Jean Chrétien'.

Jean Chrétien



Ottawa, Ontario K1A 0H4  
July 29, 1974.

Mr. & Mrs. Hugh Manning,  
Streetsville,  
Ontario.

Your file    Votre référence

Our file    Notre référence

Re:    Manning House,  
Streetsville, Ontario

Dear Mr. & Mrs. Manning:

Because of the high cost of preservation and restoration, the Canadian Inventory of Historic Building was established to assist the Historic Sites and Monuments Board of Canada in the selection and evaluation of those buildings of Architectural and Historical significance which might best exemplify Canada's Architectural heritage.

Since June 1970, when recording commenced, the Inventory has recorded the exteriors of over 100,000 structures across Canada. This part of the program was called Phase 1 and we are now embarking on the second phase of the program, the recording of the Interiors of those buildings which have been selected from the Phase 1 information. This selection is being carried out with the co-operation of provincial agencies and interested and knowledgeable citizens from all walks of life across Canada. By the time Phase 2 is complete we expect to have recorded between 7,000 and 10,000 buildings and, hopefully, will have included all those structures which have interesting architectural details or features, structure and history.

Without the help of the citizens who own and occupy, or rent, such properties, our task would be impossible and I am writing you now to ask for your assistance in this important undertaking.

If you are the owner of the property with a tenant, it would be particularly helpful if you would advise your tenant of your wishes with regard to our visit so as to avoid any misgivings or misunderstanding on their part.

July 29, 1974

Your property was recorded in Phase 1 of the Inventory and has been selected for Phase 2 recording. In view of the significance of this study of our architectural and social patrimony, we would greatly appreciate your permitting two of our recorders, who are experienced in this field, to visit and record your property at a mutually acceptable time. The investigative process should, in most cases, take only a few hours and we can assure you, without reservation, that every care will be taken to avoid any inconvenience to you.

What the recorders will do is the following:

1. Draw on squared paper a rough plan of the building.
2. Systematically photograph any architectural items which they may find of interest, such as staircases, fireplaces, window and door mouldings, ceiling decoration and so on.
3. Record any historical facts you might be able to provide.

Your presence during this recording process would be preferred and indeed desirable, but if you are unable to be present, some other person known to you and acting on your behalf would be appreciated. Only through this first-hand contact can the full flavour of our fine old houses be appreciated, analysed and placed in their architectural and historical context.

Within the next few weeks our recorders, Gwen Hopkins and Carol Hepburn, will contact you by telephone to arrange for a convenient time for the visit. If you have any questions regarding either the program or the recording process please do not hesitate to ask them to explain. Also, please rest assured that your privacy is respected and we will not photograph any items or areas you do not wish to be recorded.

If you are the owner of the property with a tenant, it would be particularly helpful if you would advise your tenants of your wishes with regard to our visit so as to prevent any misgivings or misunderstanding on their part.

Mr. & Mrs. Hugh Manning - 3 -

July 29, 1974

May I take this opportunity to thank you for the courtesy and co-operation I am sure you will afford the recorders during their forthcoming visit to your property.

A brochure is enclosed for your information concerning the Canadian Inventory of Historic Building.

Yours sincerely,

*Gwen Hopkins & Carol Hepburn*  
*for Don Mackinnon*

Don Mackinnon,  
Phase 2 Co-ordinator,  
Canadian Inventory of  
Historic Building,  
Research Division,  
National Historic Parks  
and Sites Branch,  
Parks Canada.

Encl.

*Mon. 10.30 a.m.*

*Sept. 16*

*any questions or would like to register in order to...  
Please contact the undersigned at 895-5070 at...*



Mr. and Mrs. Manning

- 2 -

October 30, 1974

May I, in conclusion, extend to you the sincere thanks of all those involved in this program for your patience and assistance in obtaining information which is so essential to an evaluation of Canada's early architectural heritage.

Mr. and Mrs. Manning,  
13 Thomas St.,  
Streetsville, Ontario.

Ottawa, Ontario K1A 0H4  
October 30, 1974.

Your file    Votre référence

Our file    Notre référence

Re: 13 Thomas St.

Dear Mr. and Mrs. Manning:

-- Enclosed please find contact prints of all photographs taken during the recent visit of our recording team to your property.

Whilst every attempt was made to photograph only those items relating to the Architecture, Architectural and structural detail of the building, there might well be one or two photographs containing personal items which you would rather not have included in the Inventory. If this is indeed the case, would you please advise me by return mail and I will take the necessary steps to have the photographs either removed, or classified as personal and not for public use or viewing.

Also, while all the information contained in the Inventory is for research purposes only, it is quite possible that some of the photographs may, at various times in the future, be used in publications or books related to early Canadian architecture or history. You should, therefore, make sure that they contain nothing you would not wish printed or published. Would you, then, be good enough to review the photographs and let us have your comments and approval or otherwise.

Mr. and Mrs. Manning

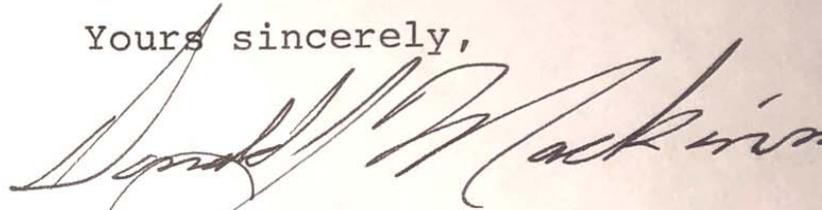
- 2 -

October 30, 1974

May I, in conclusion, extend to you the sincere thanks of all those involved in this program for your co-operation, patience and assistance in helping us gather this information which is so essential to an evaluation of Canada's architectural and historical patrimony.

With sincerest best wishes.

Yours sincerely,



Donald J. Mackinnon,  
Phase 2 Co-ordinator,  
Canadian Inventory of  
Historic Building,  
Research Division,  
National Historic Parks  
and Sites Branch,  
Parks Canada.

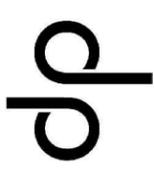
Encl.

**APPENDIX A3: Complete Drawings the proposed new house for 13 Thomas Street  
(by David Peterson Architect)**



ALL DRAWINGS ARE THE PROPERTY OF THE ARCHITECT AND MUST BE RETURNED ON REQUEST.  
 THE CONTRACTOR SHALL CHECK ALL DIMENSIONS AND REPORT DISCREPANCIES TO THE ARCHITECT.  
 ALL DIMENSIONS ARE GIVEN IN INCHES UNLESS OTHERWISE INDICATED.  
 DO NOT SCALE DRAWINGS.

No.	DATE	DESCRIPTION
3	Mar. 30, 2020	Issued for Heritage Application
2	Mar. 27, 2020	Issued for Client Review
1	Oct. 21, 2019	Issued for Zoning Review



DAVID PETERSON ARCHITECT  
 davidpetersonarch.ca  
 416.524.6277 90 South Kingsway, Toronto, m6s 3f3

Project Title  
**Smiles from Ear to Hear**  
 13 Thomas Street, Mississauga, Canada

Sheet Title  
**BASEMENT FLOOR PLAN**

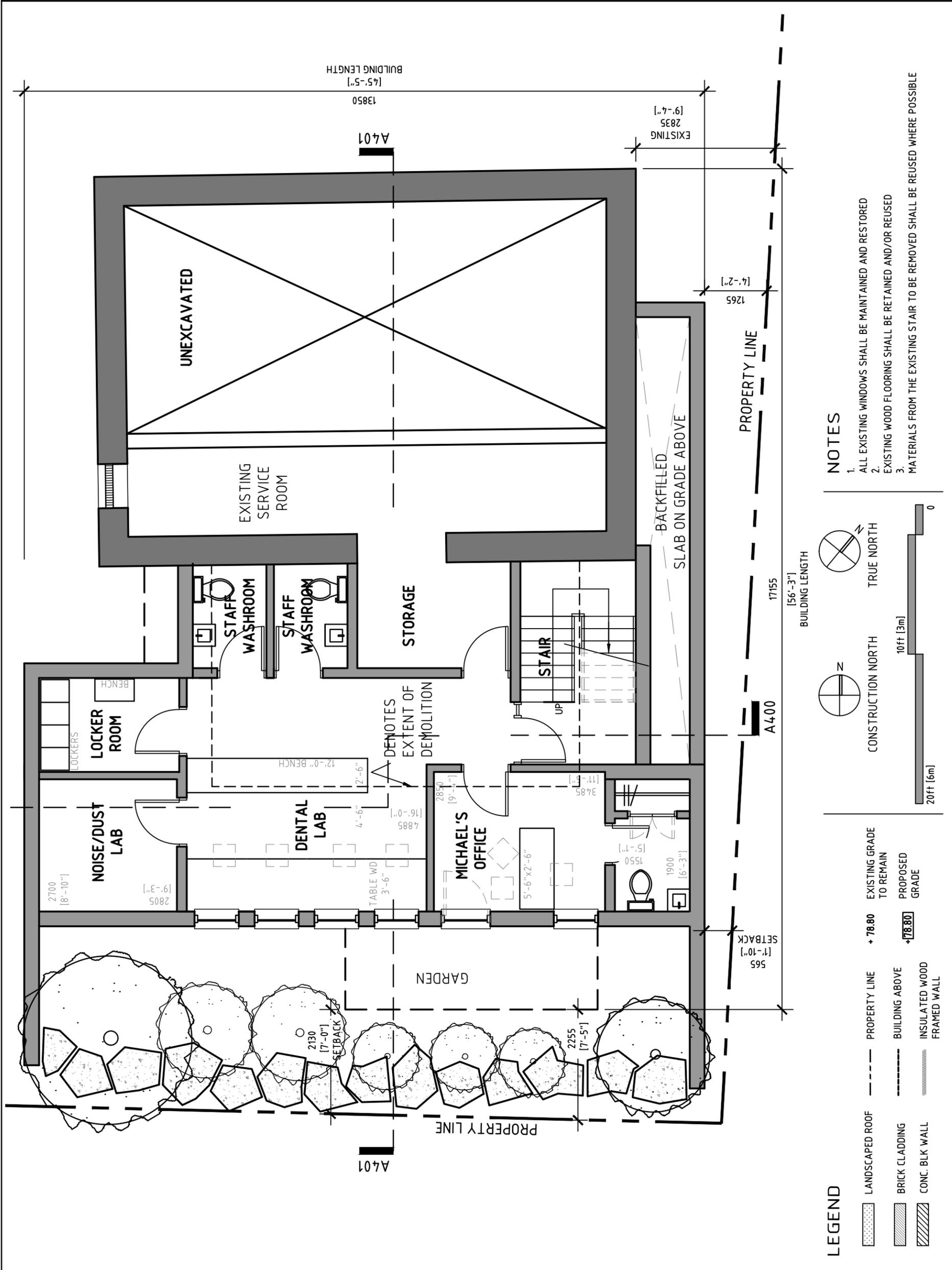
Project No.

Drawn By

Checked By:  
 dp

Scale  
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Sheet No.  
**A200**

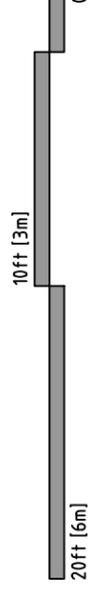
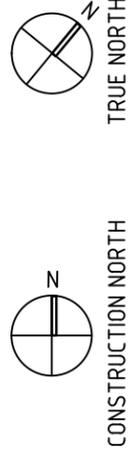


**LEGEND**

- LANDSCAPED ROOF
- BRICK CLADDING
- CONC. BLK WALL
- PROPERTY LINE
- BUILDING ABOVE
- EXISTING GRADE TO REMAIN
- PROPOSED GRADE
- INSULATED WOOD FRAMED WALL

**NOTES**

1. ALL EXISTING WINDOWS SHALL BE MAINTAINED AND RESTORED
2. EXISTING WOOD FLOORING SHALL BE RETAINED AND/OR REUSED
3. MATERIALS FROM THE EXISTING STAIR TO BE REMOVED SHALL BE REUSED WHERE POSSIBLE



BUILDING LENGTH  
 [56'-3"]

BUILDING LENGTH  
 13850  
 [45'-5"]

PROPERTY LINE  
 1265  
 [4'-2"]

17155

A400

BACKFILLED SLAB ON GRADE ABOVE

EXISTING [9'-4"]

2835

A401

13850

[45'-5"]

PROPERTY LINE

17155

[56'-3"]

BUILDING LENGTH

A401

2850

[9'-4"]

4885

[16'-0"]

4'-6"

2'-6"

12'-0" BENCH

DEMOTES EXTENT OF DEMOLITION

2700

[8'-10"]

NOISE/DUST LAB

2805

[9'-3"]

LOCKER ROOM

LOCKERS

BENCH

STAFF WASHROOM

STAFF WASHROOM

STORAGE

STAIR

UP

3485

[11'-5"]

5'-6" X 2'-6"

MICHAEL'S OFFICE

1900

[6'-3"]

1550

[5'-1"]

TOILET

EXISTING SERVICE ROOM

UNEXCAVATED

PROPERTY LINE

565

[1'-10"]

SETBACK

2255

[7'-5"]

GARDEN

2130

[7'-0"]

SETBACK

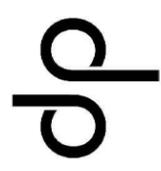
TABLE WD

3'-6"

4'-6"

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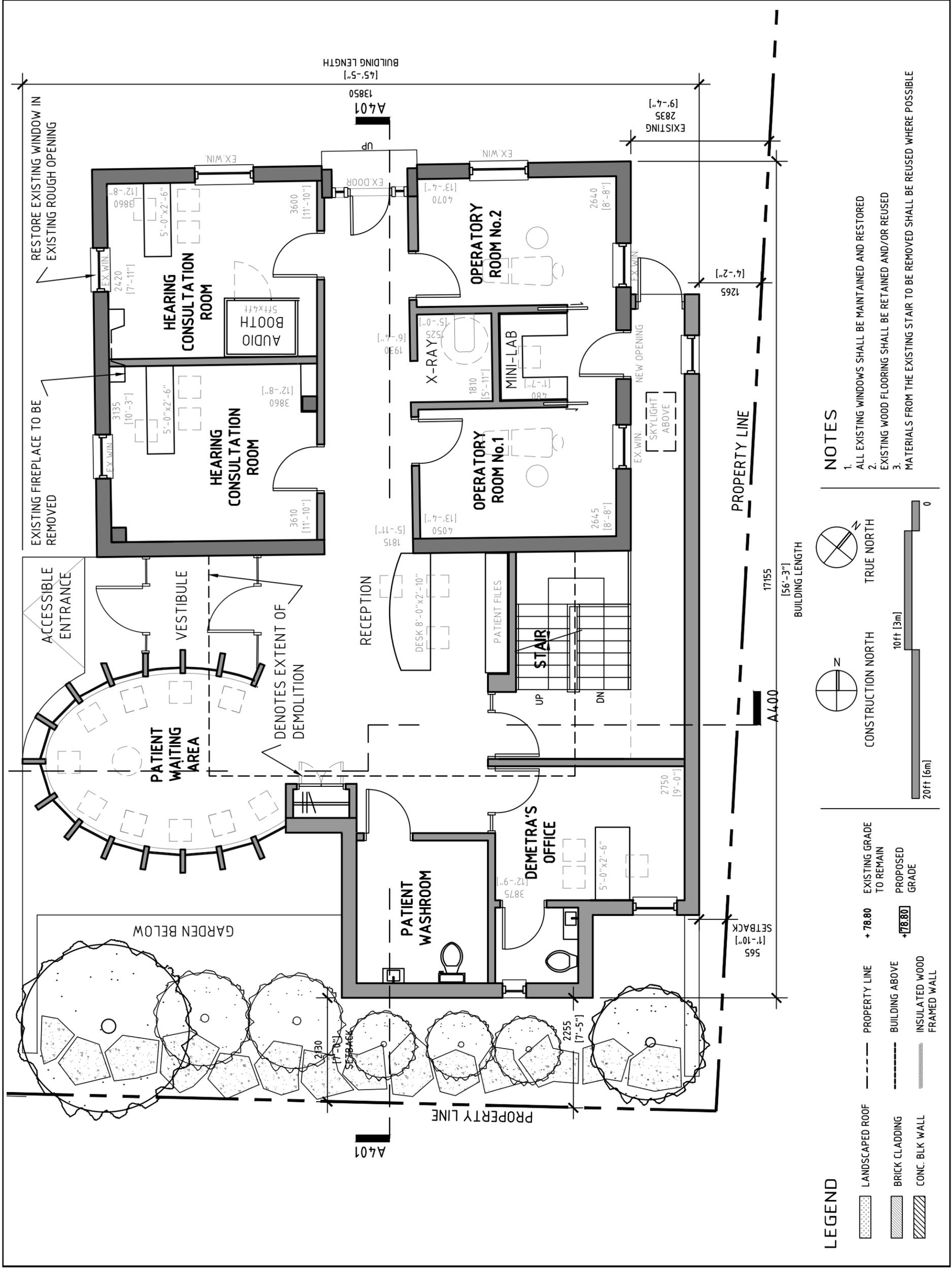


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 416.524.6277 90 South Kingsway, Toronto, m6s 3f3

Project Title  
**Smiles from Ear to Hear**  
 13 Thomas Street, Mississauga, Canada

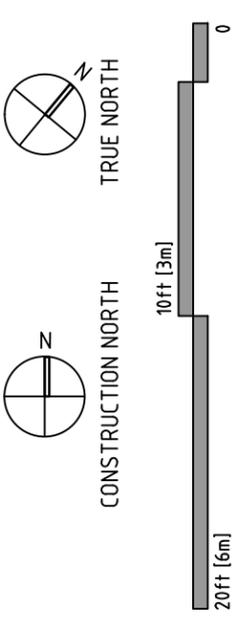
Sheet Title  
**GROUND FLOOR PLAN**

Project No.	
Drawn By	
Checked By:	dp
Scale	1:75
Sheet No.	<b>A201</b>



**NOTES**

- ALL EXISTING WINDOWS SHALL BE MAINTAINED AND RESTORED
- EXISTING WOOD FLOORING SHALL BE RETAINED AND/OR REUSED
- MATERIALS FROM THE EXISTING STAIR TO BE REMOVED SHALL BE REUSED WHERE POSSIBLE

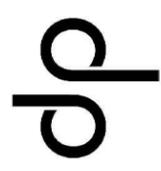


**LEGEND**

[Pattern]	LANDSCAPED ROOF	---	PROPERTY LINE	+ 78.80	EXISTING GRADE TO REMAIN
[Pattern]	BRICK CLADDING	---	BUILDING ABOVE	+78.80	PROPOSED GRADE
[Pattern]	CONC. BLK WALL	----	INSULATED WOOD FRAMED WALL		

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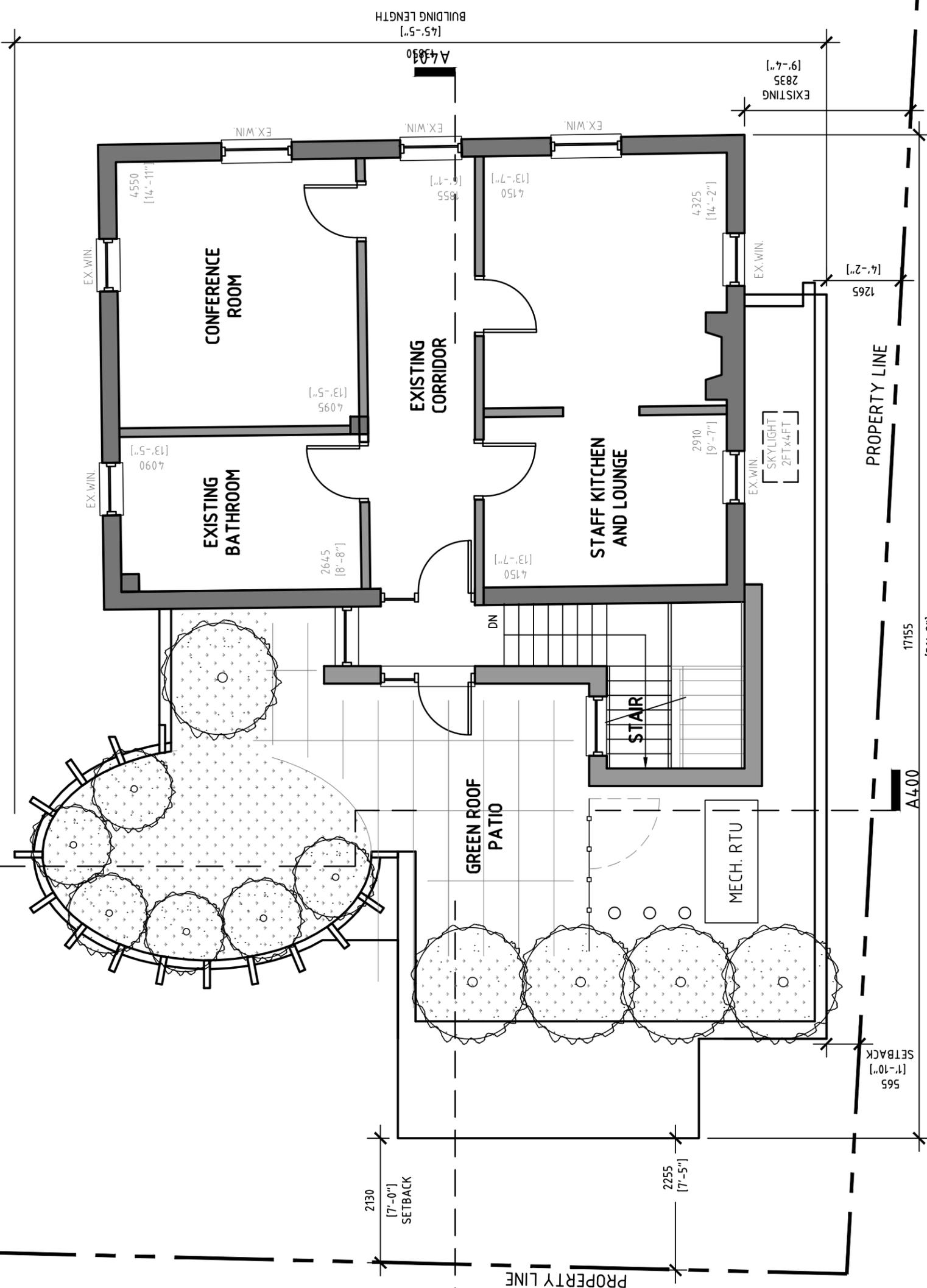
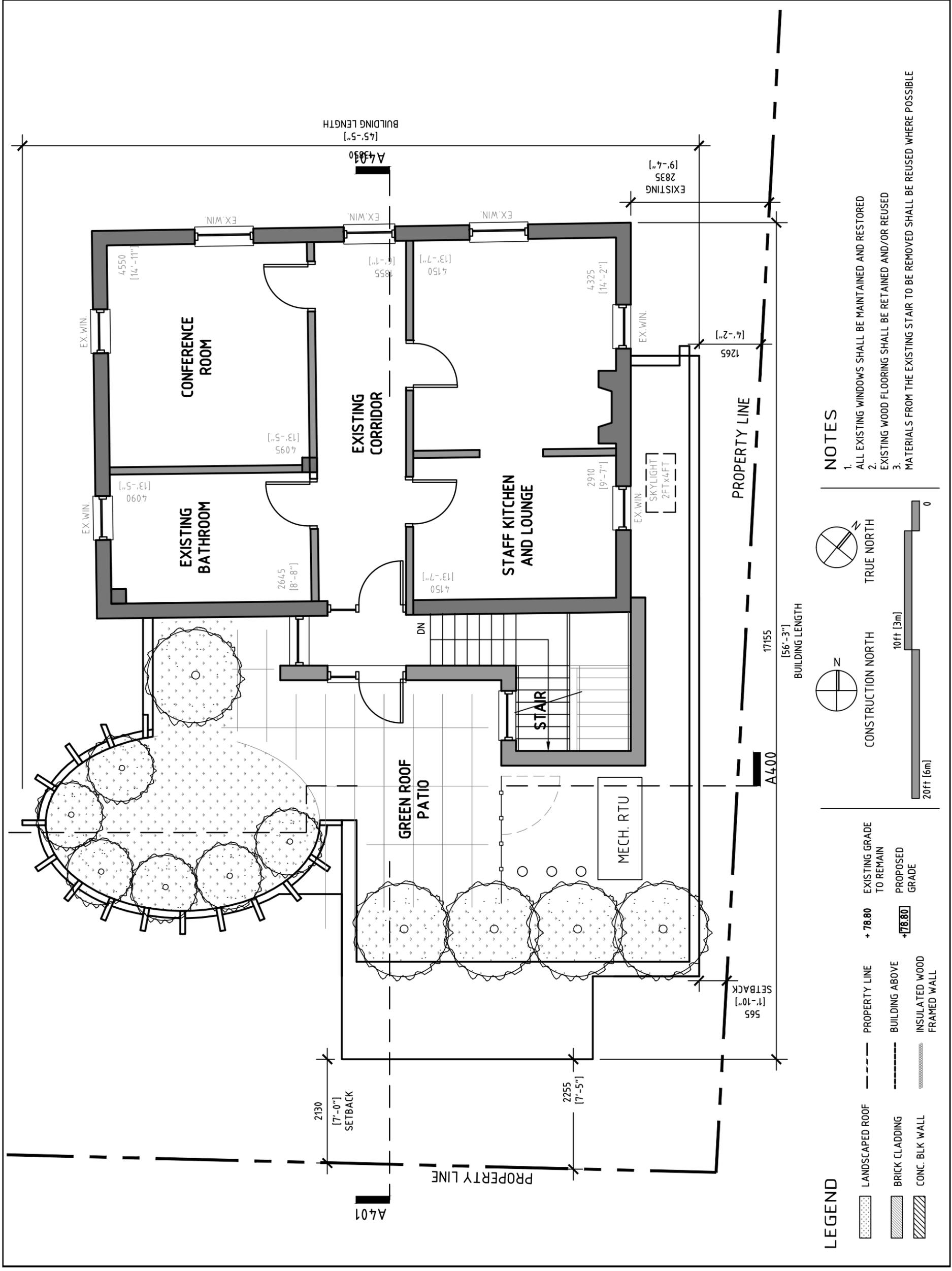


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 416.524.6277 90 South Kingsway, Toronto, m6s 3f3

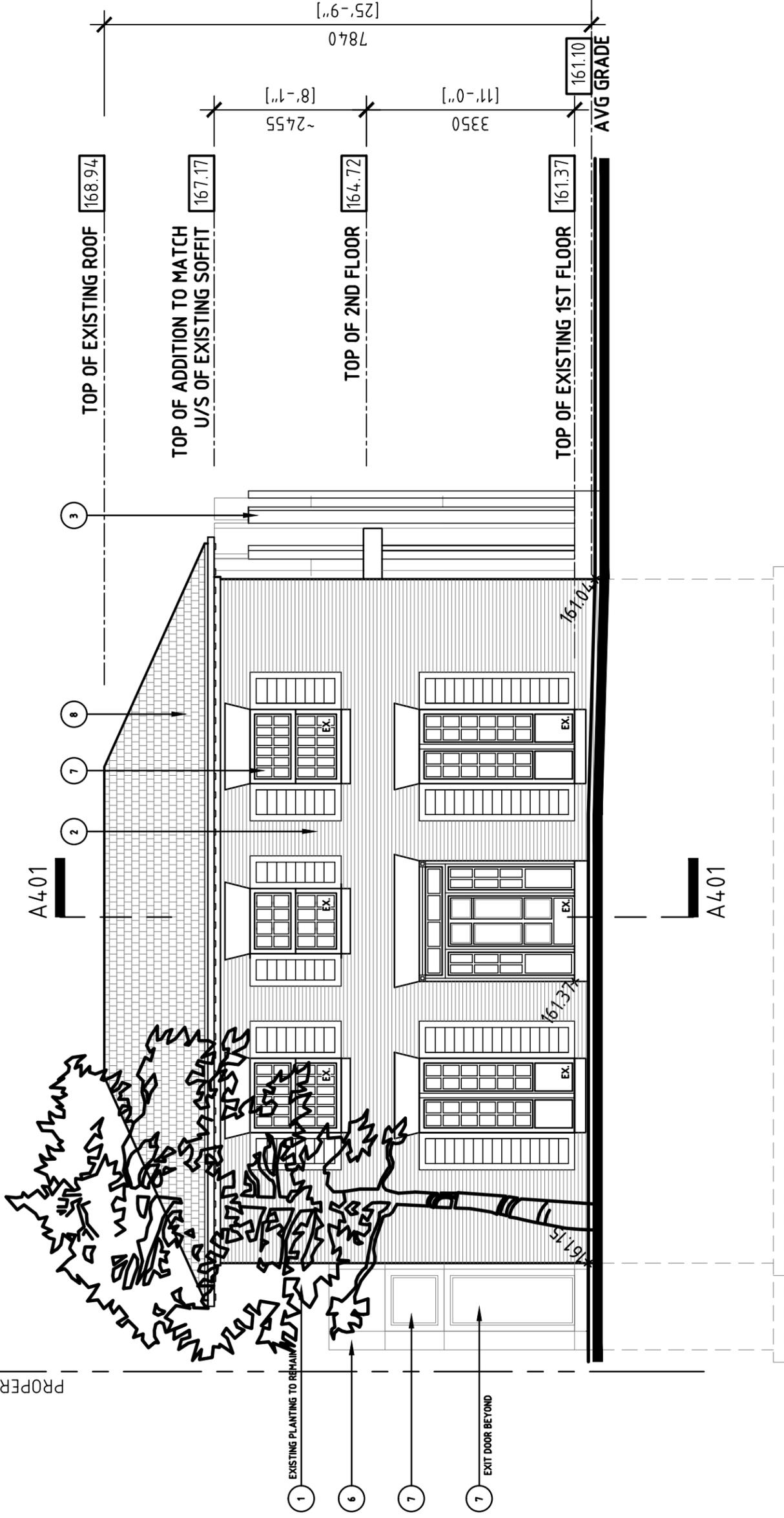
Project Title  
**Smiles from Ear to Hear**  
 13 Thomas Street, Mississauga, Canada

Sheet Title  
**SECOND FLOOR PLAN**

Project No.	
Drawn By	
Checked By:	dp
Scale	1:75
Sheet No.	<b>A202</b>



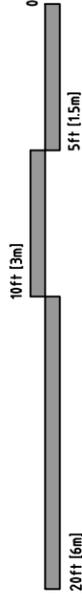
PROPERTY LINE



**LEGEND**

- 1 PROPOSED PLANTING
- 2 EXISTING BRICK TO REMAIN
- 3 DARK STONE CLADDING
- 4 DARK STONE CLADDING 2
- 5 NEW BRICK CLADDING
- 6 METAL CLADDING
- 7 CLEAR GLASS IN ALUMINUM OR WOOD FRAME
- 8 ASPHALT SHINGLES

- + 78.80 EXISTING GRADE TO REMAIN
- + 78.80 PROPOSED GRADE



**NOTES**

1. TOPOGRAPHICAL INFORMATION TAKEN FROM PLAN PREPARED BY YOUNG AND YOUNG SURVEYING O.L.S. PART OF LOTS 8 AND 9 IN BLOCK 1, REGISTERED PLAN STR-4, CITY OF MISSISSAUGA
2. ALL EXISTING OPENINGS ON NORTH AND WEST ELEVATIONS TO REMAIN.
3. EXISTING FRAMES AND SHUTTERS WHICH REMAIN SHALL BE RESTORED TO MATCH ORIGINAL

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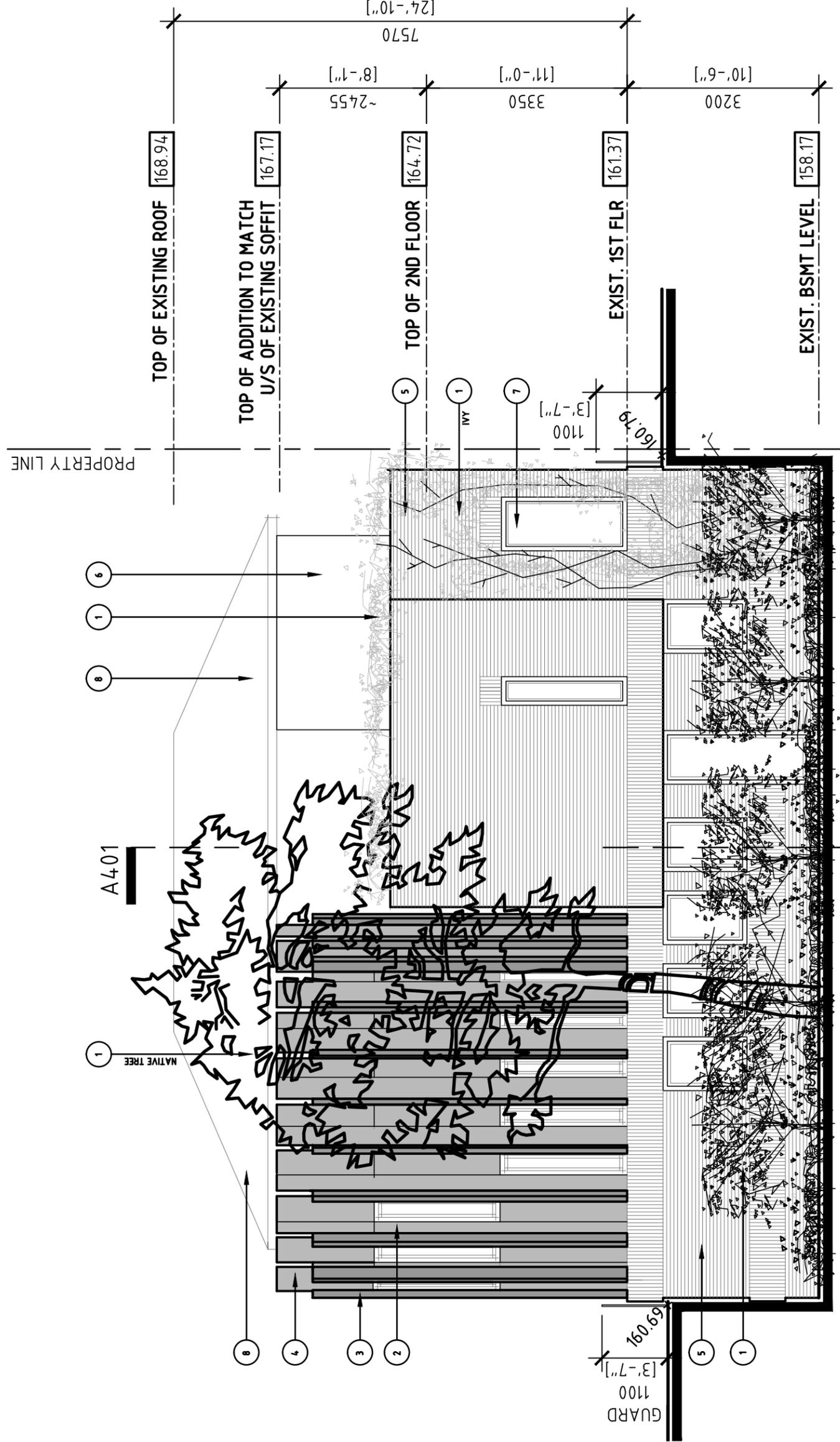
Project Title  
**Smiles from Ear to Hear**  
 13 Thomas Street, Mississauga, Canada

Sheet Title  
**STREET ELEVATION  
 NORTH ELEVATION**

Project No.

Drawn By  
 Checked By: **dp**  
 Scale: **1:75**

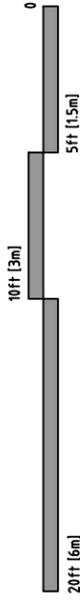
Sheet No.  
**A300**



**LEGEND**

- 1 PROPOSED PLANTING
- 2 EXISTING BRICK TO REMAIN
- 3 DARK STONE CLADDING
- 4 DARK STONE CLADDING 2
- 5 NEW BRICK CLADDING
- 6 METAL CLADDING
- 7 CLEAR GLASS IN ALUMINUM OR WOOD FRAME
- 8 ASPHALT SHINGLES

- + 78.80 EXISTING GRADE TO REMAIN
- + 78.80 PROPOSED GRADE

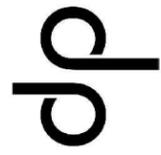


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DAVID PETERSON ARCHITECT  
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 416.524.6277 90 South Kingsway, Toronto, m6s 3f3

Project Title  
**Smiles from Ear to Hear**  
 13 Thomas Street, Mississauga, Canada

Sheet Title  
**SOUTHELEVATION**

Project No.

Drawn By  
 -  
 Checked By:  
 dp  
 Scale  
 1:75  
 Sheet No.  
**A301**

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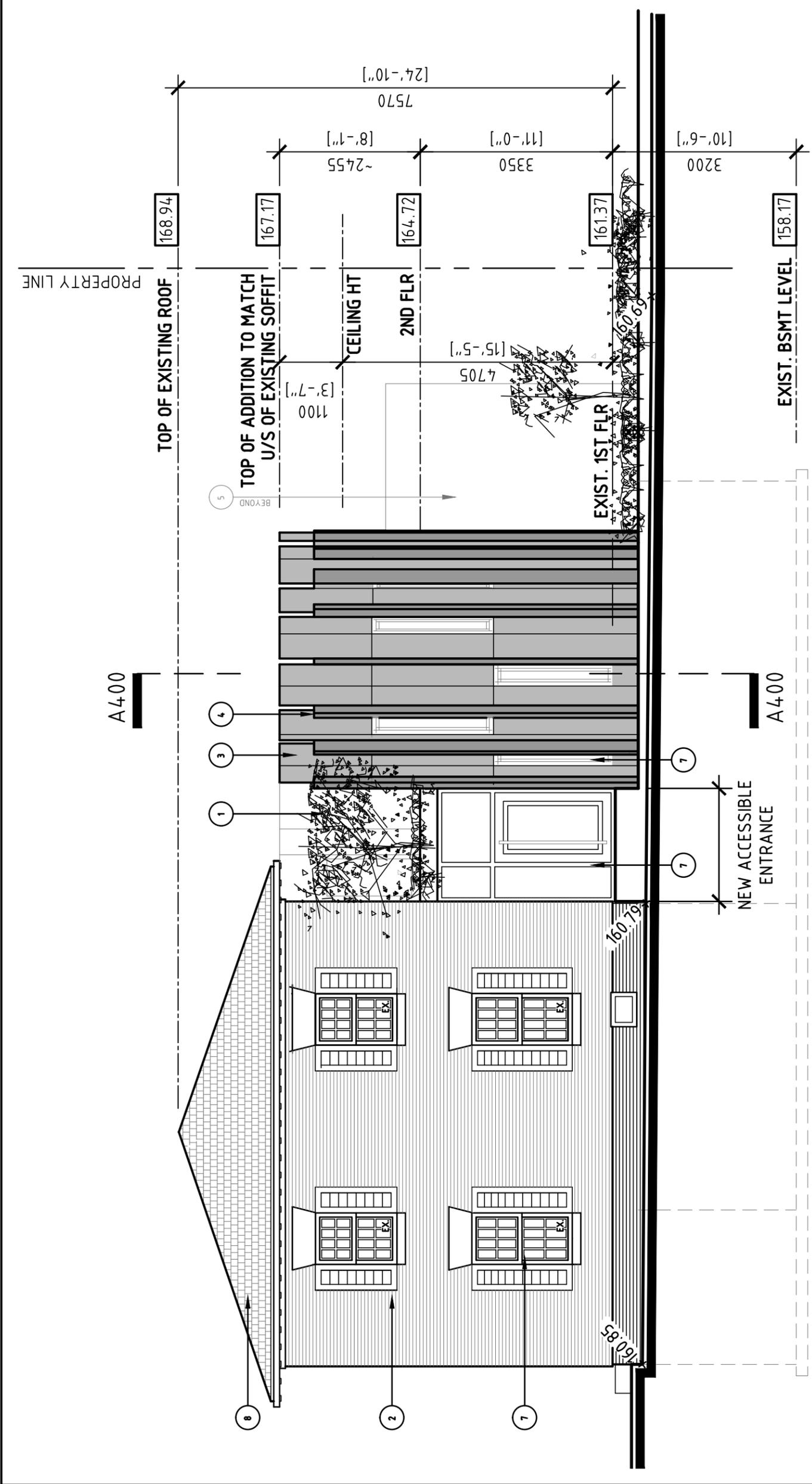


**David Peterson Architect**  
 david.petersonarch.ca  
 416.524.6277 90 South Kingsway, Toronto, m6s 3f3

Project Title  
**Smiles from Ear to Hear**  
 13 Thomas Street, Mississauga, Canada

Sheet Title  
**WEST ELEVATION**

Project No.  
 Drawn By  
 Checked By: **dp**  
 Scale: **1:75**  
 Sheet No.  
**A302**



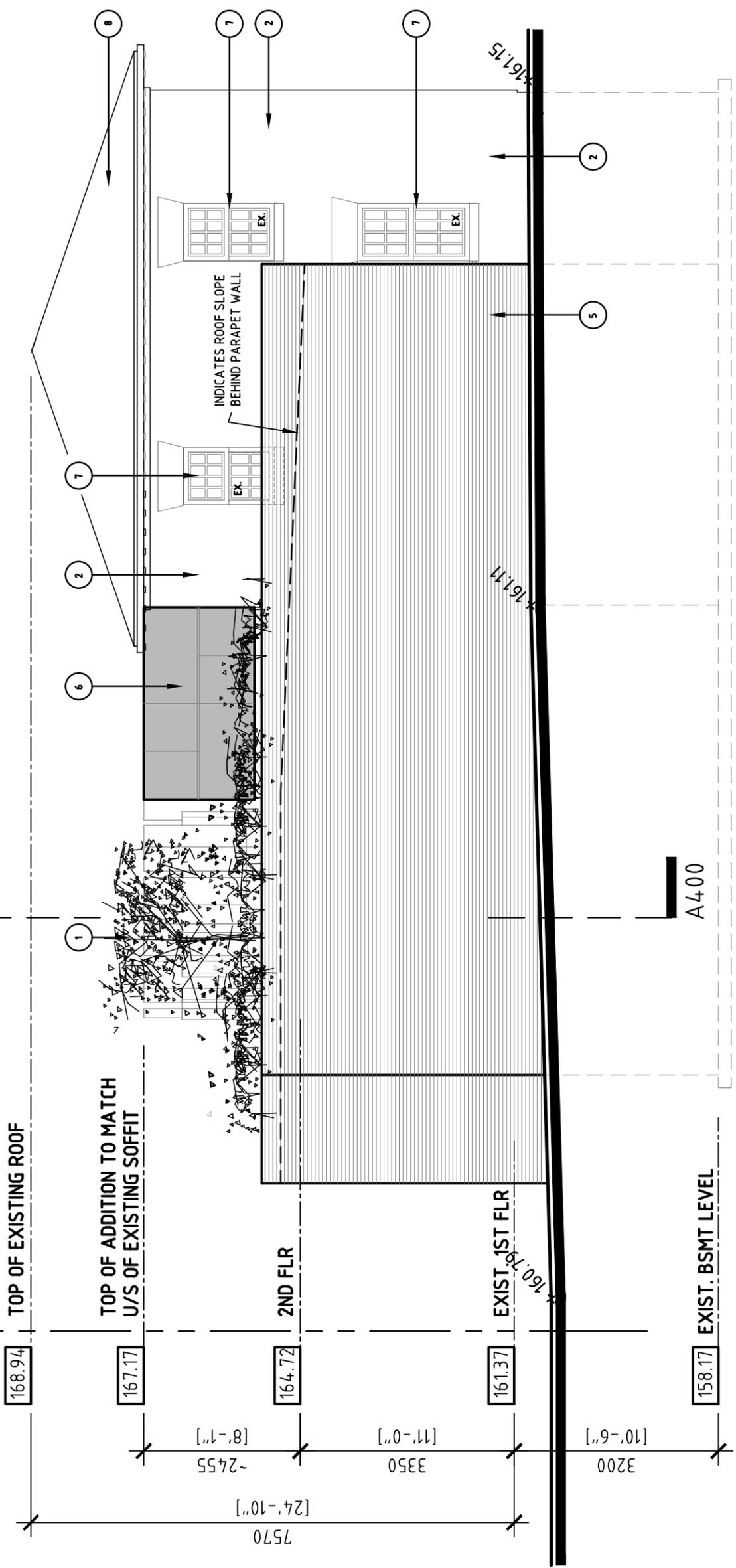
**NOTES**

- TOPOGRAPHICAL INFORMATION TAKEN FROM PLAN PREPARED BY YOUNG AND YOUNG SURVEYING O.L.S. PART OF LOTS 8 AND 9 IN BLOCK 1, REGISTERED PLAN STR-4, CITY OF MISSISSAUGA
- ALL EXISTING OPENINGS ON NORTH AND WEST ELEVATIONS TO REMAIN.
- EXISTING FRAMES AND SHUTTERS WHICH REMAIN SHALL BE RESTORED TO MATCH ORIGINAL

**LEGEND**

- 1 PROPOSED PLANTING
  - 2 EXISTING BRICK TO REMAIN
  - 3 DARK STONE CLADDING
  - 4 DARK STONE CLADDING 2
  - 5 NEW BRICK CLADDING
  - 6 METAL CLADDING
  - 7 CLEAR GLASS IN ALUMINUM OR WOOD FRAME
  - 8 ASPHALT SHINGLES
- + 78.80 EXISTING GRADE TO REMAIN  
 + [78.80] PROPOSED GRADE
- 20ft (6m) 10ft (3m) 5ft (1.5m)

PROPERTY LINE



**LEGEND**

- ① PROPOSED PLANTING
- ② EXISTING BRICK TO REMAIN
- ③ DARK STONE CLADDING
- ④ DARK STONE CLADDING 2
- ⑤ NEW BRICK CLADDING
- ⑥ METAL CLADDING
- ⑦ CLEAR GLASS IN ALUMINUM OR WOOD FRAME
- ⑧ ASPHALT SHINGLES

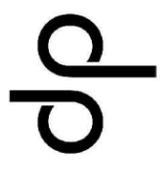
- + 78.80 EXISTING GRADE TO REMAIN
  - + [78.80] PROPOSED GRADE
- 20ft (6m) | 10ft (3m) | 5ft (1.5m)

**NOTES**

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 416.524.6277 90 South Kingsway, Toronto, m6s 3f3

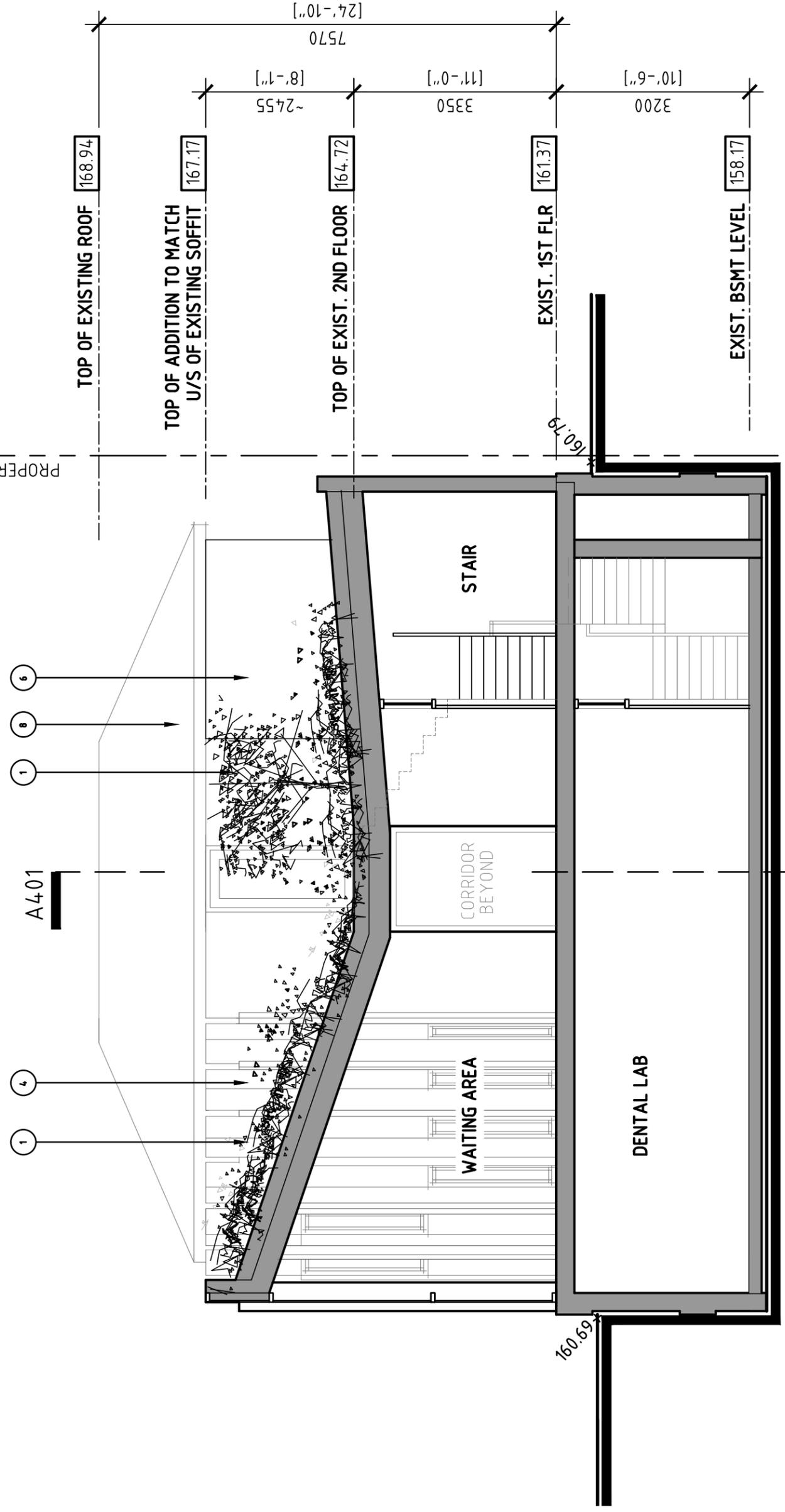
Project Title  
**Smiles from Ear to Hear**  
 13 Thomas Street, Mississauga, Canada

Sheet Title  
**EAST ELEVATION**

Project No.

Drawn By: \_\_\_\_\_ Sheet No.  
 Checked By: **dp**  
 Scale: **1:75**  
**A303**

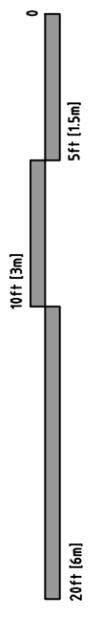
PROPERTY LINE



**LEGEND**

- 1 PROPOSED PLANTING
- 2 EXISTING BRICK TO REMAIN
- 3 DARK STONE CLADDING
- 4 DARK STONE CLADDING 2
- 5 NEW BRICK CLADDING
- 6 METAL CLADDING
- 7 CLEAR GLASS IN ALUMINUM OR WOOD FRAME
- 8 ASPHALT SHINGLES

- + 78.80 EXISTING GRADE TO REMAIN
- + [78.80] PROPOSED GRADE

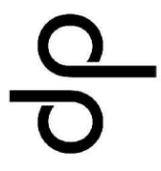


**NOTES**

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 david.peterson@arch.ca  
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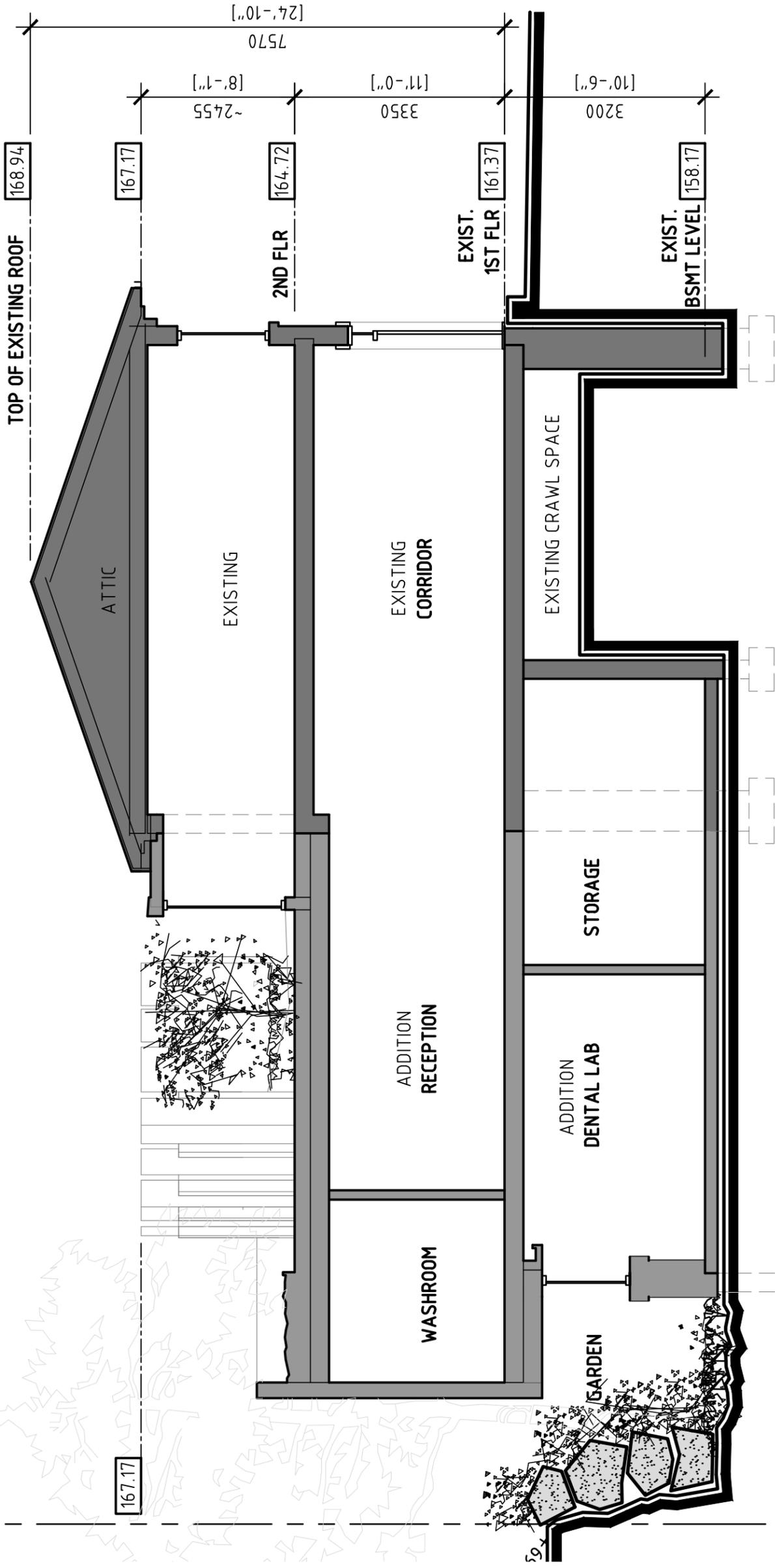
Project Title  
**Smiles from Ear to Hear**  
 13 Thomas Street, Mississauga, Canada

Sheet Title  
**BUILDING SECTION**

Project No.

Drawn By: \_\_\_\_\_ Sheet No.  
 Checked By: **dp**  
 Scale: **1:75**  
**A400**

PROPERTY LINE



**LEGEND**

- 1 PROPOSED PLANTING
- 2 EXISTING BRICK TO REMAIN
- 3 DARK STONE CLADDING
- 4 DARK STONE CLADDING 2
- 5 NEW BRICK CLADDING
- 6 METAL CLADDING
- 7 CLEAR GLASS IN ALUMINUM OR WOOD FRAME
- 8 ASPHALT SHINGLES

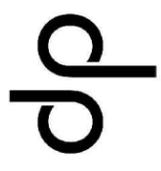
- + 78.80 EXISTING GRADE TO REMAIN
  - + [78.80] PROPOSED GRADE
- Scale bars: 20ft (6m), 10ft (3m), 5ft (1.5m)

**NOTES**

1. TOPOGRAPHICAL INFORMATION TAKEN FROM PLAN PREPARED BY YOUNG AND YOUNG SURVEYING O.L.S. PART OF LOTS 8 AND 9 IN BLOCK 1, REGISTERED PLAN STR-4, CITY OF MISSISSAUGA
2. ALL EXISTING OPENINGS ON NORTH AND WEST ELEVATIONS TO REMAIN.
3. EXISTING FRAMES AND SHUTTERS WHICH REMAIN SHALL BE RESTORED TO MATCH ORIGINAL

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 DO NOT SCALE DRAWINGS.

No.	DATE	DESCRIPTION
2	Mar.30, 2020	Issued for Heritage Application
1	Oct.21, 2019	Issued for Zoning Review



DAVID PETERSON ARCHITECT  
 david.peterson@arch.ca  
 416.524.6277 90 South Kingsway, Toronto, m6s 3f3

Project Title  
**Smiles from Ear to Hear**  
 13 Thomas Street, Mississauga, Canada

Sheet Title  
**BUILDING SECTION**

Project No.

Drawn By  
 Checked By: **dp**  
 Scale: **1:75**  
 Sheet No.  
**A401**

**APPENDIX A4: Curriculum Vitae of the Author**

## CURRICULUM VITAE: James R. Bailey



James Bailey  
Architect

49 MELBOURNE AVE  
TORONTO, ONTARIO  
M6K 1K6

VOICE: [416] 537 - 4140  
E-MAIL:  
jbarch@sympatico.ca

### EDUCATION

- Bachelor of Architecture, Carleton University, Ottawa. 1975. General Scholarship in Architecture, 1971.
- Premier Degré Superier de Musique (Orgue), Schola Cantorum, Paris, 1978

### PROFESSIONAL ASSOCIATIONS

- Ontario Association of Architects
- Royal Architectural Institute of Canada
- Canadian Association of Heritage Professionals (CAHP)
- Royal Canadian College of Organists

### PROFESSIONAL WORK HISTORY

- 1992-present Principal of James Bailey Architect, Toronto
- 1989-1992 Managing Architect with C.A. Ventin Architect Ltd., in charge of the firm's Toronto office and projects
- 1988-1989 Managing Architect with Lambur Scott Architects Inc., in charge of the firm's Toronto office and projects
- 1987-1988 Senior Architect with Douglas J. Cardinal Architect Limited, in charge of the firm's Newmarket, Ontario, office
- 1983-1987 Senior Architect with Douglas J. Cardinal Architect Limited, in Edmonton, then in Ottawa (after office move)
- 1981-1983 Senior Architectural Designer with Briskie Kasian Architects, Edmonton
- 1978-1981 Project Coordinator with Douglas J. Cardinal Architect Limited, Edmonton
- 1975-1977 Architectural Designer, ARCOP Associates, Ottawa
- 1975 Architectural Designer, Urbanetics, Ottawa

James R. Bailey  
O.A.A., M.R.A.I.C., C.A.H.P.  
Albena Bakalov  
O.A.A., M.R.A.I.C., C.A.H.P.

## COMMUNITY INVOLVEMENTS & TEACHING

- Member of the Board of Directors, Canadian International Organ Competition
- Royal Canadian College of Organists, National President, 2014-16
- Canadian Association of Heritage Professionals, Member of the Board, 2003-2005.
- Sheridan College, Professor of Architecture, 2001-2012
- Public Complaints Committee, Ontario Association of Architects, 1998-2001.
- Standing Committee for the administration of the Fabric Fund of Holy Trinity Church, Toronto, 1995-2003.

## AWARDS

- Award of Excellence, CAHP, "Small and Lovely" category, 2018
- Special Recognition Award, Heritage Mississauga, 2012
- Award of Merit, Heritage Toronto, The Allstream Centre, 2010
- Award of Distinction for Envelope Design, Allstream Centre, The Ontario Building Envelope Council, 2009
- Best of the Best Award, Toronto Construction Association, The Allstream Centre. 2009

## SELECTED ARCHITECTURAL PROJECTS

### Museums/Art Galleries

- \*Edmonton Space Science Centre
- \*Canadian Museum of Civilization, Hull
- \*St. Albert Municipal Museum, Alberta
- Macaulay Church Museum, Picton

### Performing Arts Centres

- \*Arden Theatre, St. Albert, Alberta
- \*Aurora Theatre, Spruce Grove, Alberta
- \*Theatre of the CMC, Hull, Quebec
- Capitol Theatre, Port Hope, Ontario
- Artword Theatre, Toronto

### Building Envelope Upgrades

- Buddies in Bad Times Theatre, Toronto
- \*\*Peel Court House, Brampton
- \*\*Metro West Detention Centre, Etobicoke
- \*\*Locke Memorial Library, Toronto
- Allstream Centre, Toronto
- St. John's United Church, Alliston
- Food Building, Exhibition Place
- Princes' Gates, Exhibition Place
- Strategic Communications, Toronto
- Mackenzie House, Toronto

### Barrier-free Access/Life-safety Upgrades

- \*\*Toronto Old City Hall
- \*\*Yorkville Branch Library, Toronto
- \*\*Main Street Branch Library, Toronto
- Locke Memorial Library, Toronto
- Trinity Church, Port Credit
- St. John's United Church, Alliston
- Trace Manes Community Centre, Toronto
- Don Valley Bible Chapel, Toronto

### Offices

- \*St. Albert Civic and Cultural Centre
- Public Service Commission, Ottawa
- Globe & Mail, Toronto
- Hitchman & Sprigings, Toronto
- \*York Administrative Centre, Newmarket

### Housing/ Live-Work Facilities

- \*\*Armagh House, Mississauga
- Garden Residence, Aurora
- Webb Residence, Toronto
- Looney Residence, Toronto
- Kersey Residence, Toronto
- Hamilton Studio, South Mountain
- Dubil Residence, Toronto
- 81 Portland Live/work Studios, Toronto
- Hitchman Residence, Toronto
- Rose Residence, Port Credit
- O'Leary Residence, Toronto

### Schools: New/Renovations

- Bowmore Road School, Toronto
- \*\*Charles Fraser P.S., Junior, Toronto
- George Harvey High School, City of York
- Jones Ave Adult Education Centre, Toronto
- Wycliffe College, U. of T., Toronto
- Island Public School, Toronto
- Palmerston Public School, Toronto
- Regal Road Public School, Toronto
- Alexander Muir Public School, Toronto

### Schools: Exterior Upgrades

- Davisville Public School, Toronto
- North Toronto CI, Toronto
- Pape Public School, Toronto
- Palmerston Public School, Toronto
- John Ross Robertson Public School, Toronto

### Public Library Renovations

- Parkdale Branch Library, Toronto
- Bloor Gladstone Branch Library, Toronto
- Yorkville Branch Library, Toronto
- Locke Memorial Library, Toronto
- Runnymede Branch Library, Toronto
- College Shaw Library, Toronto
- Saunderson Branch Library, Toronto
- Pape Danforth Library, Toronto
- Gerrard Ashdale Library, Toronto
- St. Clair/Silverthorn Library, Toronto
- Palmerston Branch Library, Toronto

### Renovations for Exhibition Place, Toronto

- General Services Building
- Enercare Centre (Direct Energy)
- Allstream Centre (Automotive Building)
- Princes' Gates
- Food Building

### Churches: New/Renovations/Additions

- Danish Lutheran Church, Toronto
- Devon Alliance Church, Alberta
- St. Luke's Church, East York
- St. Cuthbert's Church, Toronto
- St. John's Church, Whitby
- Faith United Church, Courtice
- Grace Ev. Lutheran Church, Oshawa
- Trinity Church, Port Credit
- St. Luke's Lutheran, Port Credit
- St. John's United Church, Alliston
- St. Paul's United Church, Bowmanville
- All Saints' Anglican Church, King City
- Knox Presbyterian Church, Burlington
- St. Andrew's Memorial P.C., Port Credit
- Trinity United, Peterborough
- St. John's Church, York Mills
- Don Valley Bible Chapel, Toronto
- Cathedral Church of St. James

### Laboratories

- I-Fire Technology, Toronto
- Hemosol, Toronto
- Therapure, Mississauga

### Historic Restorations

- \*\*Peel County Court House, Brampton
- \*\*St. John's Anglican Church, Ancaster
- St. John's Church, West Toronto
- St. John's United Church, Alliston
- 3 MacDowell Street, Toronto
- Allstream Centre, Exhibition Place
- Rackus Studio, Clarkson
- Boulder Villa, Clarkson
- Princes' Gates, Exhibition Place
- Macaulay Church Museum, Picton
- St. Clair Reservoir Valve House and Portal Building
- Harrison Waterworks Reservoir
- Church of the Holy Trinity, Toronto
- St. James' Cathedral, Toronto
- Scarborough Museum
- The Guild Monument Relocation
- Mackenzie House, Toronto
- Alexander Muir Gardens gateway
- Craighigh Gardens Gates
- Carlsberg Carillon Tower, Toronto

\* Work undertaken while in the employ of Douglas J. Cardinal Limited, Ottawa

\*\* Work undertaken while Managing Architect, and Architect-of-Record, with Carlos Ventin Architect

## **STUDIES (Condition Studies/Heritage Impact Studies/Barrier-Free Access Studies)**

- Building Condition Assessment for the Beanfield Centre and for Three Heritage Towers (Fire Hall, BLC and Carillon), for Exhibition Place, 2017
- Building Condition Assessment for the Dempsey Store, for the City of Toronto Heritage and Museums, 2017
- Building Condition Assessment for 12 Alexander St., for the City of Toronto Heritage and Museums, 2017
- Heritage Statement for 75 Yorkville Avenue, for the Yorkville Ratepayer's Association, 2015
- Heritage Impact Study of 1109 and 1115 Clarkson Road North, Mississauga, 2014
- Building Assessment Study for the Scarborough Historic Museum, Toronto, 2014
- Building Assessment Study for the Coliseum Complex and the Direct Energy Centre, Exhibition Place, 2013
- Building Code Conformance Study, Tarragon Theatre, Toronto, for the management and Board of Directors of Tarragon Theatre, 2013
- Heritage Impact Study for 1183 Dufferin Street, Toronto, for We Care Homes, 2012
- Heritage Impact Study for 1380 Glenwood Drive, Mississauga, Ontario, for Dr. Mehri Habib, 2012
- Building Code/Condition Assessment, Fulford Preparatory College, Merrickville, Ontario for Mr. Francois Bernard, Owner, 2012
- Heritage Impact Study for 149 Tremaine Road, Milton, for Royal Park Homes, 2011
- Heritage Impact Study for 94 Peru Road, Milton, for Humphries Planning Group, 2011
- Long-range Planning Study, Tarragon Theatre, Toronto, for the management and Board of Directors of Tarragon Theatre, 2010
- Heritage Impact Study for 5514 Fifth Line Road, Milton, for Sempronia Estates Inc., 2010
- Heritage Impact Study for 1336 Britannia Road, and 5553 Fourth Line Road, Milton, for Orianna Glen Home Corp., 2009
- Heritage Impact Study for 6390 Fifth Line Road, Milton, for Milton 7-5 Holdings Inc., 2009
- Heritage Impact Study for the Davis-Minardi House, 3079 Neyagawa Boulevard, Oakville for the Davis-Minardi Corporation, 2009
- Heritage Impact Study for 2554 Mississauga Road, Mississauga prepared for Dr. Alaa Al Tamimi, 2008
- Heritage Impact Study for 1207 Lorne Park Road, Mississauga, prepared for Mr. Claudio Prosocco, 2008
- Heritage Impact Study for 3051 Victory Crescent, Mississauga prepared for Nirmal Sidhu,

2007

- Heritage Impact Study for 1190 Kane Road, Mississauga, prepared for Gemini, 2006
- Heritage Impact Studies for 1998 and 2030 Lakeshore Road, Mississauga, prepared for Gemini Urban Design, 2006
- Heritage Impact Statement, 2301/2303 Stanfield Road, Mississauga, prepared for Moldenhauer, 2006
- Automotive Building Condition Audit, prepared for the Board of Governors, Exhibition Place, Toronto, 2005
- A Masterplan Study for Knox Presbyterian Church, Burlington, Prepared for the Long-range Planning Committee, 2004
- Heritage Impact Statement, Horticulture Building, prepared for Musik Clubs Inc. who wished to use the Beaux Arts Exhibit Hall as a night club, 2004.
- A Condition Audit for Rosedale Presbyterian Church, Prepared for the Property Committee, Toronto, 2003
- Arts Centre Feasibility Study, prepared for the Town of Leamington, Ontario, 2003.
- A Barrier-Free Access Study for St. John's United Church, Alliston, prepared for the Property Committee, 2003.
- A Barrier-Free Access Study for Kimbourne Park United Church, Toronto, prepared for the Accessibility Committee, 2002.
- A Feasibility Study for the conversion of the Truax Lumber Building into a Performing Arts Centre for the Town of Leamington, Ontario, 2002.
- Long Range Redevelopment Master Plan for Christ Church, Stouffville", for the Rector and Wardens of the Parish of Christ Church Anglican Church, Stouffville.
- Heritage Impact Statement, Two Georgian style, Pre-Confederation Houses, located at 72/74 Elm Street, Toronto, prepared for Toronto Hospital for Sick Children, 2000.
- A Barrier-Free Access Study for St. John's Church, York Mills, prepared for the Rector and Wardens of St. John's Church, York Mills, Toronto, 1999.
- A Space Needs Study and a Space Utilization Survey for the Parishes of St. John's Church, W.T. & St. Paul's Church, Runnymede for the Amalgamation Property Committee.
- Condition Surveys of three Branch Libraries: Deer Park, Northern District and Sanderson Branches for the Toronto Public Library, 1998.
- "A Feasibility Study for developing additional Residential Spaces at Wycliffe College, University of Toronto" prepared for the Property Committee of the College, 1997.

- "A Study of the Implications of accommodating Garbage Trucks inside the Food Building, Exhibition Place", prepared for the Capital Works Department of the CNE, 1997.
- "A Condition Survey of St. Bartholomew's Church", prepared for the Rector and Wardens of the Church of St. Bartholomew, Toronto, 1996.
- "A Building Study of Powell's House, Appleby College", prepared for the Board of Appleby College, Oakville, Ontario, 1995.
- "Condition Study of the Church of the Transfiguration, Toronto", prepared for the Rector and Wardens of the Church of the Transfiguration, Toronto, 1995
- "Pre-Engineering & Costing Study for Building Envelope Repairs & Barrier-free Access Improvements to the Food Building & Halls of Fame Building, Exhibition Place, Toronto", prepared for the Capital Works Department of Exhibition Place, 1995.
- "Condition Survey of the Buildings of the Parish of Georgina in the Diocese of Toronto", prepared for the Diocese of Toronto, 1994.
- "Building Code Impact Study related to the development of a Night Club in the MacLean Hunter Building, North York", prepared for Luxor Entertainment Corporation, 1994.

**THOMAS STREET**  
 (Travelled Road Confirmed By Justice In Session January 12, 1831, Transferred By Order In Council 1025-79, By-Law No. 20-79)  
 Part of Lot 3, Concession 5, West of Hurontario Street  
 P.I.N. 13123-0003

SURVEYOR'S REAL PROPERTY REPORT - PART 1  
 Part of LOTS 8 and 9  
 in BLOCK 1  
 REGISTERED PLAN STR-4  
 City of MISSISSAUGA  
 Regional Municipality of Peel  
 SCALE 1 : 100  
 YOUNG & YOUNG SURVEYING  
 (ETOBICOKE 2006) INC.  
 © COPYRIGHT 2019

**METRIC**  
 DISTANCES SHOWN ON THIS PLAN ARE IN METRES AND CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048.

**BEARING NOTE**  
 BEARINGS ARE ASTRONOMIC AND ARE REFERRED TO THE SOUTHEAST LIMIT OF THOMAS STREET, HAVING A BEARING OF N38°00'40"E ACCORDING TO PLAN 43R-30428

**ELEVATION NOTE**  
 ELEVATIONS ARE GEODETIC AND ARE REFERRED TO THE CITY OF MISSISSAUGA BENCHMARK NO. 257 HAVING A PUBLISHED ELEVATION OF 162.08 METRES.

**LEGEND**

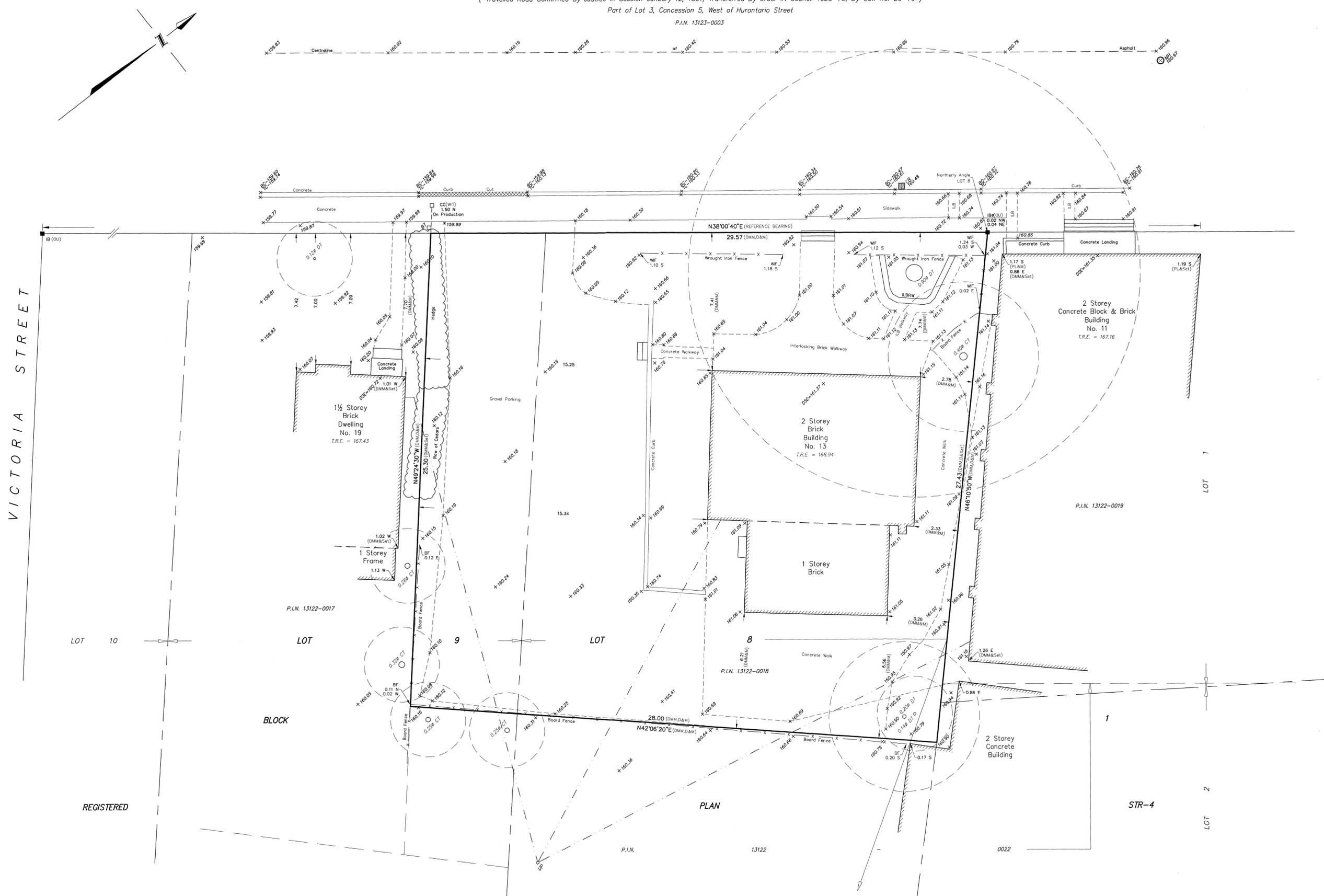
□	DENOTES SURVEY MONUMENT SET
■	SURVEY MONUMENT FOUND
N,S,E,W	NORTH, SOUTH, EAST, WEST
M	MEASURED
CC	CUT CROSS
IB#	ROUND IRON BAR
IB	IRON BAR
WT	WITNESS
P.I.N.	PROPERTY IDENTIFIER NUMBER
D	INSTRUMENT NO. R01140289
UP	OVERHEAD WIRES & UTILITY POLE
UT	UTILITY POLE
TC	TOP OF CURB
BC	BOTTOM OF CURB
DT	DEODUOUS TREE
CT	CONFEROUS TREE
φ	DIAMETER
TRE	TOP OF ROOF ELEVATION
DSE	DOOR SILL ELEVATION
ILBRW	INTERLOCKING BRICK RETAINING WALL
ILB	INTERLOCKING BRICK
MH	MANHOLE
CB	CATCH BASIN
BF	BOARD FENCE
WF	WROUGHT IRON FENCE
BT	BELL TELEPHONE
PL	PLAN 43R-30428
DMM	PLAN BY DEATH, MCLEAN & MCMURPHY, O.L.S., DATED JANUARY 14, 1966

ASSOCIATION OF ONTARIO  
 LAND SURVEYORS  
 PLAN SUBMISSION FORM  
**2089963**  
 THIS PLAN IS NOT VALID UNLESS IT IS AN EMBOSSED ORIGINAL COPY ISSUED BY THE SURVEYOR in accordance with Regulation 1026, Section 29(3).

**SURVEYOR'S CERTIFICATE**  
 I CERTIFY THAT:  
 1. THIS SURVEY AND PLAN ARE CORRECT AND IN ACCORDANCE WITH THE SURVEYS ACT, THE SURVEYORS ACT AND THE REGULATIONS MADE UNDER THEM.  
 2. THE SURVEY WAS COMPLETED ON THE 30TH DAY OF MAY, 2019.  
 DATE: JUNE 7, 2019  
 CHRIS BERESNIEWICZ  
 ONTARIO LAND SURVEYOR

THIS PLAN WAS PREPARED FOR SMILES FROM EAR TO HEAR  
**PART 2 - SURVEY REPORT**  
 1) PLEASE NOTE LOCATION OF FENCES AND OVERHEAD WIRES  
 2) REGISTERED CASSEMENTS AND/OR RIGHTS-OF-WAY: NONE  
 3) THIS PLAN DOES NOT CERTIFY COMPLIANCE WITH ZONING BY-LAWS

**Young & Young Surveying**  
 (ETOBICOKE 2006) INC.  
 310 North Queen St., Suite 102, Toronto ON M5C 5K4  
 Tel: (416) 621-2676 - Fax: (416) 621-3360  
 E-MAIL: info@youngandyoung.co  
 DRAWN: DCZ CHECKED: B.C./C.B. PROJECT 19-T10146



REGISTERED

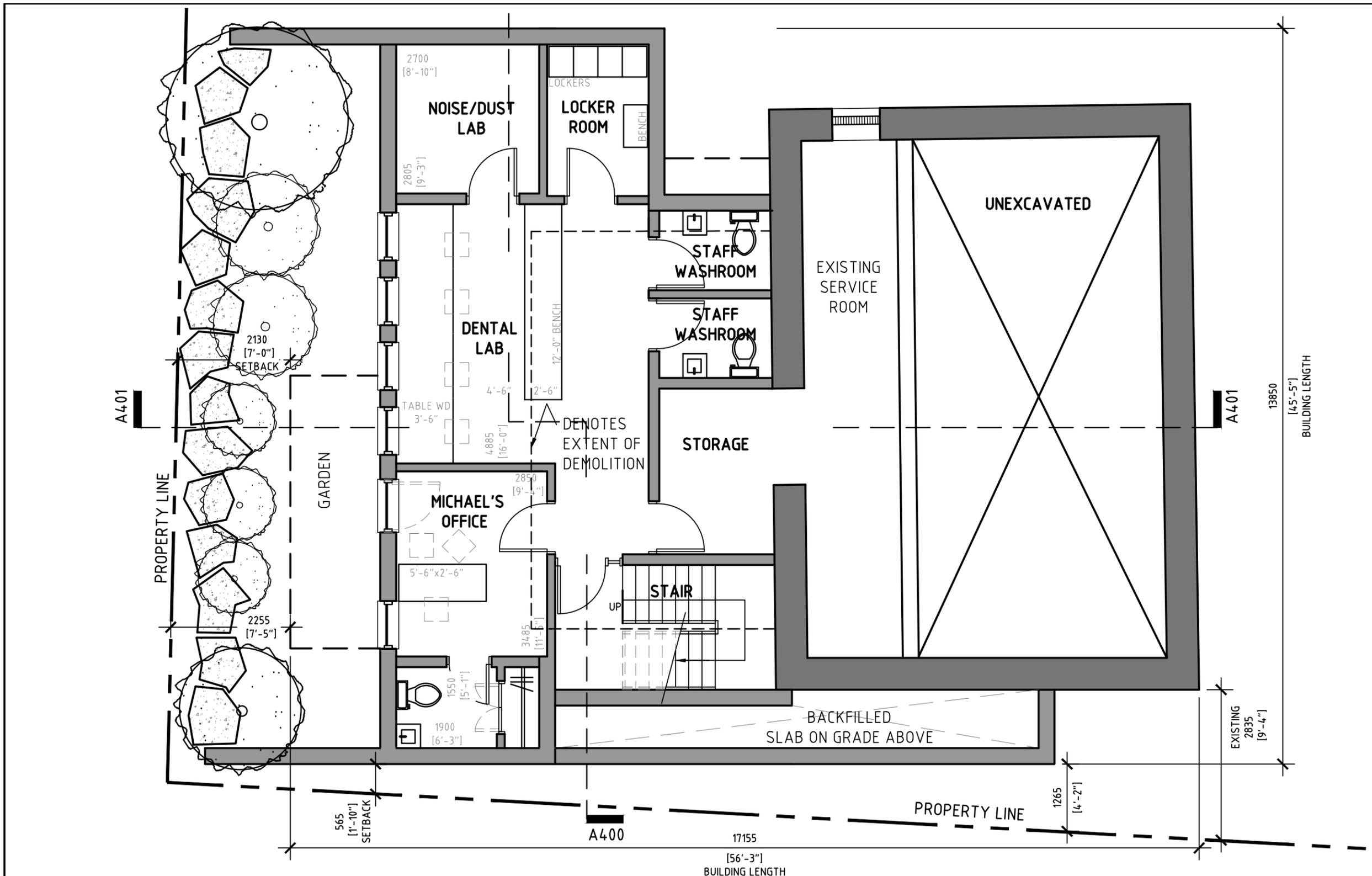
PLAN

STR-4



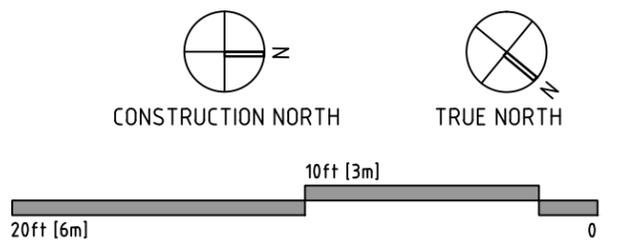


Proposed West Elevation  
**Smiles from Ear to Hear**  
13 Thomas Street, Mississauga, Canada  
March 30, 2020



**LEGEND**

- LANDSCAPED ROOF
- BRICK CLADDING
- CONC. BLK WALL
- PROPERTY LINE
- BUILDING ABOVE
- INSULATED WOOD FRAMED WALL
- + 78.80** EXISTING GRADE TO REMAIN
- +78.80** PROPOSED GRADE



**NOTES**

1. ALL EXISTING WINDOWS SHALL BE MAINTAINED AND RESTORED
2. EXISTING WOOD FLOORING SHALL BE RETAINED AND/OR REUSED
3. MATERIALS FROM THE EXISTING STAIR TO BE REMOVED SHALL BE REUSED WHERE POSSIBLE

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No.	DATE	DESCRIPTION
3	Mar.30, 2020	Issued for Heritage Application
2	Mar.27, 2020	Issued for Client Review
1	Oct.21, 2019	Issued for Zoning Review



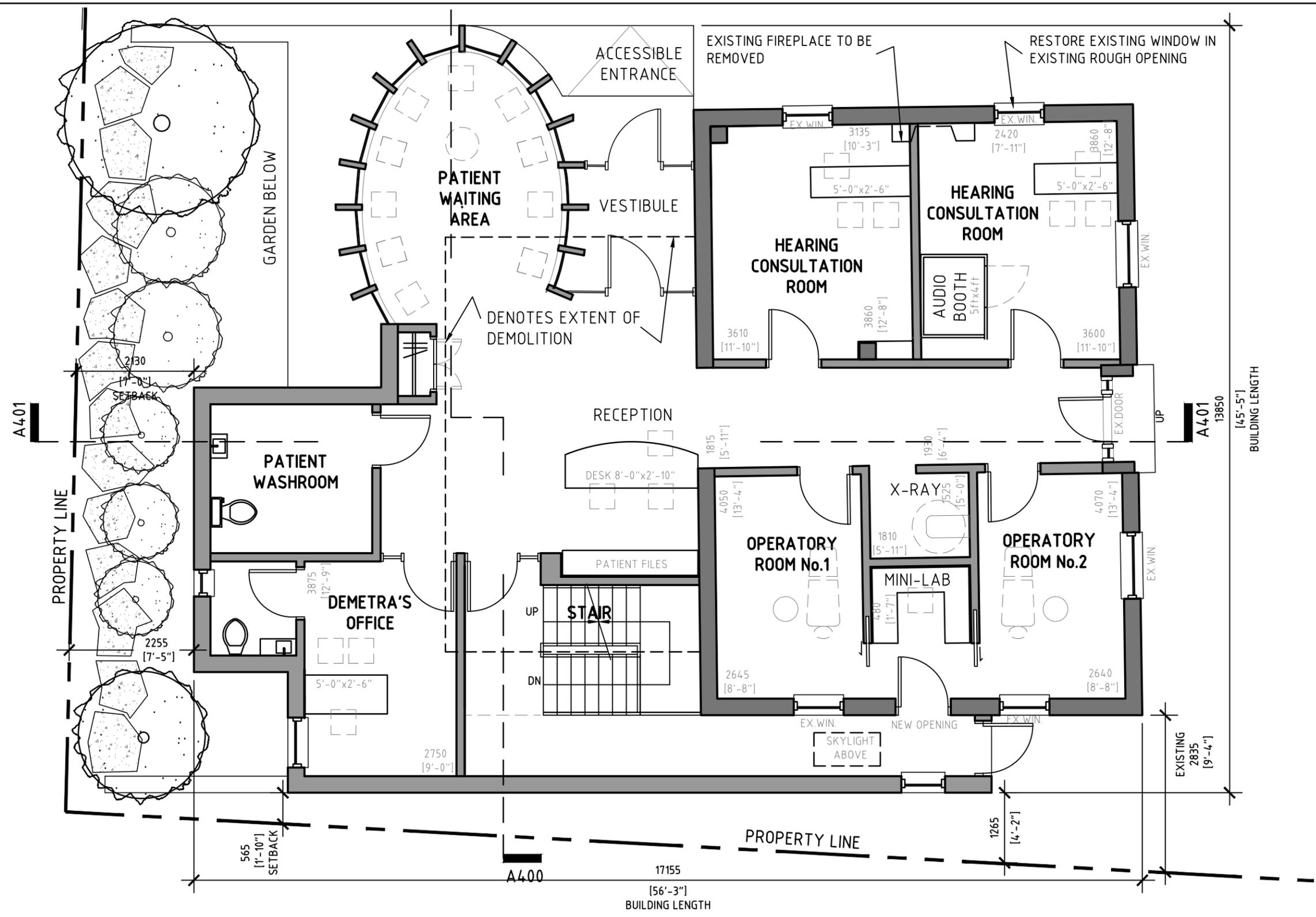
DAVID PETERSON ARCHITECT  
 davidpetersonarch.ca  
 416.524.6277 90 South Kingsway, Toronto, m6s 3t3

Project Title  
**Smiles from Ear to Hear**  
 13 Thomas Street, Mississauga, Canada

Sheet Title  
**BASEMENT FLOOR PLAN**

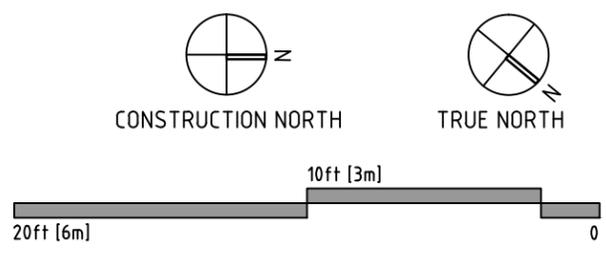
Project No.

Drawn By -	Sheet No. <b>A200</b>
Checked By: <b>dp</b>	
Scale 1:75	



**LEGEND**

- LANDSCAPED ROOF
- BRICK CLADDING
- CONC. BLK WALL
- PROPERTY LINE
- BUILDING ABOVE
- INSULATED WOOD FRAMED WALL
- + 78.80 EXISTING GRADE TO REMAIN
- + 78.80 PROPOSED GRADE



**NOTES**

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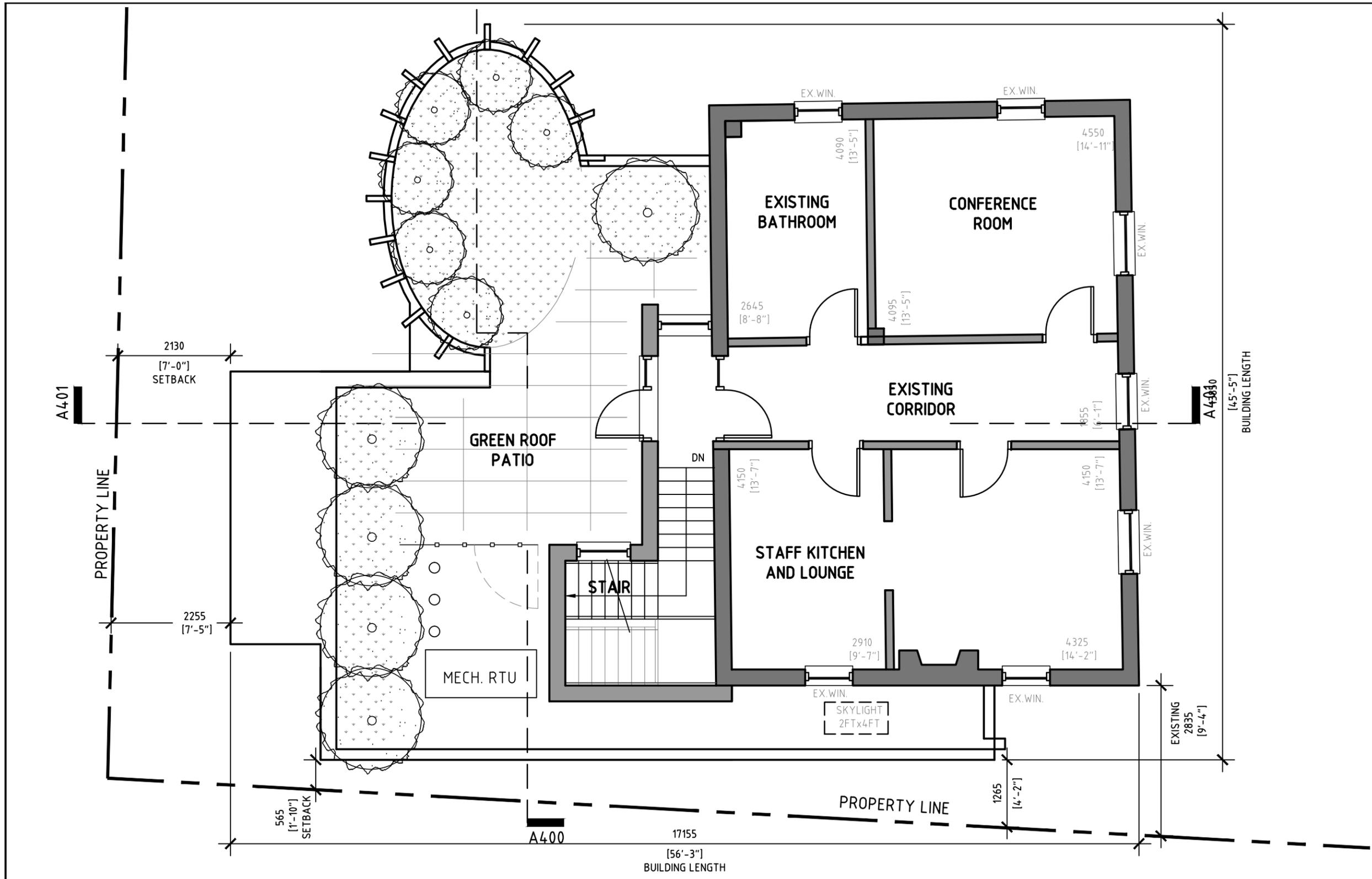
DAVID PETERSON ARCHITECT  
 davidpetersonarch.ca  
 416.524.6277 90 South Kingsway, Toronto, m6s 3t3

Project Title  
**Smiles from Ear to Hear**  
 13 Thomas Street, Mississauga, Canada

Sheet Title  
**GROUND FLOOR PLAN**

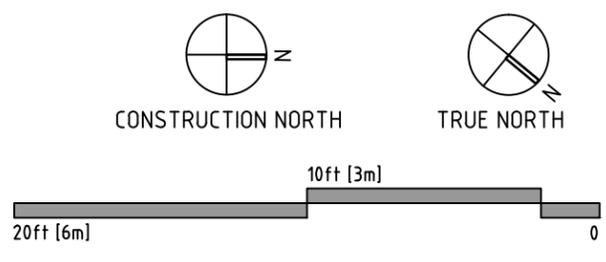
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Drawn By -	Sheet No. <b>A201</b>
Checked By: dp	
Scale 1:75	



**LEGEND**

- LANDSCAPED ROOF
- BRICK CLADDING
- CONC. BLK WALL
- PROPERTY LINE
- BUILDING ABOVE
- INSULATED WOOD FRAMED WALL
- + 78.80** EXISTING GRADE TO REMAIN
- + 78.80** PROPOSED GRADE



**NOTES**

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No.	DATE	DESCRIPTION
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DAVID PETERSON ARCHITECT  
 davidpetersonarch.ca  
 416.524.6277 90 South Kingsway, Toronto, m6s 3t3

Project Title  
**Smiles from Ear to Hear**  
 13 Thomas Street, Mississauga, Canada

Sheet Title  
**SECOND FLOOR PLAN**

Project No.

Drawn By -	Sheet No. <b>A202</b>
Checked By: dp	
Scale 1:75	

ALL DRAWINGS ARE THE PROPERTY OF THE ARCHITECT AND MUST BE RETURNED ON REQUEST.

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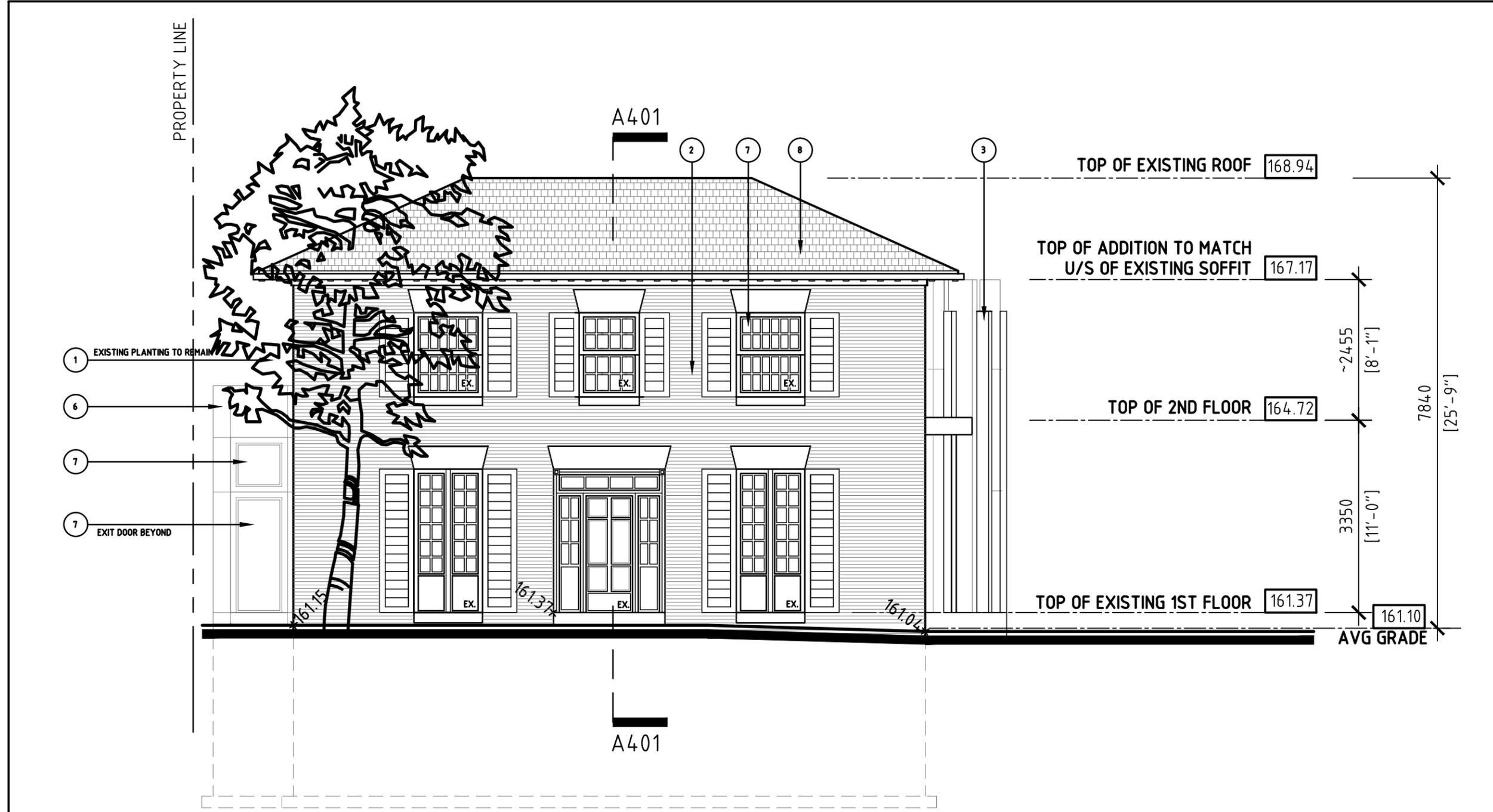
DAVID PETERSON ARCHITECT  
 davidpetersonarch.ca  
 416.524.6277 90 South Kingsway, Toronto, m6s 3f3

Project Title  
**Smiles from Ear to Hear**  
 13 Thomas Street, Mississauga, Canada

Sheet Title  
**STREET ELEVATION  
 NORTH ELEVATION**

Project No.

Drawn By -	Sheet No. <b>A300</b>
Checked By: <b>dp</b>	
Scale 1:75	

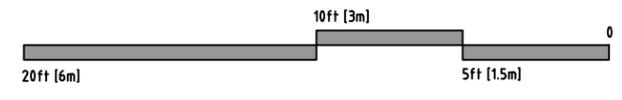


**LEGEND**

- |                            |   |
|----------------------------|---|
| 1 PROPOSED PLANTING        | 5 NEW BRICK CLADDING                    |
| 2 EXISTING BRICK TO REMAIN | 6 METAL CLADDING                        |
| 3 DARK STONE CLADDING      | 7 CLEAR GLASS IN ALUMINUM OR WOOD FRAME |
| 4 DARK STONE CLADDING 2    | 8 ASPHALT SHINGLES                      |

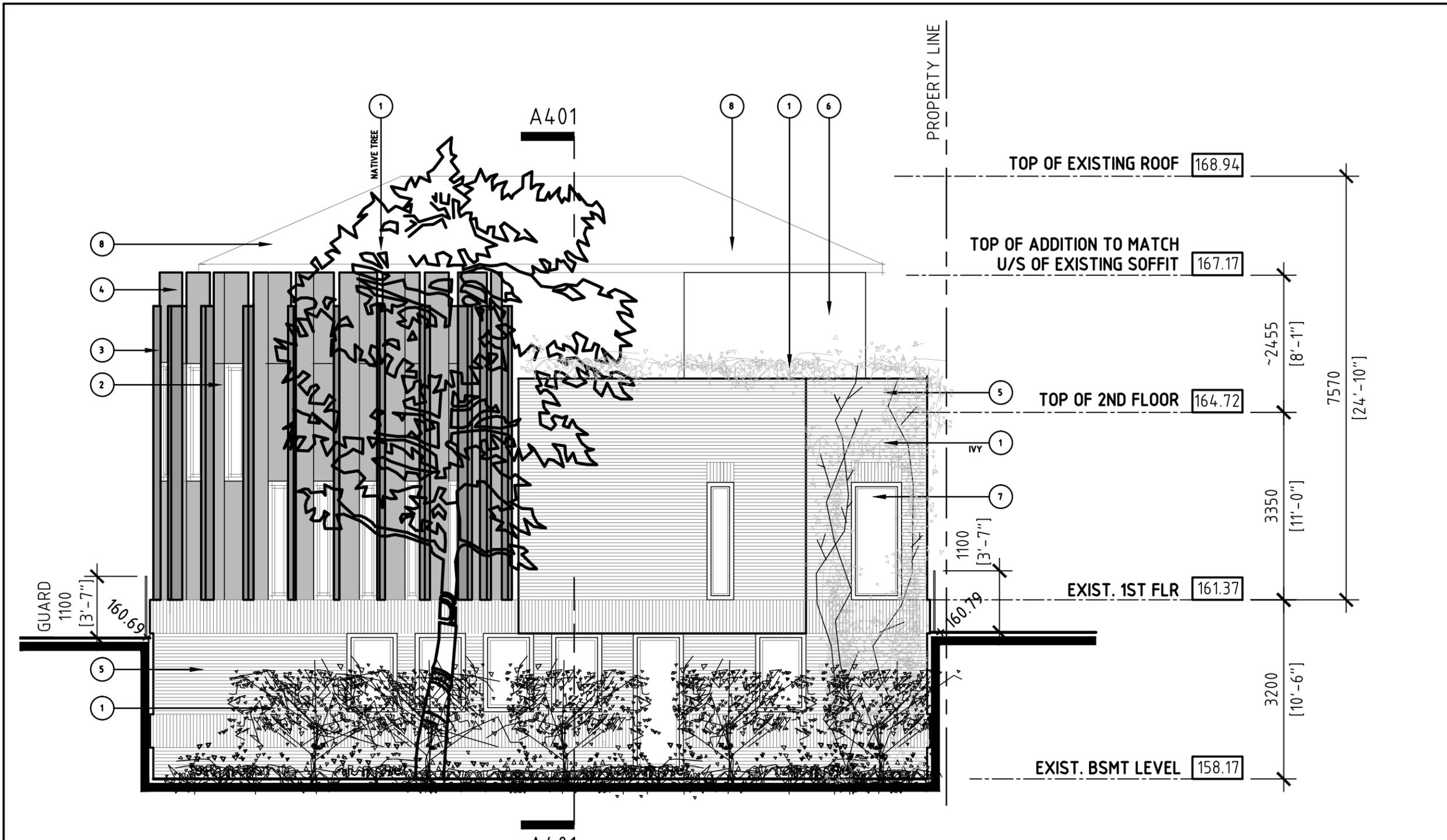
+ 78.80 EXISTING GRADE TO REMAIN

+ 78.80 PROPOSED GRADE



**NOTES**

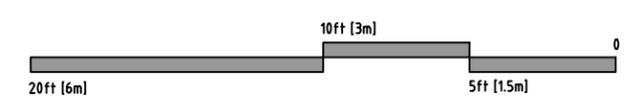
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2. ALL EXISTING OPENINGS ON NORTH AND WEST ELEVATIONS TO REMAIN.
3. EXISTING FRAMES AND SHUTTERS WHICH REMAIN SHALL BE RESTORED TO MATCH ORIGINAL



**LEGEND**

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- ③ DARK STONE CLADDING
- ④ DARK STONE CLADDING 2
- ⑤ NEW BRICK CLADDING
- ⑥ METAL CLADDING
- ⑦ CLEAR GLASS IN ALUMINUM OR WOOD FRAME
- ⑧ ASPHALT SHINGLES

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1. TOPOGRAPHICAL INFORMATION TAKEN FROM PLAN PREPARED BY YOUNG AND YOUNG SURVEYING O.L.S. PART OF LOTS 8 AND 9 IN BLOCK 1, REGISTERED PLAN STR-4, CITY OF MISSISSAUGA
2. ALL EXISTING OPENINGS ON NORTH AND WEST ELEVATIONS TO REMAIN.
3. EXISTING FRAMES AND SHUTTERS WHICH REMAIN SHALL BE RESTORED TO MATCH ORIGINAL

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No.	DATE	DESCRIPTION
2	Mar.30, 2020	Issued for Heritage Application
1	Oct.21, 2019	Issued for Zoning Review



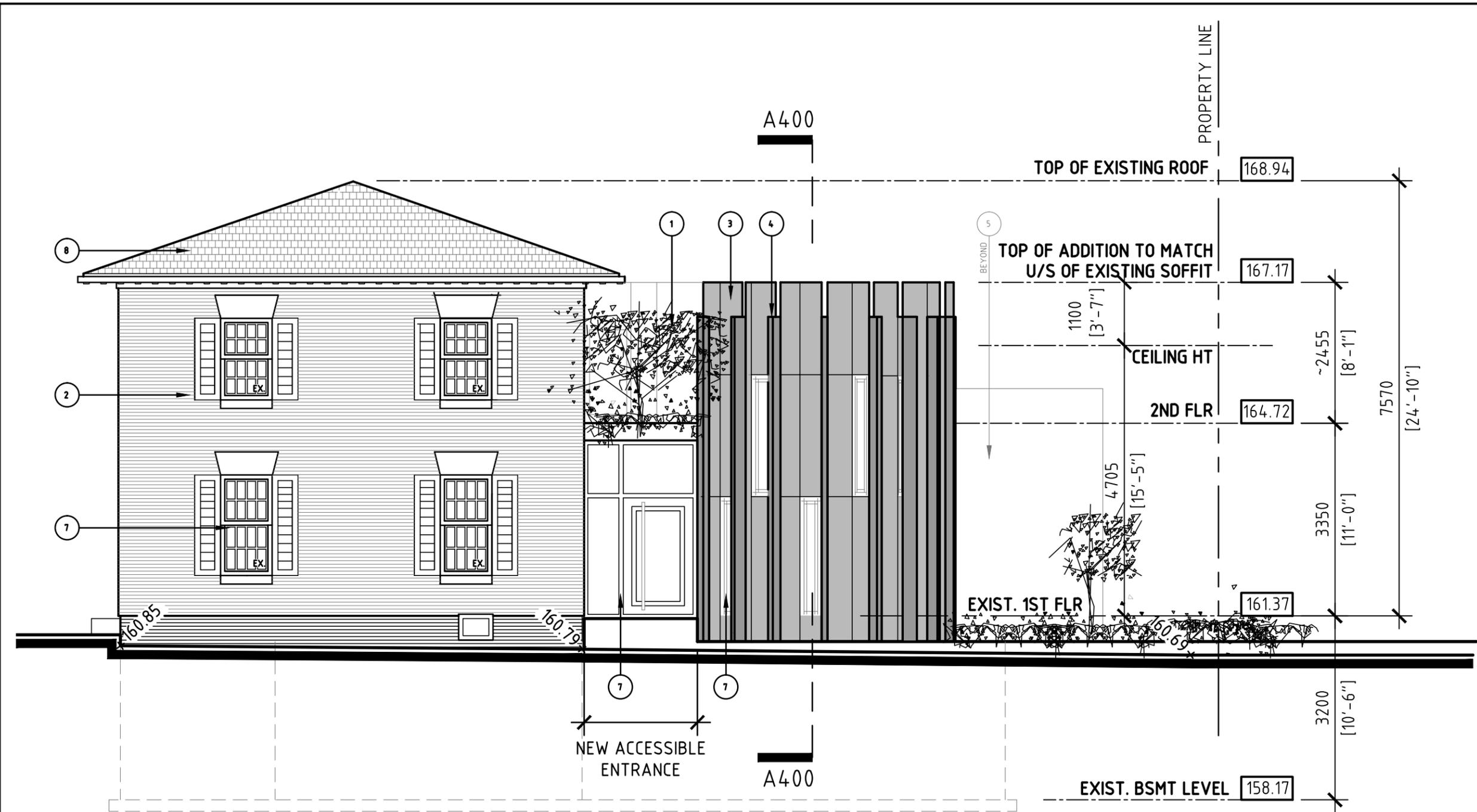
DAVID PETERSON ARCHITECT  
 davidpetersonarch.ca  
 416.524.6277 90 South Kingsway, Toronto, m6s 3f3

Project Title  
**Smiles from Ear to Hear**  
 13 Thomas Street, Mississauga, Canada

Sheet Title  
**SOUTHELEVATION**

Project No.

Drawn By -	Sheet No. <b>A301</b>
Checked By: dp	
Scale 1:75	

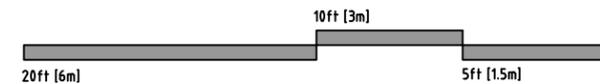


**LEGEND**

- ① PROPOSED PLANTING
- ② EXISTING BRICK TO REMAIN
- ③ DARK STONE CLADDING
- ④ DARK STONE CLADDING 2
- ⑤ NEW BRICK CLADDING
- ⑥ METAL CLADDING
- ⑦ CLEAR GLASS IN ALUMINUM OR WOOD FRAME
- ⑧ ASPHALT SHINGLES

+ 78.80 EXISTING GRADE TO REMAIN

+ 78.80 PROPOSED GRADE



**NOTES**

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Project Title  
**Smiles from Ear to Hear**  
 13 Thomas Street, Mississauga, Canada

Sheet Title  
**WEST ELEVATION**

Project No.

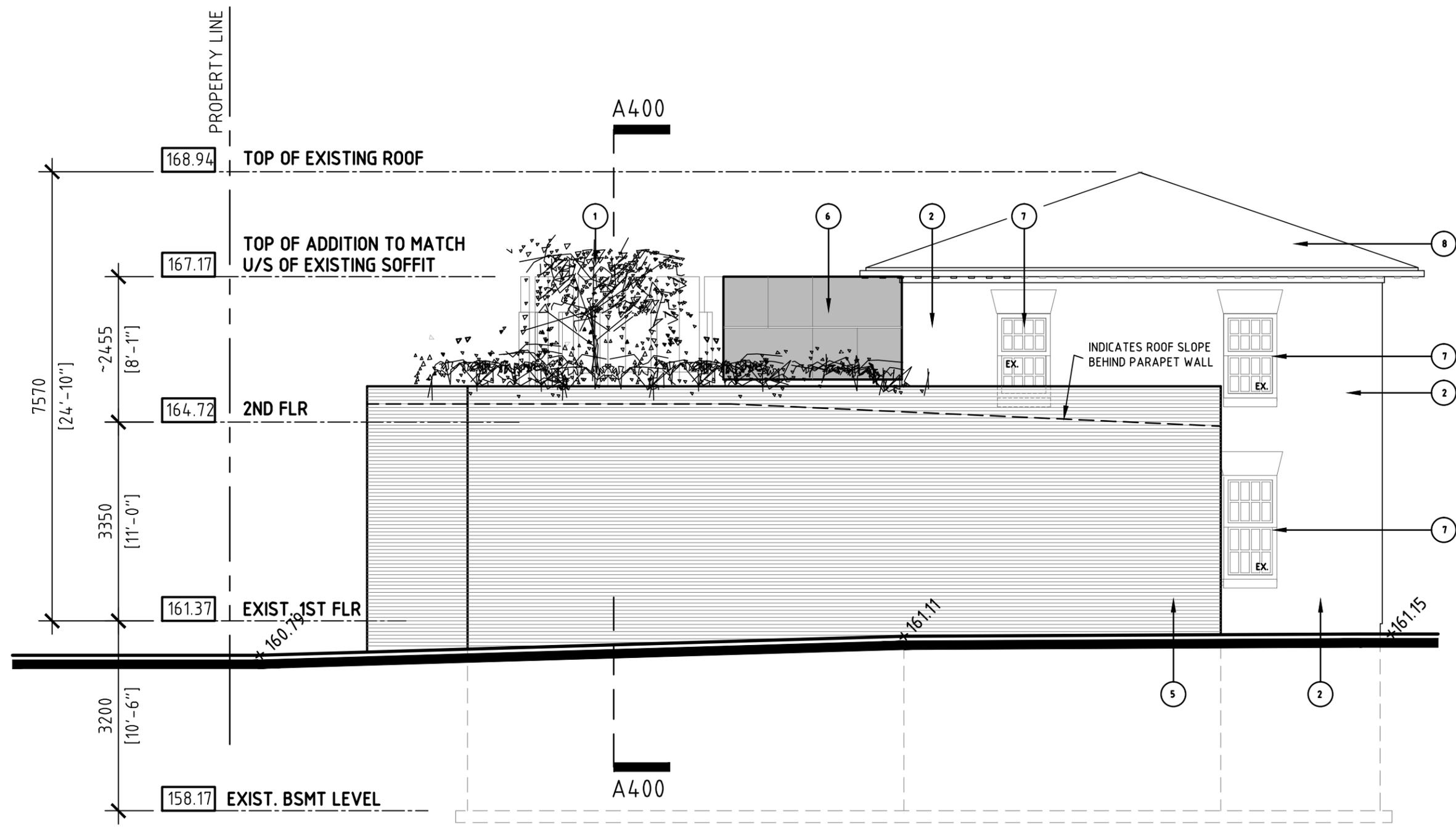
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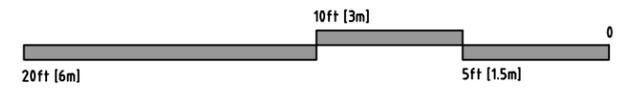


**LEGEND**

- ① PROPOSED PLANTING
- ② EXISTING BRICK TO REMAIN
- ③ DARK STONE CLADDING
- ④ DARK STONE CLADDING 2
- ⑤ NEW BRICK CLADDING
- ⑥ METAL CLADDING
- ⑦ CLEAR GLASS IN ALUMINUM OR WOOD FRAME
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Project Title  
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 13 Thomas Street, Mississauga, Canada

Sheet Title  
**EAST ELEVATION**

Project No.

Drawn By -	Sheet No.
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 ONTARIO ASSOCIATION OF ARCHITECTS  
 DAVID ANAND PETERSON  
 LICENCE 6544

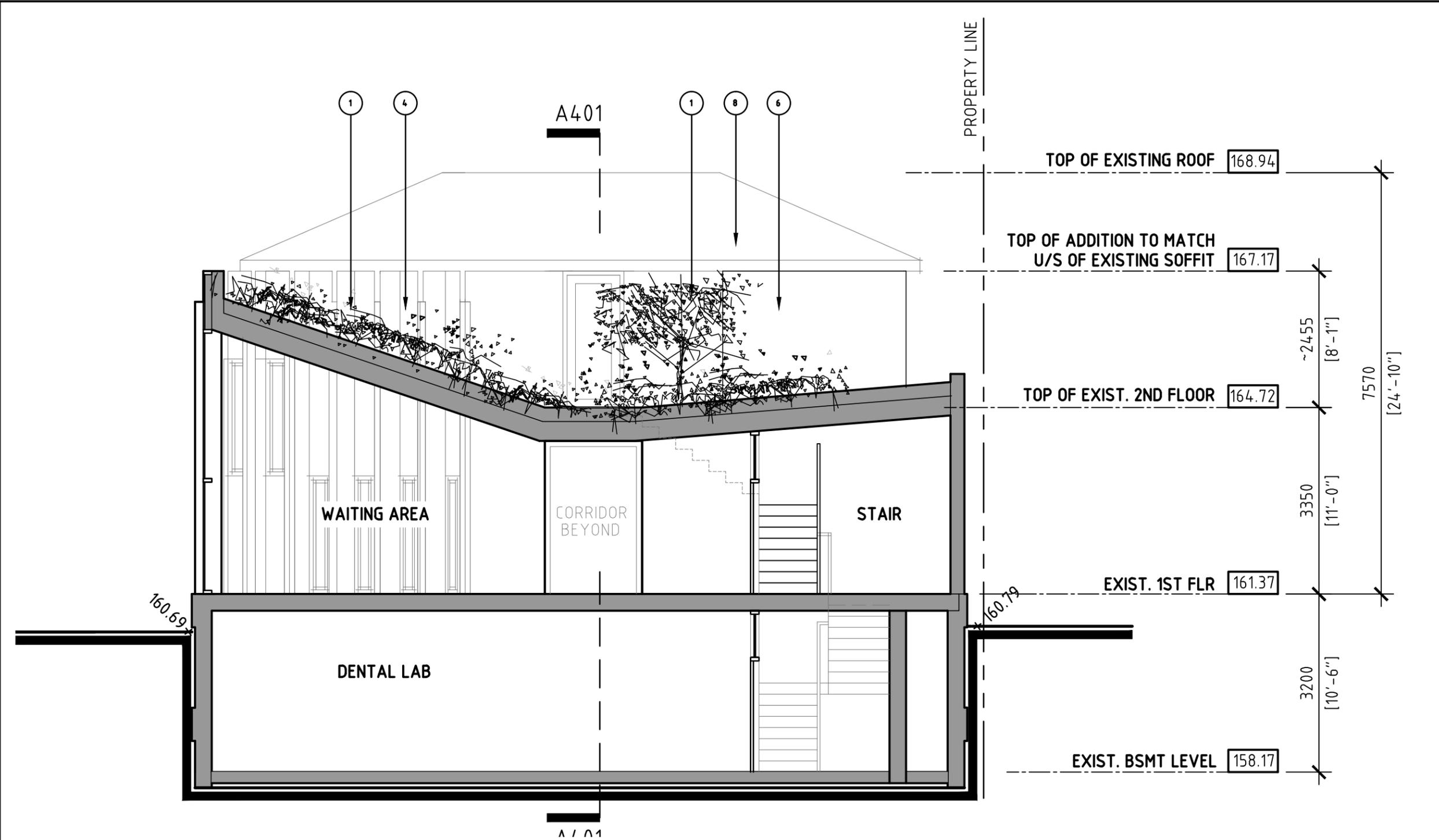
dp

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 davidpetersonarch.ca  
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Project Title  
**Smiles from Ear to Hear**  
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Sheet Title  
**BUILDING SECTION**

Project No.	
Drawn By	Sheet No.
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Checked By:	<b>A400</b>
dp	
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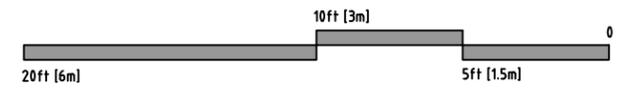


**LEGEND**

- |                            |   |
|----------------------------|---|
| 1 PROPOSED PLANTING        | 5 NEW BRICK CLADDING                    |
| 2 EXISTING BRICK TO REMAIN | 6 METAL CLADDING                        |
| 3 DARK STONE CLADDING      | 7 CLEAR GLASS IN ALUMINUM OR WOOD FRAME |
| 4 DARK STONE CLADDING 2    | 8 ASPHALT SHINGLES                      |

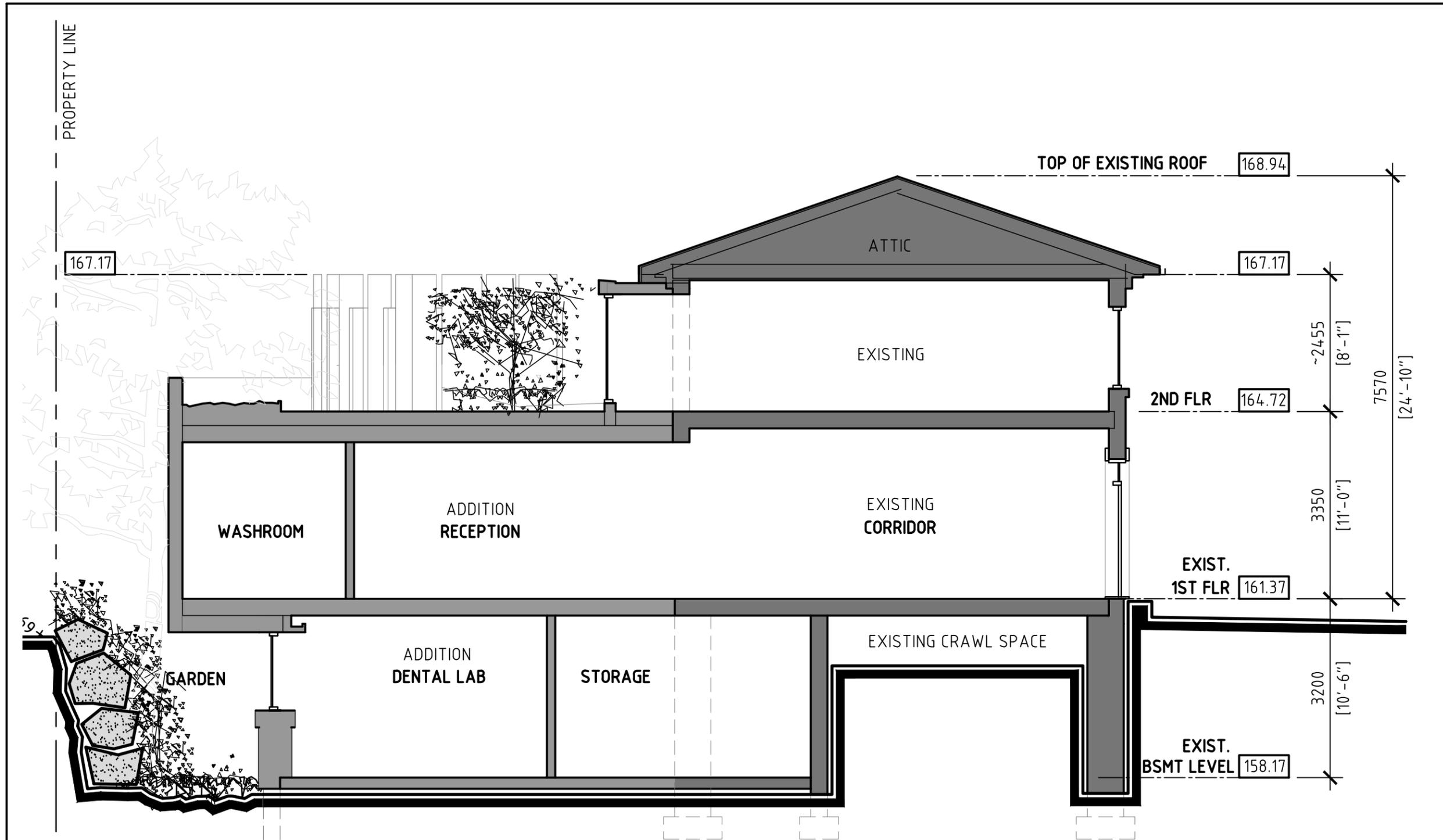
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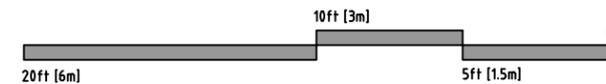


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**Smiles from Ear to Hear**  
 13 Thomas Street, Mississauga, Canada

Sheet Title  
**BUILDING SECTION**

Project No.

Drawn By -	Sheet No. <b>A401</b>
Checked By: dp	
Scale 1:75	

# City of Mississauga Corporate Report



<p>Date: June 4, 2020</p> <p>To: Mayor and Members of Council</p>	<p>Originator's files:</p>
<p>From: Shari Lichterman, CPA, Commissioner of Community Services</p>	<p>Meeting date: July 8, 2020</p>

## Subject

Request to alter a Heritage Designated Property: 185 Derry Rd W (Ward 5)

## Recommendation

That the request to alter the heritage designated property at 185 Derry Rd W, as outlined in the Corporate Report, dated June 4, 2020 from the Commissioner of Community Services, be approved.

## Background

The City designated the subject property, known as Hunter-Holmes House, under Part IV of the Ontario Heritage Act in 1981. Section 33 of the Act requires Council permission for alterations likely to affect the property's heritage attributes.

## Comments

The Region of Peel is undertaking a 11km long 2.4 Sanitary sewer trunk upgrade as part of the East to West Wastewater Diversion Schedule C Municipal Class Environmental Assessment Project. The subject property lies within the preferred strategy to divert a portion of wastewater trunk sewer and crosses a protected heritage property. An HIA as well as a Vibration Study has been undertaken to assess the impacts of the proposed. Conclusions of these reports indicate that activities occurring outside the buffer zone are not expected to have a negative impact on the existing ambient vibration levels of the Hunter House. Staff concurs with the recommendations of the vibrations study and advise they are followed.

## Financial Impact

There is no financial impact resulting from the recommendation in this report.

## Conclusion

The Region of Peel is undergoing a Schedule C Municipal Class Environmental Assessment to upgrade the wastewater system across the City. The vibration study found the expected impact

---

of vibration was not estimated to reach the house however monitoring is recommended during construction activities.

## **Attachments**

Appendix 1: Heritage Impact Assessment

Appendix 2: Vibration Impact Assessment



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Shari Lichterman, CPA, Commissioner of Community Services

Prepared by: John Dunlop, Manager, Heritage Planning



**Heritage Impact Assessment –  
185-205 Derry Road West,  
Mississauga, Ontario**

FINAL REPORT

April 3, 2020

Prepared for:

Jacobs  
245 Consumers Road  
North York, Ontario M2J 1R3

Prepared by:

Stantec Consulting Ltd  
600-171 Queens Avenue  
London, Ontario N6A 5J7



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## Executive Summary

Jacobs Engineering Inc. (Jacobs) on behalf of the Regional Municipality of Peel retained Stantec Consulting Ltd. (Stantec) to prepare a Heritage Impact Assessment (HIA) for the property located at 185-205 Derry Road West, in the City of Mississauga (the City), within the Regional Municipality of Peel (Region of Peel), Ontario. This property contains the Hunter House, which was designated in 1981 under Part IV of the *Ontario Heritage Act* through City By-law 339-41. The cultural heritage value or interest of the property is based on the architectural value of the Hunter House and its historical association with James Hunter. No landscape components or other buildings on the property are included in the designation by-law. Accordingly, the study area for this HIA focuses exclusively on the Hunter House.

Jacobs was retained by the Region of Peel to complete engineering services for the construction of a new 2,400 millimetre (mm) sanitary trunk sewer as per the *Schedule C Municipal Class Environmental Assessment (EA)* for the *East to West Wastewater Diversion Strategy* (the Project), prepared in 2016 by GM BluePlan Engineering. The EA identified a preferred strategy to divert a portion of wastewater from the east trunk sewer, located on Derry Road East east of Bramalea Road, to the west trunk sewer, located at Creditview Road and Argentia Road. The preferred strategy will consist of the construction of an 11 kilometre long gravity trunk sewer using tunnel boring machines. The sewer will include a total of nine tunnel access shafts to facilitate the tunnel boring machine work and diversion of other sewer flows along the proposed alignment.

In 2016, as part of the EA, a *Cultural Heritage Overview Report* was prepared by Golder Associates Ltd. to assess the existing heritage conditions and provide recommendations for further assessment (Golder Associates Ltd. 2016). Since its completion, the project layout has been modified and now crosses a protected heritage property. As such, the City requested an HIA to determine the impacts of the proposed undertaking on 185-205 Derry Road West and to provide recommendations to mitigate those impacts, if any (City of Mississauga 2019). This HIA was prepared according to the City's HIA Terms of Reference (provided by City staff).

The Hunter House located at 185-205 Derry Road West is designated under Part IV of the *Ontario Heritage Act*. The late 19<sup>th</sup> century residence displays a high degree of craftsmanship and is a unique example of the Gothic Revival style with Italianate architectural elements. The house is historically associated with James Hunter, a prominent member of the historic hamlet of Derry West. The Hunter House is also the last remaining 19<sup>th</sup> century residence connected to Derry West and is historically linked to the Derry West Cemetery and Derry West historic plaque situated east of the residence.

The impact assessment determined the potential for indirect impacts from land disturbances related to vibration effects from Project activities. It is understood that Project activities are required within the 50 m buffer suggested. Therefore, in order to establish safe and acceptable vibration levels, it is recommended that a construction vibration assessment be carried out to determine the Zone of Influence (ZOI) for building damage from Project activities, to determine a conservative buffer distance from the residence for certain activities, and to develop site-specific vibration mitigation strategies to address potential



impacts on the residence. This assessment will need to be completed by a qualified engineer or building scientist retained by the selected contractor so that adjustments to machinery can be made, as needed. As part of the vibration assessment, a site appropriate buffer distance should be established and demarcated on all construction drawings (i.e. contractor's proposed site plan). On site, the buffer should be marked using a site appropriate material (i.e. fencing, ropes, etc.). In summary, the following actions are recommended to mitigate the potential for indirect impacts in the form of construction related vibration:

- Vibration studies for the Hunter House should be prepared by a qualified engineer to determine the maximum acceptable vibration levels, or peak particle velocity (PPV) levels, and the appropriate buffer distance between Project activities and the residence
- Provide construction marking on drawings and ground to define the areas around the residence where construction should not occur, based on the results of the vibration study
- Monitor construction within the defined area at appropriate points to confirm that acceptable PPV levels are not exceeded

*The Executive Summary highlights key points from the report only; for complete information and findings the reader should examine the complete report.*



## Project Personnel

Project Manager:	Laura Walter, MA
Heritage Consultant:	Meaghan Rivard, MA, CAHP
Report Writer:	Laura Walter, MA
Geographic Information Specialist:	Brian Cowper
Administrative Assistant:	Melissa Wrathell, BA
Quality Reviewer:	Meaghan Rivard, MA, CAHP
Independent Reviewer:	Colin Varley, MA, RPA



### 1.0 INTRODUCTION

Jacobs Engineering Inc. (Jacobs) on behalf of the Regional Municipality of Peel retained Stantec Consulting Ltd. (Stantec) to prepare a Heritage Impact Assessment (HIA) for the property located at 185-205 Derry Road West, in the City of Mississauga (the City), within the Regional Municipality of Peel (Region of Peel), Ontario (Figure 1). This property contains the Hunter House which was designated in 1981 under Part IV of the *Ontario Heritage Act* through City By-law 339-41 (Appendix A). The cultural heritage value or interest of the property is based on the architectural value of the Hunter House and its historical association with James Hunter. No landscape components or other buildings on the property are included in the designation by-law. Accordingly, the study area for this HIA focuses exclusively on the Hunter House (Figure 2).

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In 2016, as part of the EA, a *Cultural Heritage Overview Report* was prepared by Golder Associates Ltd. to assess the existing heritage conditions and provide recommendations for further assessment (Golder Associates Ltd. 2016). Since its completion, the Project layout has been modified and now crosses a protected heritage property. As such, the City has requested the completion of a HIA to determine the impacts of the proposed undertaking on 185-205 Derry Road West and to provide recommendations to mitigate those impacts, if any (City of Mississauga 2019). This HIA was prepared according to the *City of Mississauga Heritage Impact Assessment Terms of Reference* (TOR), provided by City staff (see Section 2.1).



- Legend**
- 185-205 Derry Road West Property Boundary
  - Expressway / Highway
  - Major Road
  - Minor Road
  - Railway
  - Hydro Line
  - Unknown Transmission Line
  - Watercourse (Intermittent)
  - Watercourse (Permanent)
  - Waterbody
  - Wooded Area
  - Lot
  - Municipal Boundary, Upper
  - Municipal Boundary, Lower
  - Hunter House



- Notes**
1. Coordinate System: NAD 1983 UTM Zone 17N
  2. Base features produced under license with the Ontario Ministry of Natural Resources and Forestry © Queen's Printer for Ontario, 2020.



Project Location: 160940704 REVA  
City of Mississauga, ON Prepared by BCC on 2020-04-02

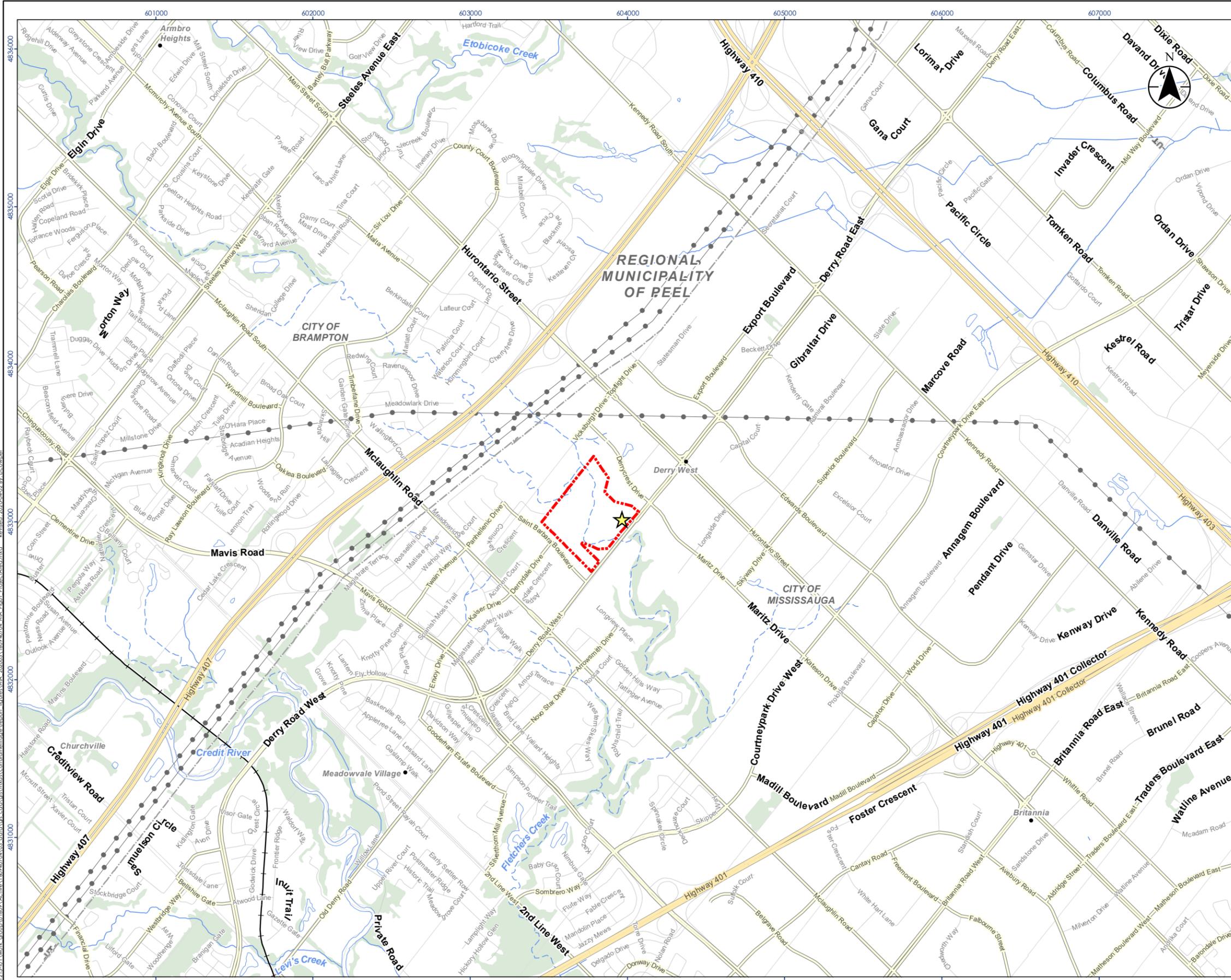
Client/Project: JACOBS  
HERITAGE IMPACT ASSESSMENT -  
185-205 DERRY ROAD WEST

Figure No.

1

Title

**Project Location**





- Legend**
- 185-205 Derry Road West Property Boundary
  - Property Boundary (Approximate)
  - Watercourse (Intermittent)
  - Waterbody
- Designated Heritage Building (Part IV OHA)**
- ★ Hunter House



- Notes**
1. Coordinate System: NAD 1983 UTM Zone 17N
  2. Base features produced under license with the Ontario Ministry of Natural Resources and Forestry © Queen's Printer for Ontario, 2020.
  3. Orthoimagery © First Base Solutions, 2020, imagery date 2019.



Project Location: City of Mississauga, ON  
 160940704 REVA  
 Prepared by BCC on 2020-04-02

Client/Project: JACOBS  
 HERITAGE IMPACT ASSESSMENT –  
 185-205 DERRY ROAD WEST

Figure No.: **2**  
 Title: **Study Area**

\\C:\1215-01\work\_group\016094\active\160940704\03\_data\skf\_cad\skf\mxd\culturalheritage\report\_figures\185-205 Derry Road West Property Boundary - Revised 2020-04-02 by: bscowper

Methodology

## 2.0 METHODOLOGY

### 2.1 CITY OF MISSISSAUGA'S HERITAGE IMPACT ASSESSMENT TERMS OF REFERENCE

This HIA was prepared according to the City's TOR (City of Mississauga 2017). In consultation with the City's Heritage Planning staff, it was confirmed that all the minimum requirements requested in the HIA TOR should be included except for a detailed site history (land title records), interior documentation of the residence, and the preparation of measured drawings of the Hunter House. As described in the TOR, this HIA includes:

- Site assessment to determine the presence of heritage attributes as indicated within the designation by-law
- Site description, including photography, and the notation of any discrepancies between the designation by-law and current conditions
- Site mapping
- Clear statement of the conclusions regarding the significance and heritage attributes of the property
- Documentation of the existing conditions related to the heritage resource, including:
  - External photographs from each elevation
  - Historical photographs, drawings, or other archival material that may be available or relevant
- An outline of the proposed development, its context, and how it will impact the heritage resource and neighbouring properties
- An assessment of alternative development options and mitigation measures
- A summary of conservation principles and how they will be used must be included as provided by Parks Canada or the Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI)
- Proposed demolition/alterations must be explained as to the loss of cultural heritage value or interests in the site and the impact on the streetscape and sense of place

### 2.2 POLICY FRAMEWORK

#### 2.2.1 Planning Act

The *Planning Act* provides a framework for land use planning in Ontario, integrating matters of provincial interest in municipal and planning decisions. Part I of the *Planning Act* identifies that the Minister, municipal councils, local boards, planning boards, and the Municipal Board shall have regard for provincial interests, including:

*(d) The conservation of features of significant architectural, cultural, historical or scientific interest*

(Government of Ontario 2019a)



Methodology

## 2.2.2 The 2014 Provincial Policy Statement

The Provincial Policy Statement (PPS) was updated in 2020 and is intended to provide policy direction for land use planning and development with regard to matters of provincial interest. Cultural heritage is one of many interests contained within the PPS. Section 2.6.1 of the PPS states that, “significant built heritage resources and significant cultural heritage landscapes shall be conserved”.

The PPS stipulates that development adjacent to protected heritage properties must be considered, in policy 2.6.3:

*Planning authorities shall not permit development and site alteration on adjacent lands to protected heritage property except where the proposed development and site alteration has been evaluated and it has been demonstrated that the heritage attributes of the protected heritage property will be conserved.*

Under the PPS definition, conserved means:

*The identification, protection, management and use of built heritage resources, cultural heritage landscapes and archaeological resources in a manner that ensures their cultural heritage value or interest is retained. This may be achieved by the implementation of recommendations set out in a conservation plan, archaeological assessment, and/or heritage impact assessment that has been approved, accepted or adopted by the relevant planning authority and/or decisionmaker. Mitigative measures and/or alternative development approaches can be included in these plans and assessments.*

Under the PPS definition, significant means:

*Resources that have been determined to have cultural heritage value or interest. Processes and criteria for determining cultural heritage value or interest are established by the Province under the authority of the Ontario Heritage Act.*

Under the PPS, “protected heritage property” is defined as follows:

*Property designated under Parts IV, V or VI of the Ontario Heritage Act; property subject to a heritage conservation easement under Parts II or IV of the Ontario Heritage Act; property identified by the Province and prescribed public bodies as provincial heritage property under the Standards and Guidelines for Conservation of Provincial Heritage Properties; property protected under federal legislation, and UNESCO World Heritage Sites.*

(Government of Ontario 2020)



## Methodology

### 2.2.3 City of Mississauga Official Plan

The study area, 185-205 Derry Road West, is designated under Part IV of the *Ontario Heritage Act* (Government of Ontario 2019b). Section 7.4 of the City's *Official Plan* (2019) contains the following policies that are relevant to this project:

- 7.4.1.3 *Mississauga will require development to maintain locations and settings for cultural heritage resources that are compatible with and enhance the character of the cultural heritage resource.*
- 7.4.1.10 *Applications for development involving cultural heritage resources will be required to include a Heritage Impact Assessment prepared to the satisfaction of the City and other appropriate authorities having jurisdiction.*
- 7.4.1.12 *The proponent of any construction, development, or property alteration that might adversely affect a listed or designated cultural heritage resources or which is proposed adjacent to a cultural heritage resource will be required to submit a Heritage Impact Assessment prepared to the satisfaction of the City and other appropriate authorities having jurisdiction.*
- 7.4.2.3 *Development adjacent to a cultural heritage property will be encouraged to be compatible with the cultural heritage property.*

(City of Mississauga 2019)

### 2.2.4 Designation By-Law

The Hunter House was designated in 1981 through City of Mississauga By-law 339-81 (see Appendix A). The designation by-law is focused on the Hunter House itself; no landscape features of the property are identified. The text contained in the by-law that relates to the heritage value of the house includes reference to the Hunter-Holmes House as opposed to the Hunter House which is referenced on all other documents including a municipal plaque. The text provided as part of the by-law is provided verbatim below:

*The Hunter-Holmes House is recommended for designation on the architectural grounds that it is a particularly fine example of the Gothic Revival Style, combined with prominent Italianate elements. The one-and-a-half storey, three bay façade form with projecting gabled frontispiece and ornate bargeboard are rural Canadian characteristics of domestic Gothic architecture. The eaves brackets, Tuscan Gothic dormer window, polychrome quoins, imbrication, and flat-arch radiating voussoirs with keystones are the Italianate detailing. The Tuscan motif carries into the round-headed sidelights, consoles, and paneling of the embrasured doorcase. Historically, it is believed to have been built by James Hunter, a farmer, in 1870.*

(City of Mississauga 1981)



## 2.3 BACKGROUND HISTORY

Background land-use history for this project was obtained through review of aerial photography, county directories, and secondary sources. Research was conducted at the Brampton Public Library. To familiarize the study team with the study area, historical, and topographic mapping and aerial photographs were consulted to identify the presence of structures, and other potential heritage resources in the vicinity. Specifically, mapping material was reviewed of the study area from 1859, 1877, 1909, 1915, 1918, 1922, 1929, 1931, 1933, 1938, 1942, 1954, 1961, 1962, and 1974.

## 2.4 FIELD PROGRAM

A site assessment of the study area was undertaken on March 5, 2020 by Senior Cultural Heritage Specialist, Meaghan Rivard, and Cultural Heritage Specialist, Laura Walter, both with Stantec. Surqualb Ali, Civil Design Specialist with Jacobs accompanied Ms. Rivard and Ms. Walter to provide a Project overview in relation to the Hunter House. The weather conditions were cool and sunny. The field program consisted of visually assessing and photographing the study and Project area and confirming the previously identified heritage value in the Hunter House designation by-law.

## 2.5 EVALUATION OF CULTURAL HERITAGE VALUE OR INTEREST

### 2.5.1 Ontario Regulation 9/06

The criteria for determining cultural heritage value or interest is defined by *Ontario Regulation (O. Reg.) 9/06*. In order to identify cultural heritage value or interest at least one of the following criteria must be met:

1. *The property has design value or physical value because it:*
  - i. *is a rare, unique, representative or early example of a style, type, expression, material or construction method*
  - ii. *displays a high degree of craftsmanship or artistic merit*
  - iii. *demonstrates a high degree of technical or scientific achievement*
2. *The property has historical value or associative value because it:*
  - i. *has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community*
  - ii. *yields, or has the potential to yield, information that contributes to an understanding of a community or culture*
  - iii. *demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community*



Methodology

3. *The property has contextual value because it:*
  - i. *is important in defining, maintaining or supporting the character of an area*
  - ii. *is physically, functionally, visually or historically linked to its surroundings*
  - iii. *is a landmark*

(Government of Ontario 2006a)

## 2.6 ASSESSMENT OF IMPACTS

The assessment of impacts is based on impacts defined in the Ministry of Heritage, Sport, Tourism and Culture Industries' (MHSTCI) *InfoSheet #5 Heritage Impact Assessments and Conservation Plans* (InfoSheet #5) (Government of Ontario 2006b). Impacts to heritage resources may be direct or indirect. Direct impacts include:

- *Destruction of any, or part of any, significant heritage attributes or features*
- *Alteration that is not sympathetic, or is incompatible, with the historic fabric and appearance*

Indirect impacts do not result in the direct destruction or alteration of the feature or its heritage attributes, but may indirectly affect the cultural heritage value or interest of a property by causing:

- *Shadows created that alter the appearance of a heritage attribute or change the viability of a natural feature or plantings, such as a garden*
- *Isolation of a heritage attribute from its surrounding environment, context or a significant relationship*
- *Direct or indirect obstruction of significant views or vistas within, from, or of built and natural features*
- *A change in land use such as rezoning a battlefield from open space to residential use, allowing new development or site alteration to fill in the formerly open spaces*
- *Land disturbances such as a change in grade that alters soil and drainage patterns that adversely affect an archaeological resource*

In addition to direct impacts related to destruction, this HIA also evaluated the potential for indirect impacts resulting from the vibrations of construction and the transportation of project components and personnel. This was categorized together with land disturbance. **Although the effect of traffic and construction vibrations on historic period structures is not fully understood, vibrations may be perceptible in buildings with a setback of less than 50 metres (m) from the curbside (Crispino and D'Apuzzo 2001; Ellis 1987; Rainer 1982; Wiss 1981). The proximity of the proposed Project activities to heritage resources was considered in this assessment.**



Historical Summary

## 3.0 HISTORICAL SUMMARY

### 3.1 INTRODUCTION

The study area is located at 185-205 Derry Road West, in the City of Mississauga, within the Region of Peel (Figure 2). It is situated on Lot 11, Concession 1 West of Hurontario Street (WHS), former Township of Toronto, County of Peel. The City is located within the Greater Toronto Area and is bounded by the Region of Halton to the west, City of Brampton to the north, City of Toronto to the east and by Lake Ontario to the south. The study area is contained within the municipal boundary of 185-205 Derry Road West and the focus of the HIA is the Gothic Revival style house on the property. The house is exclusive subject of the designation by-law.

The following sections outline the historical development of the study area from the time of Euro-Canadian settlement to the present.

### 3.2 PHYSIOGRAPHY

The study area is situated within the Peel Plain physiographic region (Chapman and Putnam 1984: 113). The region consists of a level to rolling tract of clay soils covering 483 km<sup>2</sup> between the Regions of York and Halton. The general elevation of the region ranges from 152 to 229 m above sea level with a gradual slope towards Lake Ontario. The underlying material of the Peel Plain is a till that contains large amounts of shale and limestone (Chapman and Putnam 1984: 174).

The study area is located within the Credit Valley Watershed. It is comprised of 1,000 km<sup>2</sup> of land drained by the Credit River and its 1,500 km of tributaries (Credit Valley Conservation [CVC] 2005: 3). Its headwaters are in Orangeville, Erin, and Mono, from which it meanders southeast draining into Lake Ontario at Port Credit, within the City of Mississauga (CVC n.d.). As the Credit River cuts across the Peel Plain, it cuts deep valleys, leaving no large undrained depressions. The study area is specifically within the Fletcher's Creek subwatershed, which lies within the lower third of the Credit River watershed. The subwatershed drains an area of approximately 45 km<sup>2</sup> and is 18 km long (CVC 2012:16). Fletcher's Creek flows west of Hunter House under Derry Road West (Plate 1).

After the Peel Plain had been cleared in the early 19<sup>th</sup> century, its fertile clay soils provided arable land for settlers. Wheat was one of the main crops that was produced in the region. It could be easily transported to the City of Toronto or exported to the United States by way of ports on Lake Ontario. Until 1940, most of the land within the City of Mississauga was used for agriculture (Chapman and Putnam 1984: 175-176).



Historical Summary



**Plate 1: Fletcher's Creek looking south**

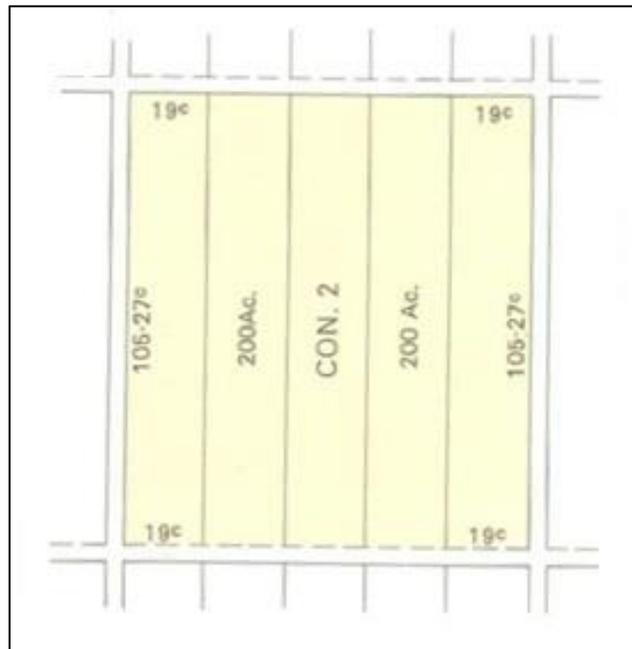
### **3.3 SURVEY AND SETTLEMENT**

The survey of the Township of Toronto was completed in two separate parts. The first survey, known as the old survey, was undertaken in 1806 by Deputy Provincial Surveyor Samuel Street Wilmot (Association of Ontario Land Surveyors [AOLS] 2013). It was completed from Lake Ontario north to Eglinton Avenue. Concessions within the survey were laid out north and south of Dundas Street which had previously been opened through the township in 1798. The construction of Dundas Street was initiated under Lieutenant Governor John Graves Simcoe in 1793 and named for the Honorable Henry Dundas, the Colonial Secretary. The roadway was opened by the Queen's Rangers under the leadership of Captain Samuel Smith and Augustus Jones (Hicks 2005: xiii). South of Dundas Street, the Lakeshore Road was surveyed in 1791, along an aboriginal trail on the north shore of Lake Ontario (Etobicoke Historical Society n.d.).

The name of the township was chosen by Alexander Grant, who served as the administrator of the First Executive and Legislative Council of Upper Canada from 1805 to 1806 (Corporation of the County of Peel 1967: 15). It was laid out using the single-front system, whereby each concession was comprised of long and narrow lots that were approximately 200 acres in size (Plate 2). Each lot fronted and backed onto a road.



Historical Summary



**Plate 2: Single-Front System (Dean 1969)**

The survey of the northern portion of the township, known as the new survey, was completed by Timothy Street and Richard Bristol in 1819. The township was surveyed with six concessions east and west of Hurontario Street. It was originally known as Street Road after the surveyor (Hicks 2004: xv). It was laid out using the double-front system which produced a rectangular pattern of ten 100-acre lots roughly square in shape and surrounded by road allowances (Plate 3).



**Plate 3: Double-front survey system (Dean 1969)**



### Historical Summary

The first settler in the township was Colonel Thomas Ingersoll who operated the Government House and Ferry at the Port Credit prior to 1806 (Walker & Miles 1877: 86). The earliest families to arrive in the township included those of Philip Cody, Daniel Harris, Joseph Silverthorn, Absalom Wilcox, Allen Robinet, and William Barber (Hicks 2004: xii).

### 3.4 19<sup>TH</sup> CENTURY DEVELOPMENT

Settlement in the Township of Toronto developed primarily along the waterways which acted as a source of power for mills as well as at road intersections. The first settlements in the township were Sydenham (later named Dixie) and Harrisville (later named Cooksville), both located along Dundas Street. The War of 1812 increased traffic along the roads which influenced road improvements and the demand for goods in the township (Corporation of the County of Peel 1967: 196).

Following the new survey in 1819, north-south roads soon developed to connect the two surveys. The main settlement roads to the new survey included Hurontario Street (Centre Road), Mono Road, and the Gore Road. Just east of the study area, Hurontario Street was opened in 1819 and named in 1834 by Surveyor General Thomas Ridout for its connection between Lake Ontario and Lake Huron (Hicks 2004: xv). In 1847, the street was planked from Port Credit to the north end of the township (Corporation of the County of Peel 1967: 270).

With its close proximity to the Town of York, and easy accessibility from Lake Ontario, settlers flocked to the township in the early 19<sup>th</sup> century. One of the large groups to arrive that influenced the development of the study area was 150 Irish families that immigrated from New York in 1819. United Empire Loyalists John and James Beatty and Joseph Carter petitioned the Upper Canada government in 1818 for land in the township. The grant was approved with 5,000 acres in the Township of Toronto set aside for 150 families (Hicks 2004: 3). By 1821, the population of the township was 803, with 2,924 acres of cleared land (Walker & Miles 1877: 84).

With the spread of positive reports by settlers, a large surge of immigrants arrived in the 1830s. In 1834, the population of the township was over 4,000 and by 1836 most of the land within the township had been taken up by settlers (Corporation of the County of Peel 1967: 270). In 1851, following the *Municipal Corporations Act* (Baldwin Act), the Township of Toronto was incorporated with Joseph Wright as the first reeve (Corporation of the County of Peel 1967: 19). At this time, the township had a population of 7,539, with 36,179 acres under cultivation out of a total 60,634 acres (Corporation of the County of Peel 1967: 270).

In relation to the study area, the hamlet of Derry West developed at the intersection of Hurontario Street and Derry Road. The settlement was founded by George Graham, an Irishman who arrived with the group of Irish families in 1819. Graham was granted Lot 12, Concession 1 East of Hurontario Street (EHS), northeast of the study area. He constructed a residence on the property and began to farm the land. When the post office opened in the settlement on August 6, 1851, Graham suggested the name



### Historical Summary

Derry Walls in honour of his forefathers who were involved in holding the gates of Londonderry, during the Battle of Boyne in 1690. The name Derry West was accepted by the postal department (Hicks 2004: 246). Derry West developed as a small hamlet surrounded by agricultural lands. Other prominent farmers in Derry West were William Beckwith Reeve and John and James Tilt (Hicks 2004: 254).

The 1859 Map of the County of Peel shows the development of the small hamlet at the intersection of two major roadways (Figure 3). The map lists at the intersection a Church of England, a schoolhouse, post office, Presbyterian Church, an inn, and two stores. Six years later a large fire swept through Derry West halting its growth (Hicks 2004: 256). The 1874 *Directory of the County of Peel* lists Derry West as a small village in the Township of Toronto, with a population of about 100 (Lynch 1874: 100). The Toronto Township map in the 1877 *Illustrated Historical Atlas of the County of Peel, Ontario* shows that the hamlet remained stable in the late 19<sup>th</sup> century, with minimal growth when compared to 1861 (Figure 3). In 1877, Derry West included two churches, a school, a Temperance hall, an Orange hall, a post office, and a grocery store (Walker & Miles 1877: 86).

While Derry West was slowly developing, the Villages of Streetsville and Meadowvale, west of the study area witnessed increased development with the construction of the Credit Valley Railway through the township between 1877 and 1879. The line was opened through the Township of Toronto, between the City of Toronto and Orangeville. In 1883, the line was taken over by the Canada Pacific Railway (Boles n.d.). Elsewhere in the township agriculture remained the primary industry. By 1884, the County of Peel had the largest percentage of cleared land with 78.2% compared to the average Ontario county of 49.4% (Corporation of the County of Peel 1967: 36).

### 3.5 20<sup>TH</sup> CENTURY DEVELOPMENT

In the early 20<sup>th</sup> century, the study area continued to be part of a rural hamlet surrounded by primarily agricultural lands. Within the Township of Toronto, development occurred in the Villages of Streetsville, Meadowvale, Malton, Cooksville, Dixie, and Port Credit through the influence of the railway lines. In 1901, the population of the township was 4,690, with 57,043 acres under cultivation out of a total 63,928 acres (Corporation of the County of Peel 1967: 270).

With the improvement in roadways during the 1920s, growth occurred in the township as improved accessibility allowed for industrial and residential development in the area. In 1920, the Department of Public Highways of Ontario assumed Hurontario Street between Cooksville and Orangeville as a provincial highway. In 1925, the highway was paved between Cooksville and Brampton and renumbered as Highway 10. The province retained control of the highway until the 1980s when the portion of Highway 10 near the study area was transferred to the City of Mississauga (Bever 2017). Other 20<sup>th</sup> century highway development in vicinity to the study area includes Highway 401 and 407.

Industrial development occurred in the township throughout the 20<sup>th</sup> century. By 1967, the township had 365 industries in operation. One of the largest areas of industrial development was at the Village of Dixie, where 750 acres of land had been sold in 1955 as part of an industrial park. By 1966, the population of the township had reached 85,309, a large increase from the 1952 population of 22,882 (Corporation of the County of Peel 1967: 270).



## HERITAGE IMPACT ASSESSMENT – 185-205 DERRY ROAD WEST, MISSISSAUGA, ONTARIO

### Historical Summary

In 1968, the Town of Mississauga was created through the amalgamation of the of the Township of Toronto and the Villages of Clarkson, Lakeview, Cooksville, Erindale, Sheridan, Dixie, Meadowvale, and Malton. In 1974, the town was incorporated as the City of Mississauga (City of Mississauga n.d.). By 1975, the City had a population of 234,975. Due in large part to its proximity to the City of Toronto, Mississauga prospered throughout the end of the 20<sup>th</sup> century, with a population of 528,000 in 1995. Today, the City is one of the largest in Canada and the third largest in the province. In 2016, the population of the City increased to 721,599 (Statistics Canada 2017). The City remains a fast-growing City within the Greater Toronto Area.





Site Description

## 4.0 SITE DESCRIPTION

### 4.1 LANDSCAPE SETTING

The study area, 185-205 Derry Road West is located on the north side of Derry Road West between Derrycrest Drive and Saint Barbara Boulevard. The residence is set back on a rise approximately 50 m from Derry Road West (Plate 4). From the residence the property slopes south towards the roadway. It is set behind a line of spruce trees off of a circular paved driveway (Plate 5). The driveway to the house also facilitates access to the Derrydale Golf Course, situated west and north of the residence. The main clubhouse for the course is situated north of the property (Plate 6 and Plate 7). The residence remains in its original location, but the landscape of the property has changed since the establishment of the Derrydale Golf Course in 1970.

Immediately in front (south) of the residence are ornamental gardens with coniferous and deciduous shrubs. The front entry door is accessed by an interlocking brick walkway set within timber surrounds (Plate 8). The residence is surrounded by intermediate spruce trees and deciduous trees. To the rear of the residence is a mobile residence and multiple gabled roof outbuildings (Plate 9 to Plate 14). The gabled roof outbuildings appear to date from the mid to late 20<sup>th</sup> century.

The broader golf course property is set within an urban area of the City that is surrounded by recent developments. West of the property are a modern commercial plaza and residential neighbourhoods (built between 2007 and 2009). To the south is a mixture of natural area with modern commercial properties (built between 2005 and 2006) and two residential properties. Directly to the east is the Chartwell Retirement Residence that is currently under construction (Plate 15). To the north are Highway 407, a hydro transmission corridor and yard, and vacant lands. The only remaining connection of the residence to the former hamlet of Derry West is the Derry West Cemetery and Derry West historic plaque located at the northwest corner of Derry Road and Hurontario Street.

The Hunter House is partially visible from Derrycrest Road but is mostly screened from view by vegetation associated with the golf course (Plate 16).



Site Description



**Plate 4: Hunter House looking northeast**



**Plate 5: Spruce trees in front of Hunter House looking east**



**Plate 6: Derrydale Golf Course clubhouse set back from Hunter House looking northeast**



**Plate 7: Derrydale Golf Course clubhouse looking northeast**



**HERITAGE IMPACT ASSESSMENT – 185-205 DERRY ROAD WEST, MISSISSAUGA, ONTARIO**

Site Description



**Plate 8: Front walkway to Hunter House looking north**



**Plate 9: Mobile residence to the rear of Hunter House looking northwest**



**Plate 10: Rear outbuilding looking northwest**



**Plate 11: Rear outbuilding looking northeast**



**Plate 12: Rear outbuilding looking east**



**Plate 13: Rear outbuilding looking south**



Site Description



**Plate 14: Looking south from Derrydale Golf Course clubhouse parking lot towards Hunter House**



**Plate 15: Chartwell Retirement Residence looking east**



**Plate 16: Looking north from Derry Road West towards Hunter House**

## 4.2 RESIDENCE EXTERIOR

The Hunter House is a one and one half storey structure with a medium-pitched cross gable roof with asphalt shingles and a brick chimney (Plate 17). The residence has a T-shaped plan with rear modern additions. The structure has wide eaves with decorative wood brackets and moulded frieze (Plate 18). Below the eaves is dichromatic brickwork that consists of imbrication and dentils. The residence has a red brick exterior with buff brick corner quoins, and window and door surrounds.



## HERITAGE IMPACT ASSESSMENT – 185-205 DERRY ROAD WEST, MISSISSAUGA, ONTARIO

### Site Description

The south facing three-bay front façade is symmetrical with a central projecting gabled frontispiece that has ornate wood bargeboard with either acanthus or pineapple motif (Plate 19). Below the gable is a Tuscan Gothic pointed wood window with buff brick label and wood lug sill. The central entrance contains a wood paneled door with wood paneled narrow semi-circular sidelights, wood consoles, and rectangular flat headed transom (Plate 20). Above the transom is a buff brick flat-arch radiating voussoir, with central keystone that includes a date stone 'A.D 1871.' Flanking the entrance bay are two flat headed 2/2 wood sash windows with exterior storm windows (Plate 21 and Plate 22). The windows each have wood louvered shutters, a buff brick flat-arch radiating voussoir with keystone, and a wood lug sill. A municipal plaque commemorating the heritage significance of the house is located on the south side of the front façade (Plate 23).

The east elevation contains the gable end of the front section of the house, the one and one half storey tail, and a one storey enclosed porch addition (Plate 24 and Plate 25). The front section has three flat headed 2/2 wood sash windows with exterior wood storm windows. The upper storey windows each have a buff brick flat-arch window head with central keystone and a wood lug sill (Plate 26). The bottom window has a buff brick flat-arch radiating voussoir with central keystone that has a date stone 'AD. 1871' (Plate 27 and Plate 28). The east elevation of the one and one half storey tail has dichromatic brickwork below the eaves and buff brick quoins (Plate 29). The elevation has a modern horizontal sliding window. A wood paneled door and sash six-over-six window are visible through the windows of the enclosed porch addition. The enclosed porch has a flat roof with wood railing (Plate 30). Its exterior is clad in vinyl siding and has modern windows and doors. The porch is set on a concrete foundation.

The north elevation is heavily altered with additions (Plate 30 and Plate 31). Only the upper storey of the original one and one half storey tail end is visible. The tail end has returned eaves and buff brick quoins. The west side of the elevation contains a doorway with a metal screen door and concrete sill.

The west elevation of the house is similar to the east elevation and contains the gable end of the front section of the house, the one and one half storey tail, and a shed roof addition. The front section has three flat headed 2/2 wood sash windows with exterior wood storm windows (Plate 32). The upper storey windows each have a buff brick flat-arch window head with central keystone and a wood lug sill (Plate 33). The bottom window has a buff brick flat-arch radiating voussoir with central keystone that has a date stone 'AD. 1871' (Plate 34). The stone foundation of the residence is visible on part of the west elevation although renovations are also evident where a recent trench has been dug and filled (Plate 35 and Plate 36). The west elevation of the one and one half storey tail has dichromatic brickwork below the eaves and buff brick quoins (Plate 31). The elevation has a modern horizontal sliding window, and a wood 1/1 window. The shed roof addition is clad in red brick.



**HERITAGE IMPACT ASSESSMENT – 185-205 DERRY ROAD WEST, MISSISSAUGA, ONTARIO**

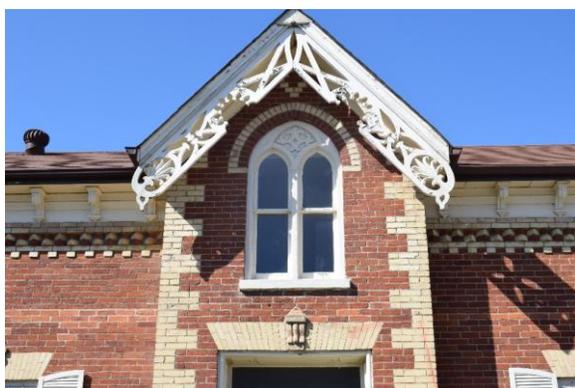
Site Description



**Plate 17: Front (south) façade looking west**



**Plate 18: Close-up of eaves, moulded frieze, brackets, and dichromatic brickwork**



**Plate 19: Bargeboard gable and Tuscan Gothic window looking north**



**Plate 20: Front entrance looking north**



**HERITAGE IMPACT ASSESSMENT – 185-205 DERRY ROAD WEST, MISSISSAUGA, ONTARIO**

Site Description



**Plate 21: West window on front façade looking north**



**Plate 22: East window on front façade looking north**



**Plate 23: Municipal plaque on west side of front façade**



**Plate 24: Southeast corner looking northwest**



**Plate 25: East elevation looking west**



Site Description



**Plate 26: East elevation upper storey windows and eaves**



**Plate 28: Close-up of date keystone above west window on east elevation**



**Plate 27: East elevation north window**



**Plate 29: East elevation looking southwest**



**Plate 30: Northeast elevation looking southwest**



**HERITAGE IMPACT ASSESSMENT – 185-205 DERRY ROAD WEST, MISSISSAUGA, ONTARIO**

Site Description



**Plate 31: Northwest elevation looking southeast**



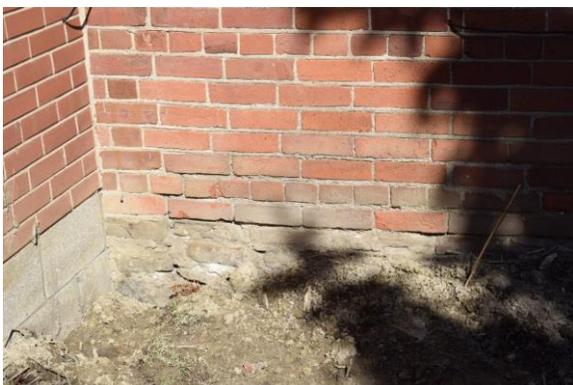
**Plate 32: Southwest corner looking northeast**



**Plate 33: West elevation upper storey windows**



**Plate 34: West elevation lower storey window with date keystone**



**Plate 35: Stone foundation on west elevation**



**Plate 36: Recent renovation work on west side of the residence**



## 5.0 EVALUATION OF CULTURAL HERITAGE OR INTEREST

The Hunter House was designated under Part IV of the *Ontario Heritage Act* in 1981 through City By-law 339-81 (Appendix A). While the Hunter House has cultural heritage value or interest, the designation by-law does not include a list of heritage attributes or a statement of significance as it was designated prior to the requirement to do so. Accordingly, the evaluation of the Hunter Home against O. Reg. 9/06 (see Section 2.5.1) is provided below to identify heritage attributes and create a statement of significance.

### 5.1.1 Design/Physical Value

The Hunter House is a unique late 19<sup>th</sup> century residence that blends Gothic Revival style with Italianate architectural elements. The house displays a high degree of craftsmanship, which is most notable in the dichromatic brickwork on all elevations, the carved keystones, and the detailed roofline, which includes a projecting eaves with decorative brackets and moulded frieze. The architectural elements related to the Gothic Revival style include the one and one half storey scale, T-shaped plan, and symmetrical three-bay façade with projecting, gabled, frontspiece and ornate bargeboard. The Italianate style elements include the decorative brackets, Tuscan Gothic dormer window, dichromatic brickwork, buff brick quoins, imbrication, and flat-arch radiating voussoirs with carved keystones. The front entryway is also reflective of Italianate style in its semi-circular sidelights, consoles, a transom, and moulded paneling.

The house was determined to have design value and to satisfy two criteria (1.i and 1.ii) of O. Reg. 9/06 as it a unique house that blends two architectural styles and has a high degree of craftsmanship present on all exterior building elevations.

### 5.1.2 Historic/Associative Value

The Hunter House was built in 1870/71 by James Hunter, a farmer and prominent member of the local community. Hunter was of Irish descent and was married to Eliza Anderson. Hunter purchased the property from William D. Cummings in 1868. He donated the southeast corner of the property for the construction of a Temperance Hall in 1870. Hunter was a prominent member of the hamlet of Derry West and is listed as a 'farmer' in the 1877 *Illustrated Historical Atlas of the County of Peel, Ontario*. In 1881, Hunter willed the 150-acre property to his son Robert Hunter and sold the remaining 50-acre parcel on the west half of the property to James McCracken. Hunter died on October 18, 1883. The Hunter House is the last remaining residence of the historical hamlet of Derry West.

The house was determined to have historical or associative value and satisfy one criterion (2.i) of O. Reg. 9/06 due to its association with the Hunter family who were farmers and prominent citizens in the history of Toronto Township.



Evaluation of Cultural Heritage or Interest

**5.1.3 Contextual Value**

The Hunter House is the last remaining 19<sup>th</sup> century residence associated with the former hamlet of Derry West. It is a remnant late 19<sup>th</sup> century structure in an urban area that has been the focus of recent 21<sup>st</sup> century development. The only other remnant of Derry West is the Derry West Cemetery and the Derry West historic plaque, both situated at the northwest corner of Derry Road West and Hurontario Street. The Hunter House is historically connected to the Derry West Cemetery and Derry West historic plaque.

The Hunter House is set back approximately 50 m from Derry Road West and is largely screened from view by tree cover. The immediate surrounding context is comprised of Derrydale, a golf course that was established in the 1970s. The adjacent properties contain modern buildings primarily built after 2005. Given its distance from the road and screened tree cover, the Hunter House does not define the area and does not act as a landmark.

The property was determined to have contextual value and satisfy one criterion (3.ii) of O. Reg. 9/06 as the Hunter House is historically linked to the nearby Derry West Cemetery and Derry West historic plaque, all remnants of the former hamlet.

**5.1.4 Summary of O. Reg. 9/06**

**Table 1: Evaluation According to Ontario Regulation 9/06**

Criteria of O. Reg 9.06	Y/N	Discussion
<b>Design or Physical Value</b>		
Is a rare, unique, representative or early example of a style, type, expression, material or construction method	Y	The Hunter House is a unique example of a late 19 <sup>th</sup> century Gothic Revival style residence with Italianate architectural elements. The Gothic Revival style is seen in its one and one half storey scale, T-shaped plan, symmetrical three-bay front façade with projecting, gabled, frontpiece with ornate wood bargeboard. The Italianate architectural elements include the decorative wood brackets, Tuscan Gothic dormer window, dichromatic brickwork, buff brick quoins, imbrication, and flat-arch radiating voussoirs with central keystones. The front entryway is also reflective of the Italianate style with its semi-circular sidelights, consoles, transom, and moulded paneling.
Displays a high degree of craftsmanship or artistic merit	Y	The Hunter House displays a high degree of craftsmanship in its Gothic Revival and Italianate design elements composed of wood, brick, and stone materials.
Demonstrates a high degree of technical or scientific achievement	N	The Hunter House does not demonstrate a high degree of technical or scientific achievement.



## HERITAGE IMPACT ASSESSMENT – 185-205 DERRY ROAD WEST, MISSISSAUGA, ONTARIO

### Evaluation of Cultural Heritage or Interest

<b>Historic or Associative Value</b>		
Has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community	Y	The Hunter House is directly associated with the Hunter family. James Hunter built the house in 1807/1871. Hunter was a farmer and prominent member in the local community of Derry West.
Yields, or has the potential to yield, information that contributes to an understanding of a community or culture	N	The Hunter House does not have the potential to yield information that contributes to an understanding of a community or culture.
Demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community	N	The Hunter House does not demonstrate or reflect the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community.
<b>Contextual Value</b>		
Is important in defining, maintaining or supporting the character of an area	N	The Hunter House is a remnant 19 <sup>th</sup> century residence in an urban area surrounded by modern commercial and residential developments. The residence does not define, maintain, or support the character of the area.
Is physically, functionally, visually or historically linked to its surroundings	Y	The Hunter House is historically connected to the Derry West Cemetery and Derry West historical plaque, as the only remaining connections to the former hamlet of Derry West.
Is a landmark	N	The Hunter House is not a landmark structure. The structure is set back from the roadway behind a line of mature spruce trees. It is situated on the golf course property surrounded by modern commercial and residential developments.

### 5.1.5 Statement of Cultural Heritage Value or Interest

#### 5.1.5.1 Description of Property

The Hunter House is located at 185-205 Derry Road West, in the City of Mississauga, within the Region of Peel. It is situated on part Lot 11, Concession 1 West of Hurontario Street, in the former Township of Toronto. The residence is situated on the north side of Derry Road West between Derrycrest Drive and Saint Barbara Boulevard.

#### 5.1.5.2 Cultural Heritage Value

The Hunter House is a unique 19<sup>th</sup> century residence that blends Gothic Revival Style with Italianate architectural elements. The house displays a high degree of craftsmanship, which is most notable in the dichromatic brickwork on all elevations, the carved keystones, and the detailed roofline, which includes a projecting eaves with brackets and moulded frieze. The architectural elements related to the Gothic



## HERITAGE IMPACT ASSESSMENT – 185-205 DERRY ROAD WEST, MISSISSAUGA, ONTARIO

### Evaluation of Cultural Heritage or Interest

Revival style include the one and one half storey scale, T-shaped plan, and symmetrical three-bay front façade with projecting, gabled, frontspiece and ornate bargeboard. The Italianate style elements include the brackets, Tuscan Gothic dormer window, dichromatic brickwork, buff brick quoins, imbrication, and flat-arch radiating voussoirs with carved keystones. The front entryway is also reflective of Italianate style in its round headed sidelights, consoles, a transom, and moulded paneling.

The Hunter House was built in 1870/71 by James Hunter, a farmer. Hunter was of Irish descent and was married to Eliza Anderson. Hunter purchased the property from William D. Cummings in 1868. Hunter donated the southeast corner of the property for the construction of a temperance hall in 1870. In 1881 Hunter left the 150-acre property in a will to his son Robert Hunter and sold the remaining 50-acre parcel on the west half of the property to James McCracken. Hunter died on October 18, 1883. The Hunter House is one of the last remaining 19<sup>th</sup> century buildings of the historical hamlet of Derry West. The Hunter House remains in its original location and is historically linked to the Derry West Cemetery and Derry West historic plaque situated to the east of the residence.

The Hunter House has local significance for design/physical, historical/associative, and contextual reasons. This residence has cultural heritage value or interest and is designated under Part IV of the *Ontario Heritage Act*.

#### 5.1.5.3 Heritage Attributes

The following heritage attributes have been identified for the Hunter House:

- Gothic Revival house with Italianate style details
- One and one half storey scale
- T-shaped plan
- Cross gable roof with projecting, returned eaves
- Projecting, gabled frontspiece
- Tuscan Gothic dormer window
- Red brick exterior with dichromatic brickwork
- Buff brick quoins
- Ornate bargeboard
- Decorated roofline that includes brackets, moulded frieze, imbrication, and dentils
- Flat-arch radiating voussoirs with carved keystones
- Front entryway with round headed sidelights, transom, consoles, and moulded paneling
- Wood frame, multi-pane sash windows on the south (front façade), west, and east elevations
- Municipal plaque noting the historical significance of the house and connection to the Hunter family
- Original location, approximately 50 metres northwest of Derry Road West



## 6.0 ASSESSMENT AND MITIGATION

### 6.1 DESCRIPTION OF PROJECT UNDERTAKING

Jacobs is working with the Region of Peel on the Project, which includes the construction of a new 11 km sanitary trunk sewer, 2,400 mm in diameter starting from the east side of Bramalea Road on Derry Road, continuing most of its alignment along Derry Road and terminating with a 500 m section from Derry Road along Creditview Road. The construction of this new sanitary trunk sewer is to occur over nine shaft locations, with shafts varying from 17 m to 47 m in depth, and from 8 m to 12 m in diameter. The Project is split into two contracts, with Contract 1 utilizing the Rock Tunnel-Boring Machine (TBM) methodology while Contract 2 using Earth-Pressure Boring Machine (EPBM).

As documented in the Region's 2013 *Water and Wastewater Master Plan*, the Project is required to meet their capacity needs to support the Region's future approved and planned growth. The Project will also aid in fulfilling the Region's obligation to the Regional Municipality of York, an agreement cemented under the York-Peel Water Supply Agreement (2002). It will also aid the Region in balancing the capacity in the sanitary trunk sewer network with the available wastewater treatment capacity and allows for flows over capacity to be diverted to treatment plants that have available capacity. A *Schedule C Municipal Class Environmental Assessment for the East to West Wastewater Diversion Strategy*, was completed in 2016 by GM BluePlan Engineering.

Contract 1 100% Design drawings were completed for the Project (Project No. 16-2291) in January 2020 and detail the Project related activity planned for the 185-200 Derry Road West property (Appendix B). The proposed Site 4 shaft, drop structure (DS-4), diversion chamber (DC-4) and associated sewer infrastructure is proposed southwest of Hunter House (Plate 37 to Plate 39) (Figure 4). Existing infrastructure associated with the 1,200 sanitary sewer line is located southwest of the residence adjacent to Fletcher's Creek (Plate 40). All proposed infrastructure will be installed within the permanent easements. Easements are currently under negotiations with the owner. The layout of the permanent and temporary easement in the Design drawings (Appendix B) and on Figure 4 are still subject to change. The easement negotiations will be completed prior to Project initiation.

At this particular site the 2,400 mm diameter gravity sewer will be tunneled through the shale bedrock and overburden at a depth of approximately 41:5 m below ground surface, with the 1200 mm diameter gravity sewer in the overburden will be laid out using open-cut methods. . In Contract 1, six vertical service shafts are proposed to be installed at intervals ranging from 40 m to 2.6 km apart. The 2,400 mm diameter sewer, inside the proposed 4000 mm diameter tunnel was selected based on the capacity required for the sewer to service projected wastewater flows in the future including to 2041 and beyond.



### Assessment and Mitigation

The following is an overview of Project construction activities:

- Site preparation:
  - Removal of trees and installation of tree protection fences
  - Silt soxx and silt fences
  - Construction of temporary access road for golf carts/Relocation of existing sidewalks
  - Compound set-up
  - Construction hoarding
  - Excavation for the drop structure (DS-4)
  - Excavation for the diversion chamber (DC-4)
  - Open-cut for the 1200 mm sanitary sewer
  - Excavations and open cuts
  
- Site construction:
  - Installation of 2,400 mm pipe and tunnel alignment
  - Installation of drop structure (DS-4)
  - Installation of diversion chamber (DC-4)
  - Installation of an electrical duct
  - Testing and commissioning

#### Site restoration:

- Re-grading
- Restoration of existing sidewalk, removal of temporary access road for golf carts
- Installation of asphalt pavements to access the chambers
- Re-planting
- Removal of site compound

As part of the Project, geotechnical instrumentation and monitoring will be carried out to measure and monitor ground, structure, and excavation perimeter movements within, around, and above open excavations, workshafts, and tunnel excavations. The monitoring will minimize the potential for construction activities to impact the existing structures and facilities. The geotechnical scope of work will include pre-construction and post-condition surveys, the installation of geotechnical equipment, as well as a vibration monitoring program that will be executed by the contractor. The plan 'Geotechnical Monitoring Plan 9' (SMP-009) in Appendix B provides the locations for the installation of geotechnical monitoring equipment.

Tree protection zones and the use of tree protection fencing around particular trees have also been established on the property. See the plan, 'Existing Site Plan Tree Removals and Tree Protection' (4-SP-001) in Appendix B.



**HERITAGE IMPACT ASSESSMENT – 185-205 DERRY ROAD WEST, MISSISSAUGA, ONTARIO**

Assessment and Mitigation



**Plate 37: Proposed Project work area looking southeast**



**Plate 38: Proposed Site 4 Shaft location looking northwest**



**Plate 39: Proposed Diversion Chamber location looking northwest**



**Plate 40: Existing 1200 sanitary sewer**



## 6.2 ASSESSMENT OF IMPACTS

As discussed in Section 2.6, the assessment of impacts to Hunter House is based on the impacts defined in InfoSheet #5. Table 2 provides an overview of potential direct impacts, and Table 3 includes an overview of potential indirect impacts to Hunter House.

**Table 2: Evaluation of Potential Direct Impacts**

Direct Impact	Relevance to Hunter House
<b>Destruction</b> of any, or part of any, <i>significant heritage attributes</i> or features.	Construction activities associated with the Project will be contained within the permanent and temporary easements south and west of the Hunter House. No destruction related impacts are anticipated to the Hunter House. <b>Therefore, no mitigation measures are required.</b>
<b>Alteration</b> that is not sympathetic, or is incompatible, with the historic fabric and appearance.	Construction activities associated with the Project will be contained within the permanent and temporary easements south and west of the Hunter House. No alterations are proposed to the residence. <b>Therefore, no mitigation measures are required.</b>

**Table 3: Evaluation of Potential Indirect Impacts**

Indirect Impact	Relevance to Hunter House
<b>Shadows</b> created that alter the appearance of a <i>heritage attribute</i> or change the viability of a natural feature or plantings, such as a garden	The majority of project infrastructure will be installed below ground, while Shaft 4 and the Diversion Chamber (DC-4) will be flush with the grade. Accordingly, no impacts related to shadows are anticipated. <b>Therefore, no mitigation measures are required.</b>
<b>Isolation</b> of a <i>heritage attribute</i> from its surrounding environment, context or a <i>significant</i> relationship	The Hunter House is set in a golf course that dates to the 1970s. Accordingly, the surrounding environment and context of the Hunter House is already highly altered and no isolation related impacts resulting from the Project are anticipated. <b>Therefore, no mitigation measures are required.</b>
<b>Direct or indirect obstruction</b> of <i>significant</i> views or vistas within, from, or of built and natural features	The Hunter House is set back approximately 50 m from Derry Road West and is screened on all sides by tree cover. As such, no views have been identified as heritage attributes. Accordingly, no direct or indirect views to or from the Hunter House will be obstructed by the Project. <b>Therefore, no mitigation measures are required.</b>
<b>A change in land use</b> such as rezoning a battlefield from open space to residential use, allowing new <i>development</i> or <i>site alteration</i> to fill in the formerly open spaces	The land use is anticipated to be returned to residential and recreational following construction activities. A small portion of the land is being purchased as a permanent easement to install and maintain the proposed infrastructure. Both the golf course area and the sidewalk within the permanent easement will be returned to their current use following Project activities. <b>Therefore, no mitigation measures are required.</b>



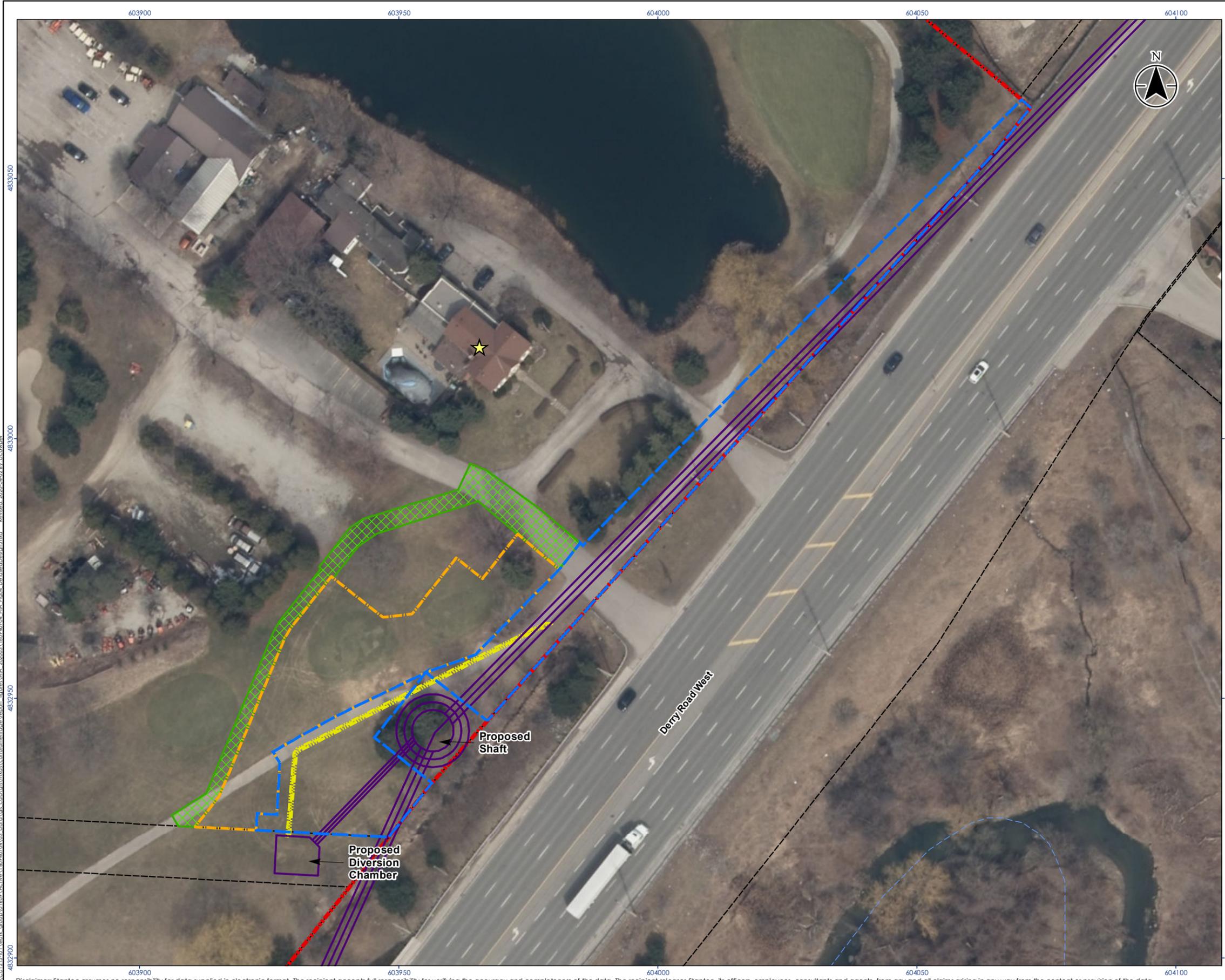
**Table 3: Evaluation of Potential Indirect Impacts**

Indirect Impact	Relevance to Hunter House
<p><b>Land disturbances</b> such as a change in grade that alters soil, and drainage patterns that adversely affect an <i>archaeological resource</i></p>	<p>Project activities are proposed south and west of the Hunter House. The proposed site shaft 4, drop structure, and diversion chamber are proposed more than 60 m southwest from the residence. The 2,400 mm sanitary sewer is proposed within 37 m of the residence; however, it has a depth of approximately 43 m below ground surface. The temporary asphalt roadway is proposed within 20 m of the residence; however, there is already an existing asphalt roadway in this location for the golf members to access the golf course. The proposed temporary asphalt working surface is within 30 m of the residence as well. Overall, the position of identified heritage attributes within 50 m of project activities has the potential for indirect impacts resulting from land disturbances during construction activities.</p> <p><b>Therefore, measures must be prepared to mitigate potential indirect impacts.</b></p>

### 6.2.1 Summary of Impact Assessment

Direct impacts are not anticipated to the Hunter House. However, there may be potential for indirect impacts to the Hunter House related to land disturbances from proposed Project construction activities. As outlined in Section 2.6, while impacts of vibration of heritage buildings are not well understood, to offer a conservative approach, this HIA has used a 50 m buffer from Project activities including site preparation, site construction, and site restoration. While the proposed site shaft 4, drop structure, diversion chamber, and the main construction activities associated with vibration are proposed more than 60 m from the residence, the 2,400 mm sanitary sewer, temporary asphalt roadway, and proposed temporary asphalt working surface are within 50 m of the residence. If left unaddressed, these could result in longer-term issues for the maintenance, continued use, and conservation of the residence.





- Legend**
- 185-205 Derry Road West Property Boundary
  - - - Property Boundary (Approximate)
  - - - Watercourse (Intermittent)
- Design Features**
- Permanent Easement
  - Proposed Sanitary Pipe
  - Temporary Easement
  - Electrical Duct Bank
  - Temporary Asphalt Sidewalk
  - ★ Hunter House



- Notes**
1. Coordinate System: NAD 1983 UTM Zone 17N
  2. Base features produced under license with the Ontario Ministry of Natural Resources and Forestry © Queen's Printer for Ontario, 2020.
  3. Orthoimagery © First Base Solutions, 2020, imagery date 2019.



Project Location: City of Mississauga, ON  
 160940704 REVA  
 Prepared by BCC on 2020-04-02

Client/Project: JACOBS  
 HERITAGE IMPACT ASSESSMENT –  
 185-205 DERRY ROAD WEST

Figure No. **4**  
 Title: **Detailed Design for East to West Diversion Strategy Class EA**

## 7.0 MITIGATION, IMPLEMENTATION, AND MONITORING

### 7.1 POTENTIAL MITIGATION MEASURES

Project activities have the potential to result in indirect impacts to the Hunter House and as such, mitigation measures are required. InfoSheet #5 provides methods of minimizing or avoiding potential impacts on the Hunter House resulting from Project activities. In this case, given the position of the Hunter House in relation to the temporary asphalt roadway, temporary asphalt working surface, and proposed 2,400 mm sanitary sewer, the potential for vibration effects were identified. Of the options presented in InfoSheet #5, the establishment of buffer zones, site plan controls, and other planning mechanisms best avoid impacts related to potential vibration effects.

### 7.2 MITIGATION DISCUSSION

Potential vibration impacts on the Hunter House can be mitigated with planning mechanisms and vibration assessments to identify whether vibration from construction activities has affected historic materials. Prior to initiating project activity, further assessment to refine the areas of potential impact may be beneficial as ground movements induced by construction vibration are found to dissipate with distance from the source. The severity of soil movements depends primarily on type and compactness and/or consistency of the surrounding soils particularly between the source, receiver, and groundwater levels. The source, duration, frequency of occurrences of vibration, and the foundation-footing interaction also contribute to the strains induced in structures. As a result, there is a variance in what buffer may be appropriate.

Where construction activities are anticipated within close proximity to heritage resources, monitoring activities can gauge whether construction activities exceed maximum acceptable vibration levels, or peak particle velocity (PPV) levels, as determined by a qualified engineer or building scientist. Establishing the Zone of Influence (ZOI) for potential indirect impacts related to Project activities, will determine the PPV threshold and help to define the conservative buffer distance from the residence for certain activities. Subsequently, construction within this defined buffer zone would require monitoring to confirm that acceptable PPV levels are not exceeded. All vibration-related construction activities would cease if levels are exceeded until an acceptable solution can be identified.

To supplement these proactive measures, consideration may be given to isolating heritage resources from construction activities. Site plan controls can be put in place prior to construction to prevent potential indirect impacts to the residence. The site plan control methods will be determined in advance of construction to indicate where project activities are restricted and may include construction fencing, traffic cone or pylon delineation, or taped off areas to indicate where project activities are prohibited. In order to make sure all team members are aware of the restriction or buffer zones, these controls should be indicated on all construction mapping (i.e. contractor's proposed site preparation plan) and communicated to the construction team leads. Where construction activities unexpectedly enter into this area, consultation with a qualified building condition specialist or geotechnical engineer will inform next steps.



## HERITAGE IMPACT ASSESSMENT – 185-205 DERRY ROAD WEST, MISSISSAUGA, ONTARIO

### Mitigation, Implementation, and Monitoring

Typically, this involves an immediate stop work order and evaluation of the heritage resource by an appropriately trained building specialist or geotechnical engineer who could advise on appropriate actions.

The City of Toronto Construction Vibration By-Law (514-2008) offers good general guidance for vibration monitoring and could be considered during the development of a site-specific vibration program. This by-law requires a contractor to identify any protected heritage properties in their vibration control strategy. Furthermore, it understands that heritage properties may require additional consideration given the propensity for historic construction materials. As per Section 4(c), heritage is one of eight considerations for establishing an appropriate zone of influence. Among soil conditions and the relationship to the water table, this by-law acts as an appropriate template for heritage requirements related to vibration effects.



Recommendations

## 8.0 RECOMMENDATIONS

### 8.1 SITE PLAN CONTROLS AND VIBRATION MONITORING

The Hunter House, located at 185-205 Derry Road West, has cultural heritage value or interest and is designated under Part IV of the *Ontario Heritage Act*. It is understood that Project activities are required within the 50 m buffer suggested. Therefore, **in order to establish safe and acceptable vibration levels, it is recommended that a construction vibration assessment be carried out to determine the ZOI for building damage from Project activities, to determine a conservative buffer distance from the residence for certain activities, and to further develop site-specific vibration mitigation strategies to address potential impacts on the residence. This assessment will need to be completed by a qualified engineer or building scientist retained by the selected contractor so that adjustments to machinery can be made, as needed. As part of the vibration assessment, a site appropriate buffer distance should be established and demarcated on all construction drawings (i.e. contractor's proposed site plan). On site, the buffer should be marked using a site appropriate material (ie. fencing, ropes, etc.).**

In summary, the following actions are recommended to mitigate the potential for indirect impacts in the form of construction related vibration:

- Vibration studies for the Hunter House should be prepared by a qualified engineer to determine the maximum acceptable vibration levels, or peak particle velocity (PPV) levels and the appropriate buffer distance between Project activities and the residence
- Provide construction marking on drawings and ground to define the areas around the residence where construction should not occur, based on the results of the vibration study
- Monitor construction within the defined area at appropriate points to confirm that acceptable PPV levels are not exceeded

### 8.2 DEPOSIT COPIES

To assist in the retention of historic information, copies of this report should be deposited with local repositories of historic material. Therefore, it is recommended that this report be deposited at the following locations:

**City of Mississauga**  
Heritage Advisory Committee  
300 City Centre Drive  
Mississauga, ON, L5B 3C1

**City of Mississauga Public Library**  
Central Branch  
301 Burnhamthorpe Road West  
Mississauga, ON, L5B 3Y3



Closure

## 9.0 CLOSURE

This report has been prepared for the sole benefit of Jacobs and the Regional Municipality of Peel. The report may not be used by any third party without the express written consent of Stantec Consulting Ltd., Jacobs or the Regional Municipality of Peel. Any use which a third party makes of this report is the responsibility of such third party.

We trust this report meets your current requirements. Please do not hesitate to contact us should you require further information or have additional questions about any facet of this report.

Yours truly,

**STANTEC CONSULTING LTD.**



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**APPENDIX A:  
CITY OF MISSISSAUGA BY-LAW 339-81**



185 Derry Rd. W.



BY-LAW NUMBER *339-81*

To designate the Hunter Holmes House, Part of Lot 11, ~~Conc.~~ *Concession 1, W.H.S. West of Hurontario Street*

WHEREAS the Ontario Heritage Act, S.O. 1974, Chapter 122, Section 29(6), authorizes the Council of a municipality to enact by-laws to designate real property including all the buildings and structures thereon, to be of historic or architectural value or interest; and

WHEREAS notice of intention to so designate the Hunter Holmes House, Part of Lot 11, ~~Conc.~~ *Concession 1 West of Hurontario Street*, having been duly published and served and no notice of objection to such designation having been received by the Council of The Corporation of the City of Mississauga.

WHEREAS the reasons for the said designation are set out as Schedule "A" hereto;

THEREFORE the Council of the Corporation of the City of Mississauga enacts as follows:

1. That the real property, more particularly described in Schedule "A" hereto, known as the Hunter Holmes House, Part of Lot 11, ~~Conc.~~ *Concession 1 West of Hurontario Street*, be designated as being of architectural and historic value or interest.
2. That the City Clerk is hereby authorized to cause a copy of this by-law to be served upon the owner of the aforesaid property and upon the Ontario Heritage Foundation and to cause notice of this by-law to be published in a newspaper having general circulation in the City of Mississauga.

ENACTED AND PASSED this *11th* day of *May*, 1981.

*[Signature]*  
CITY OF MISSISSAUGA

*[Signature]*  
MAYOR  
*[Signature]*  
CITY CLERK

APPROVED  
AS TO FORM  
City Solicitor  
MISSISSAUGA  
*[Signature]*

SCHEDULE "A" TO BY-LAW 339-81  
OF THE CITY OF MISSISSAUGA

Reasons for the designation of the Hunter-Holmes House,

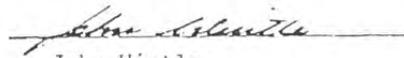
Part of Lot 11, ~~Conc. 1, W.H.S.~~ *Concession 1 West of Hurontario Street*

The Hunter-Holmes House is recommended for designation on the architectural grounds that it is a particularly fine example of the Gothic Revival Style, combined with prominent Italiante elements. The one-and-a-half storey, three bay facade form with projecting gabled frontispiece and ornate bargeboard are rural Canadian characteristics of domestic Gothic architecture. The eaves brackets, Tuscan Gothic dormer window, polychrome quoins, imbrication, and flat-arch radiating voussoirs with keystones are the Italiante detailing. The Tuscan motif carries into the round-headed sidelights, consoles, and panelling of the embrasured doorcase. Historically, it is believed to have been built by James Hunter, a farmer, in 1870.

SCHEDULE "B" TO BY-LAW 339-81

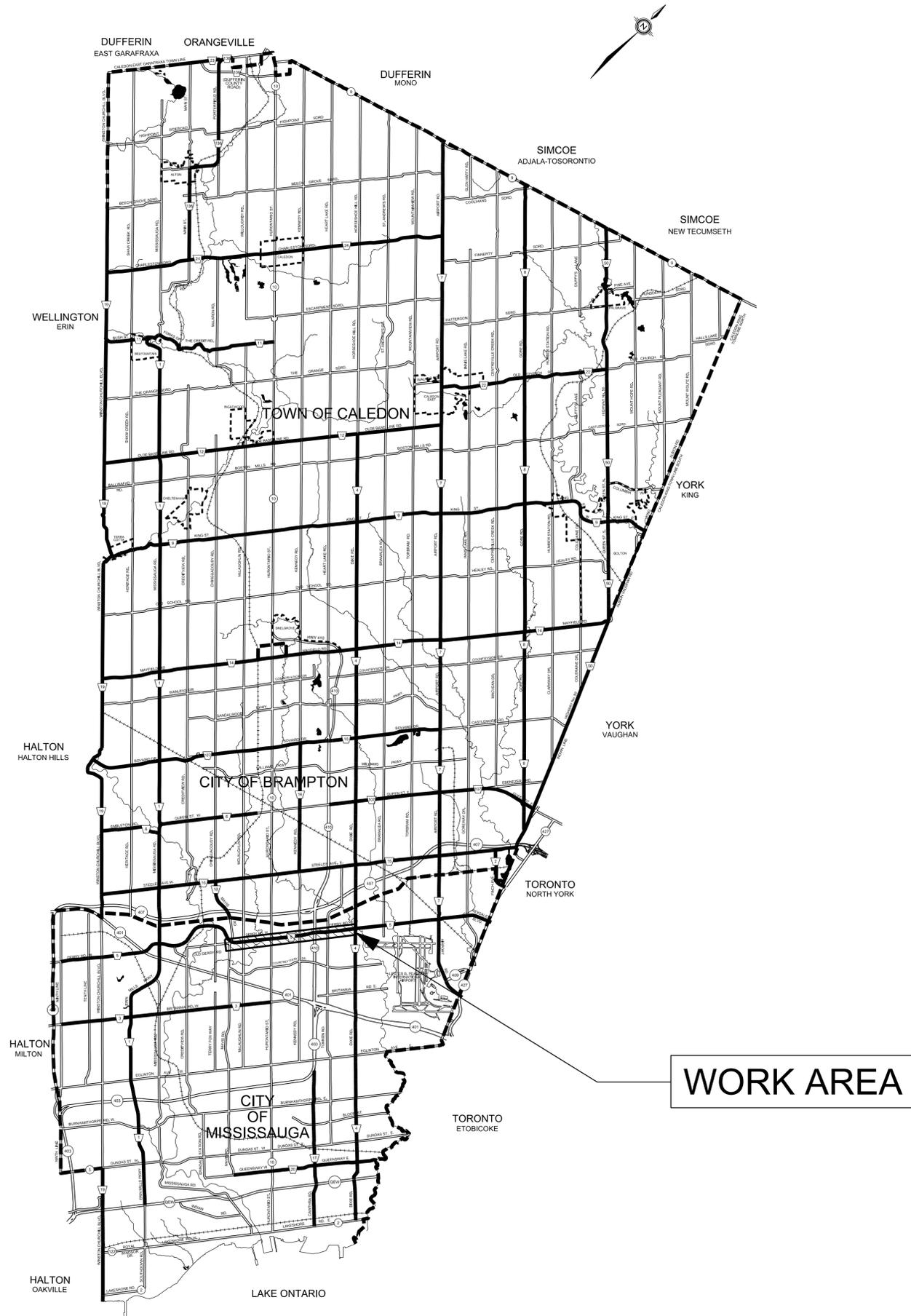
DESCRIPTION: Part of Lot 11,  
Concession 1 West of Hurontario Street

ALL AND SINGULAR, that certain parcel or tract of land and premises situate, lying and being in the City of Mississauga, Regional Municipality of Peel, (formerly in the Township of Toronto, County of Peel), Province of Ontario and being composed of that part of Lot 11 in the First Concession West of Hurontario Street in the said City designated as Part 1 on a reference plan deposited in the Land Registry Office for the Registry Division of Peel (No. 43) as 43R-8757.

  
John Wintle,  
Ontario Land Surveyor.

# **APPENDIX B: DETAILED DESIGN DRAWINGS**





# PROJECT No. 16-2291

EAST TO WEST  
 DIVERSION SANITARY TRUNK SEWER  
 DERRY ROAD  
 CONTRACT 1  
 CITY OF MISSISSAUGA

100% DESIGN  
 REVIEW  
 JANUARY 2020

WORK AREA

**JACOBS**

**Region  
 of Peel**  
 working with you

REVISIONS		
DATE	DETAILS	INIT.
10/25/2018	ISSUED FOR 30% DESIGN REVIEW	S.F.
08/01/2019	ISSUED FOR 50% DESIGN REVIEW	S.F.
11/15/2019	ISSUED FOR 90% DESIGN REVIEW	C.K.
01/23/2020	ISSUED FOR 100% DESIGN REVIEW	C.K.

**LIST OF DRAWINGS**

**GENERAL**

- 1. COVER COVER SHEET
- 2. G-1-002 DRAWING INDEX
- 3. G-1-003 ABBREVIATIONS, LEGEND AND GENERAL NOTES
- 4. G-1-004 GENERAL NOTES (2)
- 5. G-1-005 KEY MAP PROJECT LIMITS AND CONSTRAINTS
- 6. G-1-006 KEY MAP AND SURVEY CONTROL MONUMENTS
- 7. G-1-007 TUNNEL CURVE DATA
- 8. GS-1-001 STRUCTURAL GENERAL NOTES

**SETTLEMENT MONITORING PLANS**

- 9. SMP-007 GEOTECHNICAL MONITORING PLAN (7)
- 10. SMP-008 GEOTECHNICAL MONITORING PLAN (8)
- 11. SMP-009 GEOTECHNICAL MONITORING PLAN (9)
- 12. SMP-010 GEOTECHNICAL MONITORING PLAN (10)
- 13. SMP-011 GEOTECHNICAL MONITORING PLAN (11)
- 14. SMP-012 GEOTECHNICAL MONITORING PLAN (12)
- 15. SMP-013 GEOTECHNICAL MONITORING PLAN (13)
- 16. SMP-014 GEOTECHNICAL MONITORING PLAN (14)
- 17. SMP-015 GEOTECHNICAL MONITORING PLAN (15)
- 18. SMP-016 GEOTECHNICAL MONITORING PLAN (16)
- 19. SMP-017 GEOTECHNICAL MONITORING PLAN (17)
- 20. SMP-018 GEOTECHNICAL MONITORING PLAN (18)
- 21. SMP-022 GEOTECHNICAL MONITORING DETAILS

**PLAN AND PROFILES**

- 22. C-013 PLAN AND PROFILE - STA. 4+140 TO STA. 4+420
- 23. C-014 PLAN AND PROFILE - STA. 4+420 TO STA. 4+700
- 24. C-015 PLAN AND PROFILE - STA. 4+700 TO STA. 4+980
- 25. C-016 PLAN AND PROFILE - STA. 4+980 TO STA. 5+260
- 26. C-017 PLAN AND PROFILE - STA. 5+260 TO STA. 5+540
- 27. C-018 PLAN AND PROFILE - STA. 5+540 TO STA. 5+820
- 28. C-019 PLAN AND PROFILE - STA. 5+820 TO STA. 6+100
- 29. C-020 PLAN AND PROFILE - STA. 6+100 TO STA. 6+380
- 30. C-021 PLAN AND PROFILE - STA. 6+380 TO STA. 6+660
- 31. C-022 PLAN AND PROFILE - STA. 6+660 TO STA. 6+940
- 32. C-023 PLAN AND PROFILE - STA. 6+940 TO STA. 7+220
- 33. C-024 PLAN AND PROFILE - STA. 7+220 TO STA. 7+500
- 34. C-025 PLAN AND PROFILE - STA. 7+500 TO STA. 7+780
- 35. C-026 PLAN AND PROFILE - STA. 7+780 TO STA. 8+060
- 36. C-027 PLAN AND PROFILE - STA. 8+060 TO STA. 8+300
- 37. C-028 PLAN AND PROFILE - STA. 8+300 TO STA. 8+480
- 38. C-029 PLAN AND PROFILE - STA. 8+480 TO STA. 8+760
- 39. C-030 PLAN AND PROFILE - STA. 8+760 TO STA. 9+040
- 40. C-031 PLAN AND PROFILE - STA. 9+040 TO STA. 9+320
- 41. C-032 PLAN AND PROFILE - STA. 9+320 TO STA. 9+600
- 42. C-033 PLAN AND PROFILE - STA. 9+600 TO STA. 9+880
- 43. C-034 PLAN AND PROFILE - STA. 9+880 TO STA. 10+160
- 44. C-035 PLAN AND PROFILE - STA. 10+160 TO STA. 10+440
- 45. C-036 PLAN AND PROFILE - STA. 10+440 TO STA. 10+720

**SITE 2**

- 46. 2-SP1-001 SITE NO. 2 - EXISTING SITE PLAN TREE REMOVALS AND TREE PROTECTION
- 47. 2-SP1-002 SITE NO. 2 - SITE PREPARATION PLAN
- 48. 2-SP1-003 SITE NO. 2 - REDUCED SITE LAYDOWN PLAN
- 49. 2-ES1-001 SHAFT NO. 2A - EXCAVATION SUPPORT
- 50. 2-ES1-002 SHAFT NO. 2B - EXCAVATION SUPPORT
- 51. 2-S-201 OVERALL PLAN - DROP STRUCTURE 2A (DS-2A) AND DIVERSION CHAMBERS (DC-2A, DC-2B & DC-2C)
- 52. 2-S-202 DC-2A - STRUCTURAL DIVERSION CHAMBER PLANS
- 53. 2-S-203 DC-2A - STRUCTURAL DIVERSION CHAMBER SECTIONS
- 54. 2-S-204 DC-2B - STRUCTURAL DIVERSION CHAMBER PLANS
- 55. 2-S-205 DC-2B - STRUCTURAL DIVERSION CHAMBER SECTIONS
- 56. 2-S-206 DC-2B - STRUCTURAL DIVERSION CHAMBER SECTIONS
- 57. 2-S-207 DS-2A - STRUCTURAL DROP SHAFT PLANS
- 58. 2-S-208 DS-2A - STRUCTURAL DROP SHAFT SECTIONS
- 59. 2-S-209 DS-2A - STRUCTURAL DROP SHAFT DETAILS
- 60. 2-PR-202 DIVERSION CHAMBER DC-2A PLANS
- 61. 2-PR-203 DIVERSION CHAMBER DC-2A SECTIONS
- 62. 2-PR-204 DIVERSION CHAMBER DC-2B PLANS
- 63. 2-PR-205 DIVERSION CHAMBER DC-2B SECTIONS
- 64. 2-PR-207 DIVERSION CHAMBER DC-2C PLANS AND SECTIONS
- 65. 2-E-001 ELECTRICAL PARTIAL SITE PLAN
- 66. 2-E-002 ELECTRICAL POWER DISTRIBUTION AND LAYOUT
- 67. 2-R1-001 SITE NO. 2 - SITE RESTORATION PLAN

**SITE 3**

- 68. 3-SP-001 SITE NO. 3 - EXISTING SITE PLAN TREE REMOVALS AND TREE PROTECTION
- 69. 3-SP-002 SITE NO. 3 - SITE PREPARATION PLAN
- 70. 3-SP-003 SITE NO. 3 - SEWER RELOCATION PLAN
- 71. 3-ES-001 SHAFT NO. 3 - EXCAVATION SUPPORT
- 72. 3-S-201 MH-3 - STRUCTURAL PLANS
- 73. 3-S-202 MH-3 - STRUCTURAL SECTIONS
- 74. 3-S-203 MH-3 - STRUCTURAL DETAILS
- 75. 3-R-001 SITE NO. 3 - SITE RESTORATION PLAN

**SITE 4**

- 76. 4-SP-001 SITE NO. 4 - EXISTING SITE PLAN TREE REMOVALS AND TREE PROTECTION
- 77. 4-SP-002 SITE NO. 4 - SITE PREPARATION PLAN
- 78. 4-ES-001 SHAFT NO. 4 - EXCAVATION SUPPORT
- 79. 4-S-201 DC-4 - STRUCTURAL DIVERSION CHAMBER PLANS
- 80. 4-S-202 DC-4 - STRUCTURAL DIVERSION CHAMBER SECTIONS
- 81. 4-S-203 DS-4 - STRUCTURAL DROP SHAFT PLANS
- 82. 4-S-204 DS-4 - STRUCTURAL DROP SHAFT SECTIONS
- 83. 4-S-205 DS-4 - STRUCTURAL DROP SHAFT DETAILS
- 84. 4-PR-201 DIVERSION CHAMBER DC-4 PLANS
- 85. 4-PR-202 DIVERSION CHAMBER DC-4 SECTIONS
- 86. 4-E-001 ELECTRICAL PARTIAL SITE PLAN
- 87. 4-E-002 ELECTRICAL POWER DISTRIBUTION AND LAYOUT
- 88. 4-R-001 SITE NO. 4 - SITE RESTORATION PLAN

**SITE 5**

- 89. 5-SP1-001 SITE NO. 5 - EXISTING SITE PLAN TREE REMOVALS AND TREE PROTECTION
- 90. 5-SP1-002 SITE NO. 5 - SITE PREPARATION PLAN
- 91. 5-SP1-003 SITE NO. 5 - REDUCED SITE LAYDOWN PLAN
- 92. 5-ES1-001 SHAFT NO. 5 - EXCAVATION SUPPORT
- 93. 5-ES1-002 SHAFT NO. 5B - EXCAVATION SUPPORT

**INSTRUMENTATION & CONTROLS**

- 94. 1-N-001 LEGEND (1)
- 95. 1-N-002 LEGEND (2)
- 96. 1-N-003 P&ID - DIVERSION CHAMBER 2
- 97. 1-N-004 P&ID - DIVERSION CHAMBER 4
- 98. 1-N-005 CONTROL PANEL LAYOUT
- 99. 1-N-006 CONTROL PANEL POWER DISTRIBUTION
- 100. 1-N-007 CONTROL PANEL WIRING DETAIL (1)
- 101. 1-N-008 CONTROL PANEL WIRING DETAIL (2)
- 102. 1-N-009 INSTRUMENT DETAIL

**MISCELLANEOUS DETAILS**

- 103. D-1-002 GRADING SECTION DETAILS
- 104. D-1-002A GRADING SECTION DETAILS
- 105. D-1-003 RESTORATION DETAILS (1)
- 106. D-1-004 RESTORATION DETAILS (2)
- 107. STG-001 DIVERSION CHAMBER - STAGE 1
- 108. STG-002 DIVERSION CHAMBER - STAGE 2
- 109. STG-003 DIVERSION CHAMBER - STAGE 3
- 110. T-1-001 SHAFT DETAIL - SHAFT AND HANDMINING EXCAVATION SUPPORT DETAILS
- 111. T-1-002 TUNNEL DETAIL - EXCAVATION SUPPORT DETAIL
- 112. T-1-003 TUNNEL DETAIL - MONITORING DETAILS
- 113. T-1-004 TUNNEL DETAIL - SAN PIPE IN TUNNEL DETAIL
- 114. DS-1-001 STRUCTURAL STANDARD DETAILS (1)
- 115. DS-1-002 STRUCTURAL STANDARD DETAILS (2)
- 116. DS-1-003 STRUCTURAL STANDARD DETAILS (3)
- 117. DS-1-004 STRUCTURAL STANDARD DETAILS (4)
- 118. DS-1-005 CONCRETE BEAM SCHEDULE

**STANDARD DETAILS**

- 119. STD-1-001 REGION OF PEEL STANDARD DETAIL DRAWINGS (1)
- 120. STD-1-002 REGION OF PEEL STANDARD DETAIL DRAWINGS (2)
- 121. STD-1-003 REGION OF PEEL STANDARD DETAIL DRAWINGS (3)
- 122. STD-1-004 REGION OF PEEL STANDARD DETAIL DRAWINGS (4)
- 123. STD-1-005 CITY OF MISSISSAUGA STANDARD DETAIL DRAWINGS (5)
- 124. STD-1-006 CITY OF MISSISSAUGA STANDARD DETAIL DRAWINGS (6)
- 125. STD-1-007 ONTARIO PROVINCIAL STANDARD DETAIL DRAWINGS (7)
- 126. STD-1-008 ONTARIO PROVINCIAL STANDARD DETAIL DRAWINGS (8)

**TRAFFIC MANAGEMENT**

- 127. TMP-1-001 TRAFFIC MANAGEMENT PLAN - SITE 2 & 3
- 128. TMP-1-002 TRAFFIC MANAGEMENT PLAN - SITE 4 & 5

	Approved by _____				
 <p>Region of Peel working with you</p>					
<p><b>DRAWING INDEX</b></p>					
CAD Area	X-XX	Area	Z-41 to Z-45	Project No.	16-2291
Checked by	C.K.	Drawn by	C.A.	Plan No.	<b>G-1-002</b>
Date	JAN 2020	Sheet	2 of 128		

REVISIONS		
DATE	DETAILS	INIT.
10/25/2018	ISSUED FOR 30% DESIGN REVIEW	S.F.
08/01/2019	ISSUED FOR 50% DESIGN REVIEW	S.F.
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01/23/2020	ISSUED FOR 100% DESIGN REVIEW	C.K.

**ABBREVIATIONS**

ABD	ABANDONED	H	HYDRO	TL	TRAFFIC LIGHT
ARCH	ARCHITECTURAL	H. DEFL	HORIZONTAL DEFLECTION	TMH	TELECOMMUNICATIONS MANHOLE
AV	AIR VALVE	HP	HYDRO POLE	TPZ	TREE PROTECTION ZONE
B	BELL	G	GAS MAIN	TRCA	TORONTO REGION CONSERVATION AUTHORITY
BH	BORE HOLE	GV	GATE VALVE	TS	TRAFFIC SIGN
BOL	BOLLARD	IB	IRON BAR	TV	TELEVISION
BT	BELL TELECOM	I.E.	INVERT ELEVATION	V. DEFL	VERTICAL DEFLECTION
BV	BUTTERFLY VALVE	LS	LIGHT STANDARD	VB	VALVE BOX
C.E.	COVER ELEVATION	LSHP	LIGHT STANDARD HYDRO POLE	VC	VALVE CHAMBER
C.I.	CAST IRON	M.O.E.	MINISTRY OF ENVIRONMENT	VIT	VITREOUS CLAY
CL	CENTERLINE	MIN	MINIMUM	WM	WATER MAIN
CLR	CLEARANCE	MAX	MAXIMUM	WV	WATER VALVE
CLF	CHAIN LINK FENCE	MB	MAIL BOX	WK	WATER KEY
CB	CATCH BASIN	MH	MAINTENANCE HOLE	WS	WATER SERVICES
CONC	CONCRETE	NO.	NUMBER		
COP	COPPER	PB	POWER BOX		
CPP	CONCRETE PRESSURE PIPE	PE	POLYETHYLENE		
CSP	CORRUGATED STEEL PIPE	PLYRSN	POLY RESIN		
CVC	CREDIT VALLEY CONSERVATION	PROP	PROPERTY		
CW	COMPLETE WITH	PVC	POLYVINYL CHLORIDE		
DBH	DIAMETER AT BREST HEIGHT	RIM EL.	RIM ELEVATION		
DC	DIVERSION CHAMBER	RCP	REINFORCED CONCRETE PIPE		
D.I.	DUCTILE IRON	RFO	ROGERS FIBER OPTIC		
DIA	DIAMETER	SAN	SANITARY SEWER		
DS	DROP STRUCTURE	SL	STREET LIGHT		
DV	DRAIN VALVE	ST	STEEL		
ESC	EROSION AND SEDIMENT CONTROL	STA	STATION		
EX	EXISTING	STM	STORM SEWER		
FH	FIRE HYDRANT				
FM	FORCE MAIN				
FOC	FIBRE OPTIC CABLE				

**GENERAL NOTES**

- ALL WORKS SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE AGENCY, CITY OF MISSISSAUGA, CCDC STANDARDS AND SPECIFICATIONS UNLESS STATED OTHERWISE.
- ALL EXISTING BURIED AND OVERHEAD UTILITIES INFORMATION HAS BEEN SHOWN IN ACCORDANCE WITH THE AVAILABLE RECORDS. THE VENDOR SHALL VERIFY EXACT LOCATION OF ALL EXISTING UTILITIES IN THE FIELD PRIOR TO COMMENCING THE WORK. ALL OVERHEAD CLEARANCE SHOWN ON DRAWINGS ARE APPROXIMATE, VENDOR TO FIELD VERIFY.
- VENDOR SHALL BE RESPONSIBLE FOR ALL PROTECTION, SUPPORT AND/OR TEMPORARY RELOCATION OF UNDERGROUND AND ABOVE GROUND UTILITIES PRIOR TO AND DURING CONSTRUCTION. PROTECTION OF ALL UTILITIES PRIOR TO AND DURING CONSTRUCTION SHALL CONFORM TO THE REQUIREMENTS OF THE SERVICE PROVIDER.
- ALL WORK ADJACENT TO ROAD PAVEMENT SHALL BE CARRIED OUT USING VERTICAL WALL TRENCH INSTALLATION SO AS TO MINIMIZE THE IMPACT ON TRAFFIC.
- CONSTRUCTION AND DETOUR SIGNS REQUIRED SHALL BE IN ACCORDANCE WITH "MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES" AND LATEST REVISION OF THE ONTARIO MINISTRY OF TRANSPORTATION "TRAFFIC CONTROL MANUAL OF ROADWAY WORKS OPERATIONS."
- ALL SHORING SHALL COMPLY WITH OHSA 235 (2). THE SUPPORT SYSTEM SHALL CONSIST OF AN ENGINEERED SUPPORT SYSTEM DESIGNED FOR THE SPECIFIC LOCATION OF THE PROJECT.
- REMOVE AND REINSTATE STREET FURNITURE (I.E. SIGNS, MAIL BOXES, GUIDE RAILS, CULVERTS, LIGHTS, SIGNAL POSTS ETC) AS NECESSARY. REINSTATE TO ORIGINAL CONDITION OR BETTER TO THE SATISFACTION OF THE ENGINEER AND THE AGENCY UPON COMPLETION.
- CULVERTS, POLES ETC. NOT REMOVED ARE TO BE PROTECTED. SHORE AND/OR BRACE TO PREVENT DAMAGE OR MOVEMENT. IF DAMAGED BY VENDOR, REINSTATE TO ORIGINAL CONDITION OR BETTER TO THE SATISFACTION OF THE ENGINEER AND THE AGENCY UPON COMPLETION.
- CONSTRUCTION RELATED ACTIVITIES OUTSIDE THE TEMPORARY AND PERMANENT EASEMENTS ARE STRICTLY PROHIBITED.
- ENBRIDGE CONSUMERS GAS MINIMUM HORIZONTAL (FROM EDGE OF GAS TO EDGE OF EXCAVATION) AND VERTICAL CLEARANCES TO BE MAINTAINED AS PER ENBRIDGE'S THIRD PARTY MANUAL TABLE 2-5, 2-6, AND 2-7. EXCAVATION PROCEDURES AND BACKFILLING EXPOSED GAS MAINS WITH UNSHRINKABLE FILL AS OUTLINED BY ENBRIDGE'S THIRD PARTY MANUAL.
- VENDOR SHALL CONFIRM THE LOCATION OF GAS MAINS AND SERVICES BY FIELD LOCATING AND DAYLIGHTING. FREQUENCIES AND LOCATION OF TEST HOLES AS PER TABLE 2-2 AND 2-3 OF ENBRIDGE'S THIRD PARTY MANUAL. CALL ONTARIO AT 1-800-400-2255, 5 DAYS IN ADVANCE.
- OPERATION OF HEAVY EQUIPMENT OVER THE GAS MAIN IS NOT PERMITTED UNLESS APPROVED BY ENBRIDGE. VEHICULAR LOADS IN EXCESS LISTED IN TABLE 3-1 OF ENBRIDGE'S THIRD PARTY MANUAL ARE NOT PERMITTED UNLESS APPROVED BY ENBRIDGE. PRIOR TO CONSTRUCTION, THE VENDOR SHALL SUBMIT A SHAFT CONSTRUCTION COMPOUND PLAN SHOWING THE PROPOSED LAYOUT OF SITE COMPOUNDS.
- VIBRATION LEVELS SHALL BE MONITORED AS PER THE CITY OF TORONTO BY-LAW 514-2008.
- VENDOR IS RESPONSIBLE FOR SAFETY AND SECURITY AT ALL TIMES DURING CONSTRUCTION OF THIS PROJECT.
- ALL AREAS IMPACTED BY CONSTRUCTION ACTIVITIES SHALL BE RESTORED TO THEIR ORIGINAL CONDITION OR BETTER, TO THE SATISFACTION OF THE ENGINEER AND THE AGENCY.
- APPROXIMATE TOP OF ROCK SHOWN IN PROFILE ARE FOR GENERAL PRESENTATION PURPOSES ONLY. VENDOR SHALL REFER TO GEOTECHNICAL BASELINE REPORT (GBR).

**TREE PROTECTION PLAN NOTES**

- THE TREE PROTECTION ZONES (TPZ) ARE IDENTIFIED IN THE ARBORIST REPORT INCLUDED IN THE TENDER DOCUMENTS.
- NO CONSTRUCTION ACTIVITY INCLUDING GRADE CHANGES, SURFACE TREATMENTS OR EXCAVATIONS OF ANY KIND IS PERMITTED WITHIN THE AREA IDENTIFIED ON THIS PLAN AS TREE PROTECTION ZONE (TPZ). NO ROOT CUTTING IS PERMITTED. NO STORAGE OF MATERIAL OR FILL IS PERMITTED. NO MOVEMENT OR STORAGE OF VEHICLES OR EQUIPMENT IS PERMITTED WITHIN THE TPZ. THE AREA(S) IDENTIFIED AS TPZ MUST REMAIN UNDISTURBED AT ALL TIMES.
- TREE PROTECTION BARRIERS FOR TREES SITUATED ON THE CITY ROAD ALLOWANCE WHERE VISIBILITY MUST BE MAINTAINED OR WITHIN CITY PARKS. TO BE A MINIMUM 1.2m HIGH AND CONSIST OF ORANGE WEB SNOW FENCING ON A 2" x 4" WOOD FRAME (SEE CITY OF MISSISSAUGA STD DETAIL 02830-6). ALL SUPPORTS AND BRACING USED TO SECURE THE BARRIER SHOULD BE LOCATED OUTSIDE THE TPZ. WHERE SOME FILL OR EXCAVATE HAS TO BE TEMPORARILY LOCATED NEAR A TREE PROTECTION BARRIER, PLYWOOD MUST BE USED TO ENSURE NO MATERIAL ENTERS THE TPZ.
- PRIOR TO COMMENCEMENT OF ANY SITE ACTIVITY THE TREE PROTECTION BARRIERS SPECIFIED ON THIS PLAN MUST BE INSTALLED AND WRITTEN NOTICE PROVIDED TO THE AGENCY, URBAN FORESTRY SERVICES. THE TREE PROTECTION BARRIERS MUST REMAIN IN EFFECTIVE CONDITION UNTIL ALL SITE ACTIVITIES INCLUDING LANDSCAPING ARE COMPLETE. A SIGN AS SPECIFIED MUST BE ATTACHED TO ALL SIDES OF THE BARRIER.
- TPZ DISTANCES ARE TO BE MEASURED FROM THE OUTSIDE EDGE OF THE TREE BASE.
- IF TREES ARE BEING ADVERSLY AFFECTED BY CONSTRUCTION, A WATERING AND FERTILIZING PROGRAM IS TO BE IMPLEMENTED TO THE SATISFACTION OF THE URBAN FORESTRY SERVICES.
- TREES IDENTIFIED FOR PRESERVATION BUT WHICH DIE, OR ARE DAMAGED BEYOND REPAIR, SHALL BE REPLACED AT THE VENDOR'S EXPENSE WITH A SIZE AND SPECIES OF TREE APPROVED BY THE URBAN FORESTRY SERVICES.
- ANY ROOTS OR BRANCHES WHICH EXTEND BEYOND THE TREE PROTECTION ZONE(S) INDICATED ON THIS PLAN WHICH REQUIRE PRUNING MUST BE PRUNED BY A QUALIFIED ARBORIST OR OTHER TREE PROFESSIONAL AS APPROVED BY URBAN FORESTRY SERVICES. ALL PRUNING OF TREE ROOTS AND BRANCHES MUST BE IN ACCORDANCE WITH GOOD ARBORICULTURAL STANDARDS. THE ARBORIST/TREE PROFESSIONAL MUST CONTACT FORESTRY SERVICES NO LESS THAN 48 HOURS PRIOR TO CONDUCTING ANY SPECIFIED WORK.
- PROTECTION OF THE TREES INDICATED ON THIS PLAN MUST BE IN ACCORDANCE WITH THE CITY OF MISSISSAUGA STREET TREE BY-LAW.
- ANY QUESTIONS SHOULD BE DIRECTED TO THE ENGINEER OR CONTRACT ADMINISTRATOR.

**DIMENSIONING**

- ALL DIMENSIONS ARE IN MILLIMETRES (mm) UNLESS NOTED OTHERWISE.
- ALL ELEVATIONS ARE IN METRES (m) UNLESS NOTED OTHERWISE.

**LEGEND OF SYMBOLS**

	PROPOSED WATERMAIN		CUT AND PLUG
	PROPOSED SANITARY		STANDARD IRON BAR
	PROPOSED SANITARY LATERAL		IRON BAR
	EXISTING WATERMAIN		ROUND IRON BAR
	EXISTING SANITARY PIPE & MANHOLE		SLOPE
	EXISTING STORM PIPE & MANHOLE		FIRE HYDRANT
	EXISTING GAS MAIN		FIRE HYDRANT VALVE
	EXISTING BELL LINE		ELECTRICAL JUNCTION BOX
	EXISTING CABLE LINE		LIGHT STANDARD
	EXISTING HYDRO LINE		BELL MANHOLE
	MISCELLANEOUS TREE		SANITARY MANHOLE
	BOLLARD		STORM MANHOLE
	HYDRO LIGHT POLE		BELL PEDESTAL
	HYDRO POLE		CABLE TV PEDESTAL
	ELECTRICAL HAND WELL		RAILWAY SIGNALS
	CURB STOP WATER SERVICE		STOP SIGN
	DOUBLE CATCH BASIN		TRAFFIC LIGHT
	DITCH INLET CATCH BASIN		TRAFFIC SIGN - OTHER
	BOREHOLE - SEE GEOTECHNICAL INVESTIGATION REPORT		POTENTIAL TREE REMOVAL
	FLAG POLE		YIELD SIGN
	FENCE GATE		WATER VALVE CHAMBER
	GAS MARKER		REDUCER
	TV MARKER		EX. VALVE & BOX
	HANDICAP		END PLUG
	HORIZONTAL CONTROL MONUMENT		EXISTING V.B., V.C. OR HYDRANT TO BE REMOVED
	VERTICAL CONTROL MONUMENT (BENCHMARK)		EXISTING VALVE IN PROFILE
	SUBSURFACE SETTLEMENT MARKER		
	SUBSURFACE SETTLEMENT POINT		
	IN-PLACE INCLINOMETER (2 POINTS)		
	TEST PIT		

Approved by \_\_\_\_\_

working with you

**ABBREVIATIONS, LEGEND, AND GENERAL NOTES**

CAD Area	X-XX	Area	Z-41 to Z-45	Project No.	16-2291
Checked by	C.K.	Drawn by	C.A.	Plan No.	<b>G-1-003</b>
Date	JAN 2020	Sheet	3 of 128		

**SITE SURVEY RESPONSIBILITIES**

- VERTICAL DATUM: CANADIAN GEODETIC DATUM, 1928 (NOT 1978 SOUTHERN ONTARIO ADJUSTMENT). HORIZONTAL DATUM: NAD83(ORIGINAL) - UTM ZONE 17N.
- ANY DISCREPANCIES BETWEEN SITE CONDITIONS AND THE DRAWINGS MUST BE REPORTED TO THE ENGINEER PRIOR TO THE COMMENCEMENT OF CONSTRUCTION AND APPROPRIATE ACTION TAKEN TO THE SATISFACTION OF THE AGENCY.
- ALL SURVEY POINTS SHALL BE VERIFIED IN THE FIELD BY THE VENDOR PRIOR TO CONSTRUCTION. ANY DISCREPANCIES BETWEEN THE DRAWINGS AND THE LAYOUT SHALL BE REPORTED TO THE ENGINEER AND THE ENGINEER SHALL NOTIFY THE AGENCY OF THE NECESSARY CHANGES.
- EXISTING UTILITIES AND PIPE LINES ARE SHOWN IN APPROXIMATE LOCATION BASED UPON RECORD PLANS AND INFORMATION. VENDOR TO CONFIRM EXISTING DIMENSIONS, ELEVATIONS AND LOCATION OF ALL UTILITIES AND PIPE LINES, STRUCTURES AND FACILITIES AS REQUIRED, CONFIRMING CLEARANCE FOR CONSTRUCTION PRIOR TO COMMENCEMENT OF WORKS.
- COORDINATES SHOWN FOR MAINTENANCE HOLES ARE TO CENTRE OF BASE SLAB.
- ELEVATIONS GIVEN ARE FINISHED GRADE, TOP OF PAVEMENT, TOP OF STRUCTURES, OR TOP OF SIDEWALK UNLESS OTHERWISE NOTED.
- SOURCE OF TOPOGRAPHY SHOWN ON THE DRAWINGS ARE BASE MAPS PROVIDED BY FIELD SURVEY. EXISTING CONDITIONS MAY VARY FROM THOSE SHOWN. THE VENDOR SHALL VERIFY EXISTING CONDITIONS AND ADJUST WORK PLAN ACCORDINGLY PRIOR TO BEGINNING CONSTRUCTION. SURVEY MARGIN OF ERROR IS +/-20mm.

**ENVIRONMENTAL MANAGEMENT NOTES**

- AN ENVIRONMENTAL BRIEFING WILL BE HELD WITH THE VENDOR PRIOR TO THE START OF CONSTRUCTION TO REVIEW THE ENVIRONMENTAL MANAGEMENT, PROTECTION AND RESTORATION MEASURES AND REQUIREMENTS.
- ALL EROSION, SEDIMENTATION AND VEGETATION PROTECTION CONTROL MEASURES SHALL BE PROPERLY INSTALLED, MONITORED AND MAINTAINED THROUGHOUT CONSTRUCTION AND REMAIN IN PLACE IN GOOD CONDITION UNTIL SUCH TIME AS AREAS ARE STABILIZED AND VEGETATIVE COVER IS ESTABLISHED AND APPROVED BY THE ENGINEER.
- ALL ACTIVITIES, INCLUDING VEHICLE MAINTENANCE PROCEDURES AND FUELING SHALL BE CONTROLLED TO PREVENT THE ENTRY OF PETROLEUM PRODUCTS, DEBRIS, RUBBLE, CONCRETE OR THE DELETERIOUS SUBSTANCES INTO THE WATER. EQUIPMENT AND VEHICULAR MAINTENANCE SHALL BE CONDUCTED AWAY FROM THE WATER, SANITARY AND STORM SEWER SYSTEMS AND/OR WATER COURSE AS PER PERMIT REQUIREMENTS.
- ALL AREAS IMPACTED BY CONSTRUCTION ACTIVITIES SHALL BE RESTORED TO ORIGINAL CONDITIONS OR TO THE RESTORATION REQUIREMENTS SPECIFIED. VEGETATION RESTORED WILL BE WITH NATIVE/NON INVASIVE OR AS SPECIFIED IN DRAWINGS OR CONTRACT DOCUMENTS UPON COMPLETION OF THE WORK ON A ONE TO ONE BASIS. VENDOR REMOVE ALL EXCESS FILL RESULTING FROM CONSTRUCTION WITHIN THE REGIONAL FLOOD PLAIN. GRADES WITHIN THE REGIONAL FLOOD PLAIN SHALL BE MAINTAINED.
- ALL HEAVY MACHINERY AND OTHER SUCH ITEMS CONTAINING FUEL/POLLUTANTS SHALL BE STORED OUTSIDE THE REGIONAL STORM FLOODPLAIN.

**SITE PREPARATION GENERAL NOTES**

- ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE NOTED.
- ALL CONSTRUCTION EQUIPMENT AND MATERIALS TO BE CONTAINED WITHIN THE COMPOUND LIMITS AT ALL TIMES.
- VENDOR TO VERIFY LOCATION OF EX. UTILITIES PRIOR TO COMMENCEMENT OF ANY WORKS AND TAKE APPROPRIATE MEASURES TO PROTECT THEM. VENDOR TO NOTIFY CONTRACT ADMINISTRATOR OF ANY DISCREPANCIES IN LOCATES.
- VENDOR SHALL NOTIFY THE AGENCY PRIOR TO ANY TREE REMOVAL OR TREE PRUNING. ALSO SEE TREE PROTECTION PLAN NOTES ON DWG. G-1-003.
- VENDOR TO TREAT WATER FROM DEWATERING OPERATIONS PRIOR TO DISCHARGE IN EXISTING SEWER SYSTEMS OR DITCH OR WATER COURSE. VENDOR MUST RECEIVE APPROVAL FROM THE REGULATORY AGENCY PRIOR TO DISCHARGE. VENDOR WILL BE RESPONSIBLE FOR ALL COSTS ASSOCIATED WITH PERMITS AND DISCHARGE.
- EXISTING PEDESTRIAN ACCESS OR PEDESTRIAN DETOUR ROUTES TO BE MAINTAINED AT ALL TIMES, UNLESS NOTED OTHERWISE.

**EROSION AND SEDIMENT CONTROL**

**GENERAL**

- EROSION AND SEDIMENT CONTROL (ESC) MEASURES (INCLUDING SILT FENCES AND SILT SOCKS) WILL BE IMPLEMENTED PRIOR TO, AND MAINTAINED DURING THE CONSTRUCTION PHASES; TO BE PLACED PRIOR TO ANY TOPSOIL STRIPPING OR PRE-GRADING OPERATIONS. ESC MEASURES SHALL PREVENT ENTRY OF SEDIMENT INTO THE WATERCOURSE/NATURAL AREAS AND AVOID SURFACE RUNOFF FROM LEAVING THE SITE "UNTREATED". ALL SILT FENCE SHALL BE PER PEEL STD. DWG. 5-2-13
- VENDOR TO FLUSH EXISTING ON-SITE STORM SEWERS AND CULVERTS AND CLEAR ANY DEBRIS AT THE INLETS AND OUTLETS PRIOR TO AND AFTER THE SITE CONSTRUCTION ACTIVITIES.
- IMPLEMENT AND MAINTAIN EROSION AND SEDIMENT CONTROL DEVICES DURING CONSTRUCTION. EROSION AND SEDIMENTATION CONTROLS ARE TO BE KEPT IN PLACE AND FUNCTIONAL UNTIL THE SITE IS STABILIZED.
- ALL EROSION AND SEDIMENT CONTROLS ARE TO BE INSPECTED ON A WEEKLY BASIS (AND AFTER ANY STORM EVENT) AND CLEARED OR REPLACED, AS REQUIRED. ALL DAMAGED EROSION AND SEDIMENT CONTROL MEASURES SHOULD BE REPAIRED AND/OR REPLACED IMMEDIATELY AND WITHIN 48 HOURS OF THE INSPECTION.
- EXISTING CATCH BASIN COVERS TO BE WRAPPED IN FILTER CLOTH PER CITY OF MISSISSAUGA STANDARD 2930.040 WHICH WILL BE MONITORED, MAINTAINED AND REPLACED WHEN NECESSARY. VENDOR SHALL BE RESPONSIBLE FOR ANY FLOODING RESULTING FROM BLOCKED OR IMPAIRED DRAINAGE SYSTEMS.
- REMOVE SILT FROM DEWATERING AND OTHER PUMPING OPERATIONS PRIOR TO DISCHARGE. DEWATERING DISCHARGE SHALL MEET RECEIVING BODY REQUIREMENTS AS DEFINED BY THE APPROPRIATE SEWER USE BY-LAWS PRIOR TO DISCHARGE. VENDOR TO APPLY FOR PERMIT WITH CITY OF MISSISSAUGA (STORM) PER BY-LAW 259-05 AND/OR REGION OF PEEL (SANITARY) PER BY-LAW 53-2010.
- PROVIDE DUST CONTROL AT ALL TIMES INCLUDING THE MAINTENANCE AND CLEANUP (WHEN NECESSARY) OF ROADS ADJACENT TO THE PROJECT. CLEAN OFF TRUCKS AND EQUIPMENT PRIOR TO LEAVING THE SITE TO PREVENT MUD AND DIRT TRACKING ONTO ROADS.
- EXTRACTED GROUND WATER SHALL BE DIRECTED INTO PORTABLE SEDIMENT CONTROL TANK(S) IN ORDER TO ENSURE THAT SEDIMENT LOADED WATER DOES NOT ENTER WATERCOURSES. DISCHARGE OF SILT AND SEDIMENT LADEN WATER TO ANY WATERCOURSE IS PROHIBITED. THE DISCHARGE FROM DIRECT DEWATERING PUMPS SHOULD BE DISPERSED THROUGH VEGETATED AREAS AT LEAST 30m FROM ANY WATERCOURSE AND INCLUDE EROSION CONTROL MEASURES AND ENERGY DISSIPATION MEASURES AS PER THE CITY OF MISSISSAUGA PERMIT REQUIREMENTS.
- ALL EROSION, SEDIMENTATION AND VEGETATION PROTECTION CONTROL MEASURES SHALL BE PROPERLY INSTALLED, MONITORED AND MAINTAINED THROUGHOUT CONSTRUCTION AND REMAIN IN PLACE IN GOOD CONDITION. DISTURBED AREAS SHALL BE MINIMIZED TO THE EXTENT POSSIBLE, AND TEMPORARILY OR PERMANENTLY STABILIZED OR RESTORED AS THE WORK PROGRESSES WITH NATIVE/NON-INVASIVE SPECIES AS APPROVED BY THE TRCA/CVC ENFORCEMENT OFFICER.
- THE VENDOR'S PROJECT MANAGER AND THE AGENCY'S CONTRACT ADMINISTRATOR/REPRESENTATIVE WILL ATTEND THE SITE TO INSPECT ALL NEW CONTROLS, AS WELL AS ON A REGULAR BASIS, OR FOLLOWING RAIN/SNOWMELT EVENT, TO MONITOR ALL WORKS, AND IN PARTICULAR WORKS RELATED TO EROSION AND SEDIMENT CONTROLS, DEWATERING OR UNWATERING, RESTORATION AND IN- OR NEAR- WATER WORKS. SHOULD CONCERNS ARISE ON SITE THE CONTRACT ADMINISTRATOR WILL CONTACT THE PROPONENT, TRCA/CVC ENFORCEMENT OFFICER, AND ANY OTHER APPROPRIATE PARTIES.
- ALL CONSTRUCTION ACTIVITIES, INCLUDING MAINTENANCE PROCEDURES, WILL BE CONTROLLED TO PREVENT THE ENTRY OF PETROLEUM PRODUCTS, DEBRIS, RUBBLE, CONCRETE, SEDIMENTS, OR OTHER DELETERIOUS SUBSTANCES INTO THE WATER. EQUIPMENT MAINTENANCE AND VEHICULAR REFUELING WILL BE CONDUCTED A MINIMUM OF 30 METERS FROM THE WATERCOURSE/WETLAND.
- ALL DEWATERING/UNWATERING SHALL BE TREATED AND RELEASED TO THE ENVIRONMENT AT LEAST 30 METRES FROM A WATERCOURSE OR WETLAND AND ALLOWED TO DRAIN THROUGH A WELL-VEGETATED AREA. NO DEWATERING EFFLUENT SHALL BE SENT DIRECTLY TO ANY WATERCOURSE, WETLAND OR FOREST, OR ALLOWED TO DRAIN ONTO DISTURBED SOILS WITHIN THE WORK AREA; DISCHARGE IS TO BE RELEASED TO AN UNDISTURBED NATURAL AREA. THESE CONTROL MEASURES SHALL BE MONITORED FOR EFFECTIVENESS AND MAINTAINED OR REVISED TO MEET THE OBJECTIVE OF PREVENTING THE RELEASE OF SEDIMENT LADEN WATER AND ACHIEVING THE WATER QUALITY TARGETS.
- THE EROSION AND SEDIMENT CONTROL STRATEGIES OUTLINED ON THE PLANS ARE NOT STATIC AND MAY NEED TO BE UPGRADED/AMENDED AS SITE CONDITIONS CHANGE TO MINIMIZE SEDIMENT LADEN RUNOFF FROM LEAVING THE WORK AREAS. IF THE PRESCRIBED MEASURES ON THE PLANS ARE NOT EFFECTIVE IN PREVENTING THE RELEASE OF A DELETERIOUS SUBSTANCE, INCLUDING SEDIMENT, THEN ALTERNATIVE MEASURES MUST BE IMPLEMENTED IMMEDIATELY TO MINIMIZE POTENTIAL ECOLOGICAL IMPACTS. CONTRACT ADMINISTRATOR AND/OR TRCA/CVC ENFORCEMENT OFFICER, WHICHEVER APPLICABLE, SHOULD BE IMMEDIATELY CONTACTED. ANY DEVIATION FROM APPROVED PLANS MUST BE DESIGNED BY A QUALIFIED PROFESSIONAL. ADDITIONAL ESC MATERIALS (I.E. SILT FENCE, FILTER SOCKS, STRAW BALES, CLEAR STONES, ETC.) ARE TO BE KEPT ON SITE FOR EMERGENCIES AND REPAIRS.
- ALL IN-WATER AND NEAR WATER WORKS WILL BE CONDUCTED IN THE DRY WITH APPROPRIATE EROSION AND SEDIMENT CONTROLS. PLAN THE WORK ACCORDINGLY WITH THE WEATHER FORECAST. ALL ACCESS TO THE WORK SITE SHALL BE FROM EITHER SIDE OF THE WATERCOURSE OR WETLAND. NO EQUIPMENT OR VEHICLES ARE PERMITTED TO CROSS THROUGH THE WATERCOURSE OR WETLAND UNLESS APPROVED BY TRCA/CVC, WHICHEVER IS APPLICABLE.
- ALL EROSION CONTROL AND TEMPORARY ROADS, STRUCTURES AND FACILITIES TO BE REMOVED FOLLOWING CONSTRUCTION AND AREAS RESTORED TO THE SATISFACTION OF THE ENGINEER.
- PERSON RESPONSIBLE FOR ECS MEASURES: JESSICA LI, Li, Jessica.LI@jacobs.com, 416-499-9000 EXT. 73853.

**ADDITIONAL CONSERVATION AUTHORITY (CA) EROSION AND SEDIMENT CONTROL NOTES:**

- ALL WORKS SHALL BE CONDUCTED IN ACCORDANCE WITH THE TERMS AND CONDITIONS OF CA PERMIT.
- ALL GRADES WITHIN THE REGULATORY FLOOD PLAIN WILL BE MAINTAINED OR MATCHED.
- THE VENDOR SHALL MONITOR THE WEATHER SEVERAL DAYS IN ADVANCE OF THE ONSET OF THE PROJECT TO ENSURE THAT THE WORKS WILL BE CONDUCTED DURING FAVORABLE WEATHER CONDITIONS. SHOULD AN UNEXPECTED STORM ARISE, THE VENDOR WILL REMOVE ALL UNFIXED ITEMS FROM THE REGIONAL STORM FLOOD PLAIN THAT WOULD HAVE THE POTENTIAL TO CAUSE A SPILL OR AN OBSTRUCTION TO FLOW, E.G., FUEL TANKS, PORT-A-POTTIES, MACHINERY, EQUIPMENT, CONSTRUCTION MATERIALS, ETC.
- THE VENDOR SHALL MONITOR WEATHER FORECASTS TO ENSURE THAT THE WORKS WILL BE CONDUCTED IN FAVORABLE WEATHER. THE VENDOR IS RESPONSIBLE FOR REMOVING ALL CONSTRUCTION EQUIPMENT AND MATERIALS THAT WOULD HAVE POTENTIAL TO CAUSE A SPILL OR OBSTRUCTION (I.E. FUEL TANKS, PORTABLE TOILETS, MACHINERY, ETC.), FROM THE 100 YEAR FLOODPLAIN IN THE CASE OF A LARGE STORM EVENT. \*OR SITE-SPECIFIC STORM EVENT
- IN ORDER TO COMPLY WITH THE MIGRATORY BIRDS CONVECTION ACT, CA RECOMMENDS THAT TREE REMOVALS BE COMPLETED BETWEEN AUGUST 1 AND APRIL 1. TO PROTECT LOCAL FISH POPULATIONS DURING THEIR SPAWNING, NURSERY AND MIGRATORY PERIODS, IN-WATER ACTIVITIES, MAY ONLY OCCUR DURING THE PERIODS SPECIFIED BY CA.
- BE ADVISED THAT CONSERVATION AUTHORITY MAY, AT ANY TIME, WITHDRAW THIS PERMISSION. IF, IN THE OPINION OF THE AUTHORITY, THE CONDITIONS OF THE PERMIT ARE NOT BEING COMPLIED WITH. THIS APPROVAL DOES NOT EXEMPT THE PROPERTY OWNER/APPLICANT/AGENT FROM THE PROVISIONS OF ANY OTHER FEDERAL, PROVINCIAL OR MUNICIPAL STATUTES, REGULATIONS OR BY-LAWS, OR ANY RIGHTS UNDER COMMON LAW.
- PLEASE REFER TO ESC GUIDELINE FOR URBAN CONSTRUCTION (DECEMBER 2006) FOR THE DESIGN AND DESIGN ALTERATION OF ESC MEASURES.
- THE PROJECT PROPONENT OR THEIR REPRESENTATIVE IS ULTIMATELY RESPONSIBLE FOR CONTROLLING SEDIMENT AND EROSION WITHIN THE CONSTRUCTION SITE FOR THE TOTAL PERIOD OF THE CONSTRUCTION.
- ALL CA-REGULATED DISTURBED GROUND LEFT INACTIVE FOR MORE THAN 30 DAYS SHALL BE STABILIZED USING APPROPRIATE EROSION CONTROL MEASURES AND AN APPROPRIATE NATIVE NON-INVASIVE SEED MIX OR WITH THE FINAL APPROVED RESTORATION PLAN.
- ANY SEDIMENT SPILL FROM THE SITE SHOULD BE REPORTED TO MINISTRY OF ENVIRONMENT (SPILL ACTION CENTER) AT 1-800-268-6060.
- IF EXCESSIVE SILTATION RESULTS FROM THE CONSTRUCTION ACTIVITIES, THE ONSITE SUPERVISOR/INSPECTOR AND/OR CA RESERVE THE RIGHT TO REQUEST ADDITIONAL ESC MEASURES WHICH WOULD BE INSTALLED PRIOR TO FURTHER CONSTRUCTION ACTIVITIES.
- AN AFTER-HOURS CONTACT NUMBER IS TO BE VISIBLY POSTED ON-SITE FOR EMERGENCIES. ALL THE PLANS SHOULD HAVE NAME AND CONTACT INFO OF THE PERSON RESPONSIBLE FOR ESC MEASURES.

REVISIONS		
DATE	DETAILS	INIT.
10/25/2018	ISSUED FOR 30% DESIGN REVIEW	S.F.
08/01/2019	ISSUED FOR 50% DESIGN REVIEW	S.F.
11/15/2019	ISSUED FOR 90% DESIGN REVIEW	C.K.
01/23/2020	ISSUED FOR 100% DESIGN REVIEW	C.K.

**GENERAL NOTES FOR PRECAST CIRCULAR OR RECTANGULAR MAINTENANCE HOLES**

- PRECAST MAINTENANCE HOLES TO BE SUPPLIED BY A MANUFACTURER CERTIFIED UNDER THE OCCPA PLANT PREQUALIFICATION PROGRAM (STD. DWG. 2-0-1)
- PROVIDE MONOLITHIC BASE SECTIONS FOR ALL MAINTENANCE HOLES UNLESS ALTERNATE APPROVED AND SPECIFIED ON PROJECT SPECIFIC REQUIREMENTS.
- USE ALTERNATIVE BASE, TOP, PIPE SUPPORT OR CONNECTOR, STEPS, FRAME AND COVER AND/OR BENCHING ONLY WHERE APPROVED AND SPECIFIED ON PROJECT SPECIFIC REQUIREMENTS. PROVIDE BASE EXTENSIONS FOR UPLIFT PREVENTION ON PRECAST MAINTENANCE HOLES 1200mm DIAMETER OR GREATER WHERE REQUIRED. REFER TO CONTRACT DRAWINGS AND SPECIFICATIONS AND GEOTECHNICAL REPORT FOR PROJECT SPECIFIC REQUIREMENTS.
- SPECIAL BASE DESIGN REQUIRED FOR DEPTHS GREATER THAN 9.0m.
- SEE NOTES ON PEEL STD. DWG. 2-0-1
- APPROVED ADJUSTMENT UNITS AND APPROVED FRAME AND COVER SYSTEMS TO BE INSTALLED AS PER MANUFACTURER'S INSTRUCTIONS (STD. DWGS. SECTION 2-6).
- FILL LIFTING HOLES WITH 1:3 NON SHRINK MORTAR MIX.
- FROST STRAPS SHALL BE INSTALLED AT ALL RISER, TOP AND BASE SECTION JOINTS ON ALL PRECAST MAINTENANCE HOLES TO A MAXIMUM DEPTH OF 3.0m FROM FINISHED GRADE (STD. DWG. 2-5-23).
- WATERPROOF MEMBRANE SHALL BE APPLIED AROUND ALL RISER, TOP AND BASE SECTION JOINTS AND ADJUSTMENT UNIT JOINTS ON ALL MAINTENANCE HOLES. WATERPROOF MEMBRANE TO BE "MEL-ROL" BY W.R. MEADOWS OF MILTON ONTARIO OR APPROVED EQUAL. EXTEND COMPLETELY AROUND ALL RISER SECTION JOINTS WITH A MINIMUM 300mm WIDE STRIP. WATERPROOF ABOVE GRADE SURFACES WITH "CEM-KOTE FLEX ST" BY W.R. MEADOWS OF MILTON ONTARIO OR APPROVED EQUAL (STD. DWG. 2-5-25).
- FRP SAFETY PLATFORMS BY ACCESS INDUSTRIAL OF MISSISSAUGA ONTARIO, OR ALUMINUM SAFETY PLATFORMS, WHERE REQUIRED, TO BE INSTALLED IN MAINTENANCE HOLES 1200mm DIAMETER OR GREATER (STD. DWGS. SECTION 2-6). PLATFORMS TO BE ANCHORED USING 316 SS HILTI KWIK BOLTS OR ENGINEER APPROVED EQUAL.
- FRP LADDERS BY ACCESS INDUSTRIAL OF MISSISSAUGA ONTARIO, OR ALUMINUM LADDERS, TO BE INSTALLED IN ALL MAINTENANCE HOLES 1200mm DIAMETER OR GREATER (STD DWGS. SECTION 2-6). LADDERS TO BE ANCHORED USING 316 SS HILTI KWIK BOLTS OR ENGINEER APPROVED EQUAL.
- BENCHING TO BE CONSTRUCTED TO THE OBVERT OF THE PIPE IN ALL CASES WITH 15MPa CONCRETE UNLESS OTHERWISE INDICATED (STD. DWG. 2-5-20). BENCHING AS PER OPSS PROV 1350, MATERIAL SPECIFICATION FOR CONCRETE MATERIALS AND PRODUCTION.
- FOR PVC PIPE, USE A FLEXIBLE WATERTIGHT CONNECTOR WITH GRANULAR BEDDING (STD. DWG. 2-5-15).
- FOR RIGID PIPE, SUPPORT FROM MAINTENANCE HOLE TO FIRST JOINT WITH MIN. 20 MPa. CONCRETE CRADLE (STD. DWG. 2-5-16).
- IF MONOLITHIC RISER OR PRECAST RISER SECTIONS ARE USED, THEN THE LADDER (OR FIRST STEP) CAN BE ANCHORED INTO THE SECTION TO MEET THE MAX. 300mm DISTANCE FROM SURFACE. IF COMPOSITE SECTIONS ARE USED, THEN FRP LADDER MUST ANCHOR INTO TOP OF CONE OR TOP OF BARREL SECTION AND EXTEND TO WITHIN 300mm OF SURFACE.
- ALL CHAMBERS LOCATED OUTSIDE OF R.O.W. OR WITHIN PARK SETTINGS MUST HAVE A 1500mm HIGH SANITARY CHAMBER MARKING POST (GREEN IN COLOUR), WITHIN 600mm OF CHAMBER COVER (STD. DWG. 2-5-24).

**GENERAL NOTES FOR PIPING**

- SUBMIT CONCRETE PRESSURE PIPE SHOP DRAWINGS TO THE ENGINEER FOR INFORMATION. ALL DRAWINGS SHALL BEAR THE SIGNATURE AND SEAL OF A PROFESSIONAL ENGINEER LICENSED TO PRACTISE IN ONTARIO.
- REFER TO STD. DWG. 2-7-11 FOR MAXIMUM PIPE SIZES IN PRECAST MAINTENANCE HOLES OR CHAMBERS.
- THE CONCRETE PRESSURE PIPE SHALL BE DESIGNED FOR INTERNAL PRESSURE TESTING TO 50psi (435kPa) AT SPRINGLINE OF PIPE WITHIN PRESSURE TEST AREA. AIR TESTING IS NOT PERMITTED.

**TEMPORARY SHAFT LOCATION**

DWG. NO.	SHAFT/MH NO.	ROAD CHAINAGE	NORTHING	EASTING
C-036	SH-2A	10+553.729	4 836 832.681	606 958.362
C-036	SH-2B	10+608.723	4 836 875.639	606 992.708
C-026	SH-3	7+910.392	4 834 740.971	605 347.187
C-018	SH-4	5+635.708	4 832 943.715	603 956.580
C-013	SH-5B	4+312.913	4 831 890.119	603 156.360
C-013	SH-5	4+261.908	4 831 850.309	603 124.481

**PERMANENT MH AND CHAMBER LOCATION**

DWG. NO.	SHAFT/MH NO.	ROAD CHAINAGE	NORTHING	EASTING
C-036	DS-2A	10+553.729	4 836 832.681	606 958.362
C-036	DC-2A	10+512.258	4 836 804.290	606 927.390
C-036	DC-2B	10+523.738	4 836 817.330	606 929.393
C-036	DC-2C	10+541.629	4 836 827.347	606 945.535
C-026	MH-3	7+910.392	4 834 740.971	605 347.187
C-026	MH-3A	7+899.053	4 834 730.115	605 342.911
C-026	MH-3B	7+905.868	4 834 732.833	605 350.893
C-026	MH-3C	7+916.019	4 834 741.636	605 356.022
C-026	MH-3D	7+921.887	4 834 749.731	605 354.713
C-026	MH-3E	7+898.582	4 834 727.792	605 345.396
C-026	MH-3F	7+903.528	4 834 729.765	605 351.189
C-026	MH-3G	7+918.698	4 834 742.920	605 358.853
C-026	MH-3H	7+923.091	4 834 748.981	605 357.873
C-018	DS-4	5+635.708	4 832 943.715	603 956.580
C-018	DC-4	5+600.620	4 832 919.658	603 930.429
C-013	MH-5B	4+312.913	4 831 890.119	603 156.360



Approved by \_\_\_\_\_

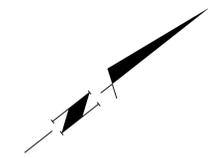
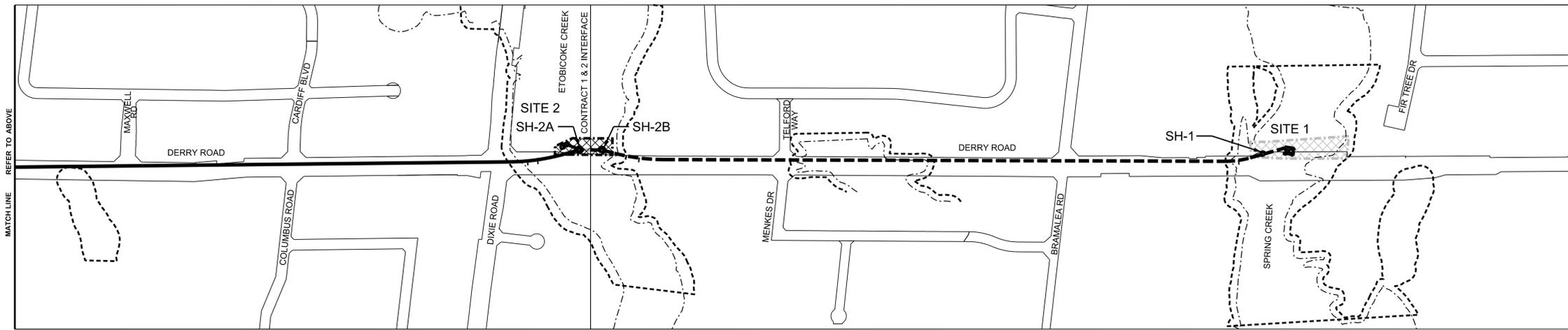
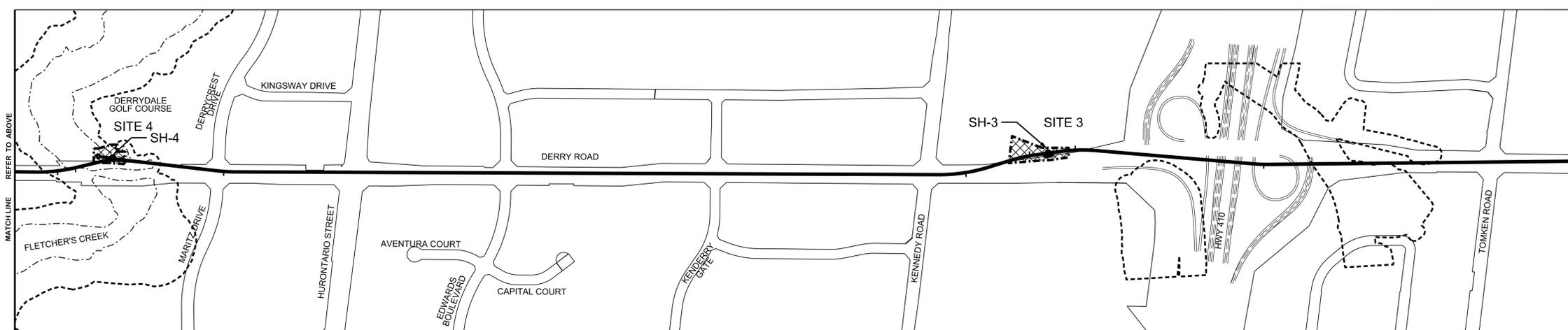
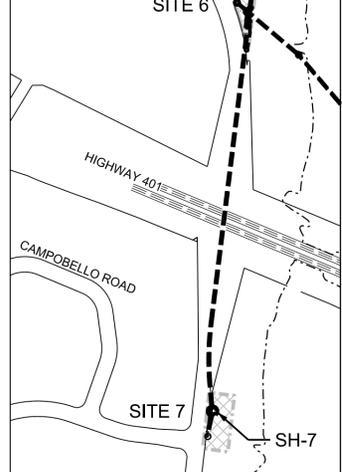
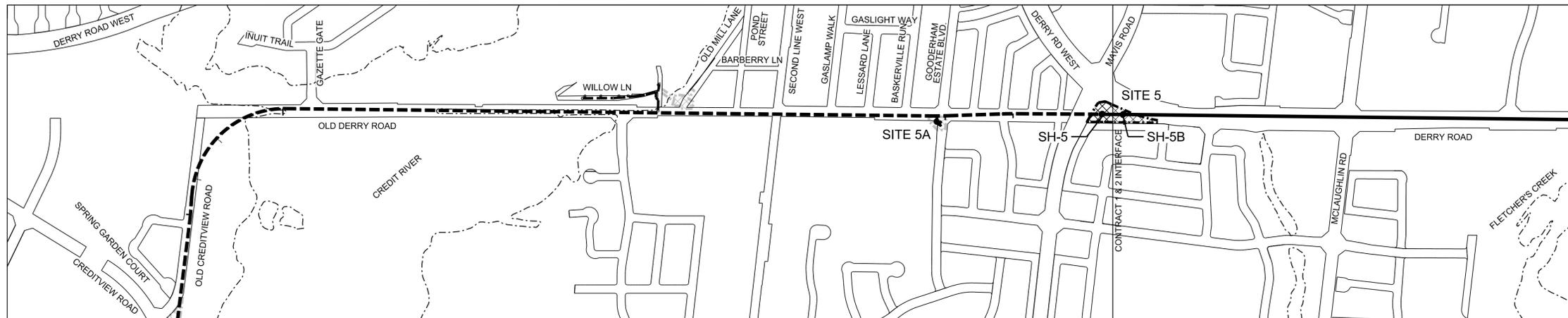


**Region of Peel**  
working with you

**ABBREVIATIONS, LEGEND, AND GENERAL NOTES (2)**

CAD Area	X-XX	Area	Z-41 to Z-45	Project No.	16-2291
Checked by	C.K.	Drawn by	C.A.	Plan No.	<b>G-1-004</b>
Date	JAN 2020	Sheet	4 of 128		

REVISIONS		
DATE	DETAILS	INIT.
11/15/2019	ISSUED FOR 90% DESIGN REVIEW	P.D.
01/23/2020	ISSUED FOR 100% DESIGN REVIEW	P.D.



**LEGEND:**

-  CONTRACT 1 TUNNEL - AWARD JUNE 1, 2019
-  CONTRACT 1 SITE COMPOUND LAYDOWN AREA
-  CONTRACT 2 - BY OTHERS
-  CONSERVATION AUTHORITY REGULATION LIMITS
-  FLOOD LINE LIMITS

**NOTES:**

1. CONTRACT 1 IDENTIFIES WORK LOCATIONS AT SITES 2 & 5, WHICH WILL BE TRANSFERRED TO CONTRACT 2. THE DATE OF THE TRANSFERS ARE:  
 SITE 2 - JULY 22, 2022  
 SITE 5 - JUNE 3, 2022  
 SEE SPECIFICATIONS FOR WORK SEQUENCING AND SCHEDULE CONSTRAINTS/ REQUIREMENTS TO MEET THE ABOVE DATES.  
 CONTRACT 1 LAYDOWN AREA IS SHOWN ON SITE PREPARATION PLAN 2-SP1-002 FOR SITE 2 AND 5-SP1-002 FOR SITE 5. WHEN PART OF THE LAYDOWN AREAS ARE TRANSFERRED TO CONTRACT 2, AT THE DATES SHOWN ABOVE, THE LAYDOWN AREA WILL BE REDUCED AS SHOWN ON REDUCED SITE LAYDOWN PLAN 2-SP1-003 FOR SITE 2 AND 5-SP1-003 FOR SITE 5.
2. A SCHEDULE THAT IDENTIFIES SUGGESTED CONSTRUCTION SEQUENCING PLAN TO MEET ABOVE CONSTRAINTS IS AVAILABLE. THIS IS A SUGGESTED SEQUENCE PLAN. THE VENDOR MAY PROPOSE A NEW PLAN OR CHANGES TO THE PLAN. HOWEVER, ALL REVISIONS MUST BE APPROVED BY THE AGENCY TO ENSURE IT MEETS THE CONSTRAINTS IDENTIFIED PRIOR TO IMPLEMENTATION. APPROVAL OF A NEW PLAN IS FOR CONCEPT ONLY AND VENDOR WILL BE REQUIRED TO CARRY THE COST OF ANY CHANGES, DIRECT OR INDIRECT THAT RESULT FROM THE NEW PLAN.
3. FINAL SITE RESTORATION OF SITE 2 AND 5 IS IDENTIFIED AS A PROVISIONAL ITEM. AGENCY WILL DIRECT UNDER WHICH CONTRACT THIS WORK WILL BE COMPLETED.
4. REGULATORY BODY FOR CREEK CROSSINGS:  
 - CVCA CREDIT RIVER AND FLETCHER'S CREEK  
 - TRCA ETOBICOKE CREEK AND SPRING CREEK

**JACOBS**

Approved by \_\_\_\_\_

**Region of Peel**  
working with you

**KEY MAP**  
**PROJECT CONSTRAINTS**

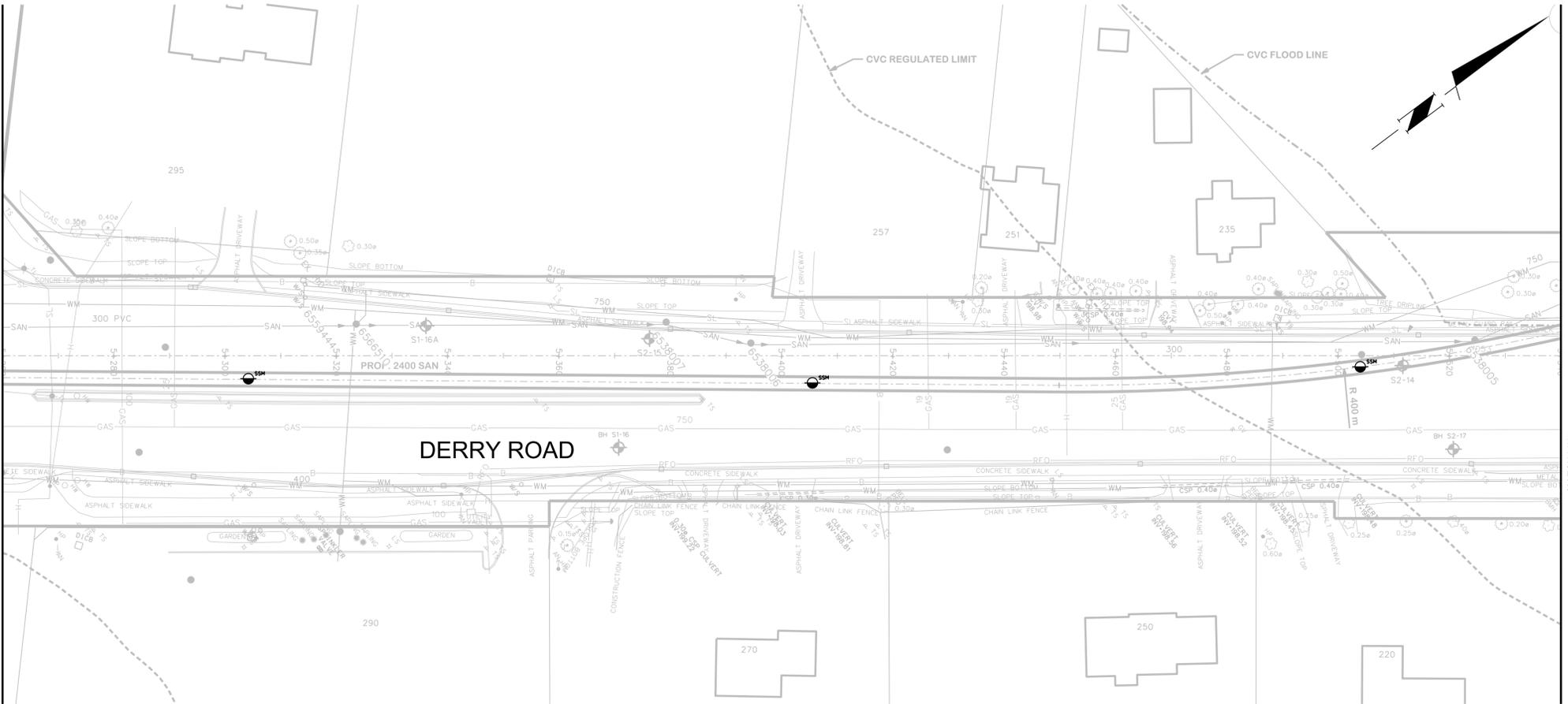


CAD Area	X-XX	Area	Z-41 to Z-45	Project No.	16-2291
Checked by	P.D.	Drawn by	D.A.	Sheet	5 of 128
Date	JAN 2020	Plan No.	<b>G-1-005</b>		

REFER TO DWG. No. SMP-008  
STA. 5+260

REFER TO ABOVE  
STA. 5+540

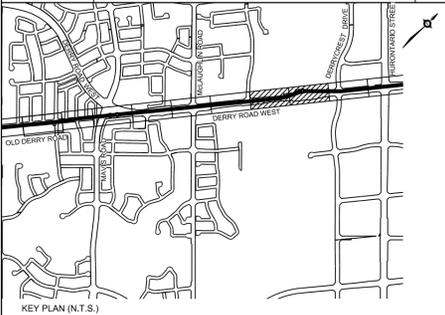
MATCH LINE



REFER TO BELOW  
STA. 5+540

SERVICE DATA					
SERVICE	DATE	INIT.	SERVICE	DATE	INIT.
SAN SEWERS			GAS MAINS		
STORM SEWERS			BELL U/G CABLE		
WATERMANS			HYDRO U/G CABLE		
TRANSIT			HYDRO ONE		
PARKS & REC.			CTV		
ONT. CLEAN WATER			COMMUNIC. CABLES		

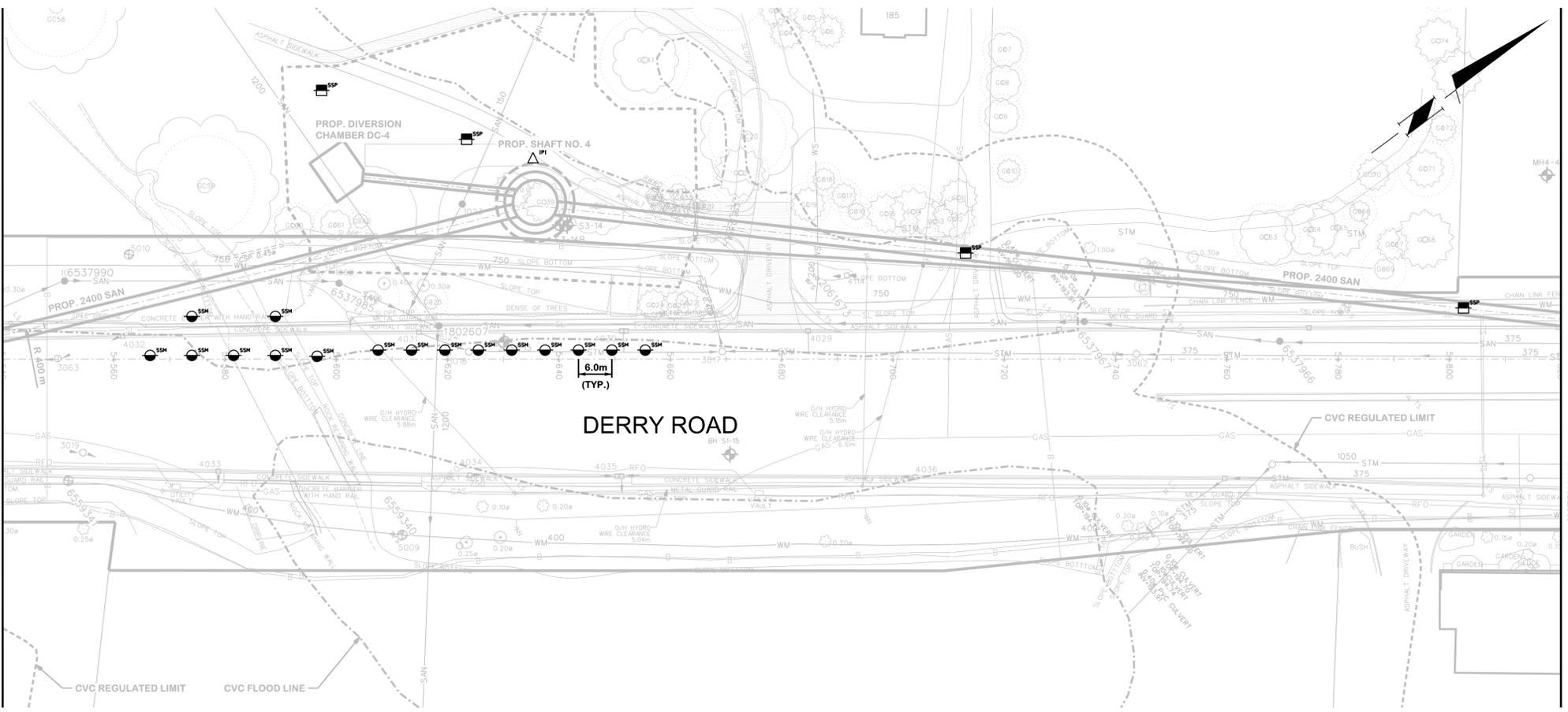
REVISIONS		
DATE	DETAILS	INIT.
11/15/2019	ISSUED FOR 90% DESIGN REVIEW	C.Q.
01/23/2020	ISSUED FOR 100% DESIGN REVIEW	C.Q.



- NOTES:**
- VENDOR MAY PROPOSE THE USE OF HEAVY DUTY STICKERS INSTEAD OF SSMs ON BUILDINGS.
  - LOCATION OF THE SSPs AND SSMs MAY BE ADJUSTED ON SITE.
  - REFER TO DETAILS 1, 2A, 2B AND 4 ON DWG. SMP-022 FOR SETTLEMENT MONITORING INSTRUMENTATION.
  - VENDOR SHALL COMPLY WITH CONDITIONAL REGULATORY PERMIT AND REQUIREMENTS OF SECTION 02480 FOR THE MONITORING POINTS.
- LEGEND:**
- SUBSURFACE SETTLEMENT POINT
  - SURFACE SETTLEMENT MARKER
  - IN-PLACE INCLINOMETER (2 POINTS)

REFER TO ABOVE  
STA. 5+540

MATCH LINE



REFER TO DWG. No. SMP-010  
STA. 5+820

**General Notes**

All Driveways Are ASPHALT Unless Otherwise Noted  
 All Water And Sanitary Service Locations Are Approximate And Must Be Located Accurately In The Field  
 All Horizontal And Vertical Bends Are In Degrees  
 All Pipes Size In mm  
 20C Existing Water Service, Size In mm  
 WS25 Proposed Water Service, Size In mm  
 B.M. No. Description Elev.  
 Location  
 The Contractor Is Responsible For Locating And Protecting All Existing Utilities Prior To And During Construction. Location Of Existing Utilities Approximate Only, To Be Verified In Field By Contractor.



**NOTICE TO CONTRACTOR**

48 HOURS PRIOR TO COMMENCING WORK NOTIFY THE FOLLOWING

THE REGIONAL MUNICIPALITY OF PEEL	CABLE TELEVISION/FIBROPTIC PROVIDERS:
CITY OF MISSISSAUGA WORKS DEPT.	BELL CANADA
CITY OF BRAMPTON WORKS DEPT.	ENERSOURCE TELECOM
TOWN OF CALEDON WORKS DEPT.	HYDRO ONE TELECOM
BELL CANADA	ROGERS CABLE
ENBRIDGE INCORPORATED-GAS DISTRIBUTION	ALLSTREAM
ONTARIO MINISTRY OF TRANSPORTATION	PSN (PUBLIC SECTOR NETWORK)
ONTARIO CLEAN WATER AGENCY	FUTUREWAY (FCI BROADBAND)
HYDRO ONE NETWORKS	
ENERSOURCE, HYDRO MISSISSAUGA	
HYDRO ONE BRAMPTON	



**Region of Peel**  
working with you

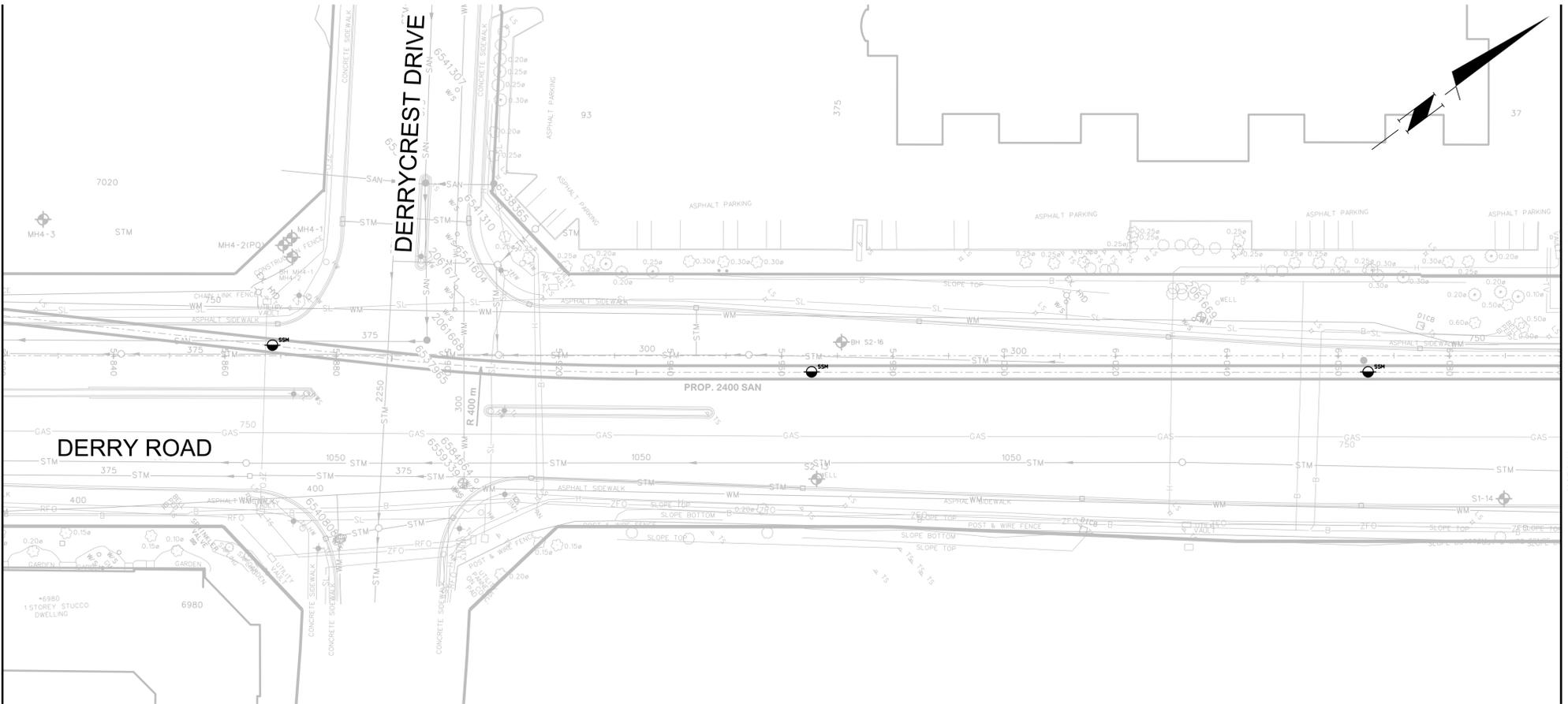
**DERRY ROAD**  
GEOTECHNICAL MONITORING PLAN 9

STA. 5+260		TO STA. 5+820	
CAD Area	X-XX	Area	Z-41 to Z-45
Checked by	C.Q.	Drawn by	K.K.
Date	JAN 2020	Sheet	11 of 128
Project No.	16-2291		Plan No. <b>SMP-009</b>

STA. 5+820

REFER TO DWG. No. SMP-009

MATCH LINE



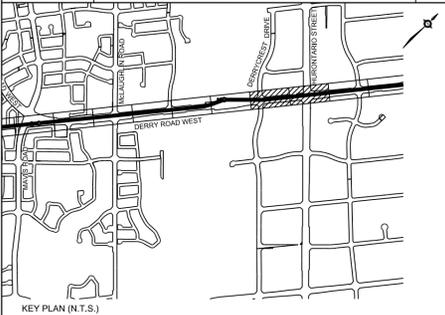
STA. 6+100

REFER TO BELOW

MATCH LINE

SERVICE DATA					
SERVICE	DATE	INIT.	SERVICE	DATE	INIT.
SAN SEWERS			GAS MAINS		
STORM SEWERS			BELL U/G CABLE		
WATERMANS			HYDRO U/G CABLE		
TRANSIT			HYDRO ONE		
PARKS & REC.			CTV		
ONT. CLEAN WATER			COMMUNIC. CABLES		

REVISIONS		
DATE	DETAILS	INIT.
11/15/2019	ISSUED FOR 90% DESIGN REVIEW	C.Q.
01/23/2020	ISSUED FOR 100% DESIGN REVIEW	C.Q.



**NOTES:**

- VENDOR MAY PROPOSE THE USE OF HEAVY DUTY STICKERS INSTEAD OF SSMs ON BUILDINGS.
- LOCATION OF THE SSPs AND SSMs MAY BE ADJUSTED ON SITE.
- REFER TO DETAILS 1, 2A, 2B AND 4 ON DWG. SMP-022 FOR SETTLEMENT MONITORING INSTRUMENTATION.
- VENDOR SHALL COMPLY WITH CONDITIONAL REGULATORY PERMIT AND REQUIREMENTS OF SECTION 02480 FOR THE MONITORING POINTS.

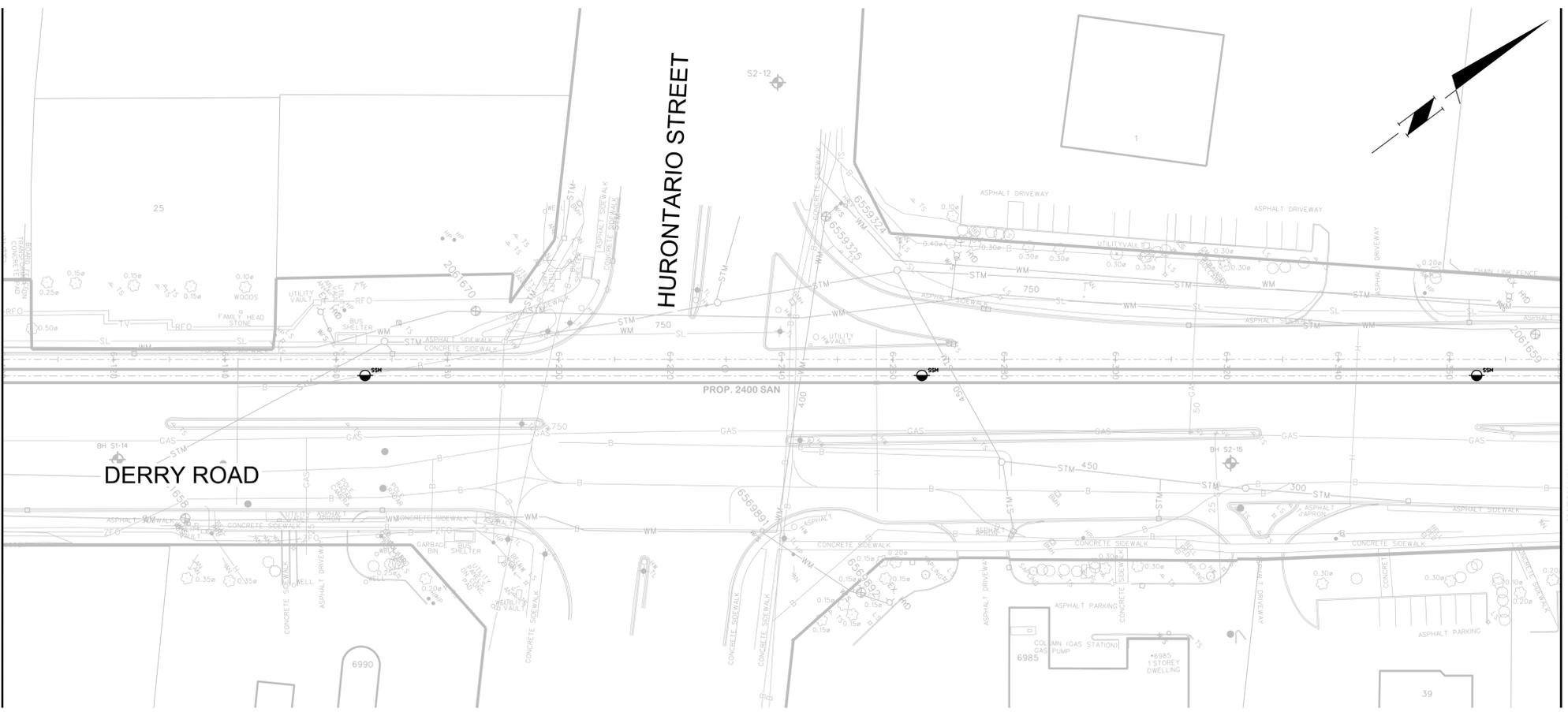
**LEGEND:**

- SUBSURFACE SETTLEMENT POINT
- SURFACE SETTLEMENT MARKER
- IN-PLACE INCLINOMETER (2 POINTS)

STA. 6+100

REFER TO ABOVE

MATCH LINE



STA. 6+380

REFER TO DWG. No. SMP-011

MATCH LINE

**General Notes**

All Driveways Are ASPHALT Unless Otherwise Noted  
 All Water And Sanitary Service Locations Are Approximate And Must Be Located Accurately In The Field  
 All Horizontal And Vertical Bends Are In Degrees  
 All Pipes Size In mm  
 Existing Water Service, Size In mm  
 20C Existing Water Service, Size In mm  
 WS25 Proposed Water Service, Size In mm

B.M. No. Description Elev.  
 Location

The Contractor Is Responsible For Locating And Protecting All Existing Utilities Prior To And During Construction, Location Of Existing Utilities Approximate Only, To Be Verified In Field By Contractor.



Approved by

**NOTICE TO CONTRACTOR**

48 HOURS PRIOR TO COMMENCING WORK NOTIFY THE FOLLOWING

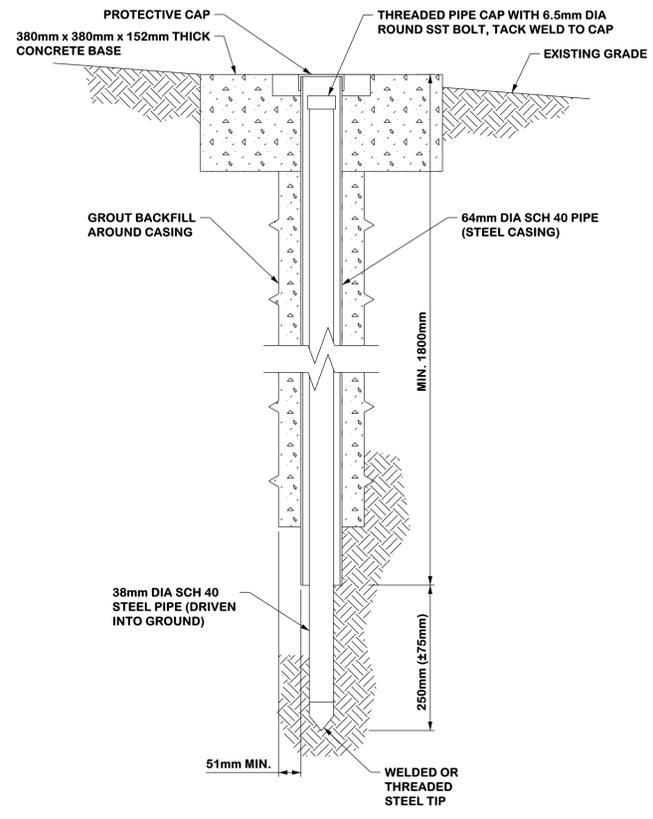
THE REGIONAL MUNICIPALITY OF PEEL	CABLE TELEVISION/FIBROPTIC PROVIDERS:
CITY OF MISSISSAUGA WORKS DEPT.	BELL CANADA
CITY OF BRAMPTON WORKS DEPT.	ENERSOURCE TELECOM
TOWN OF CALEDON WORKS DEPT.	HYDRO ONE TELECOM
BELL CANADA	ROGERS CABLE
ENBRIDGE INCORPORATED-GAS DISTRIBUTION	ALLSTREAM
ONTARIO MINISTRY OF TRANSPORTATION	PSN (PUBLIC SECTOR NETWORK)
ONTARIO CLEAN WATER AGENCY	FUTUREWAY (FCI BROADBAND)
HYDRO ONE NETWORKS	
ENERSOURCE, HYDRO MISSISSAUGA	
HYDRO ONE BRAMPTON	



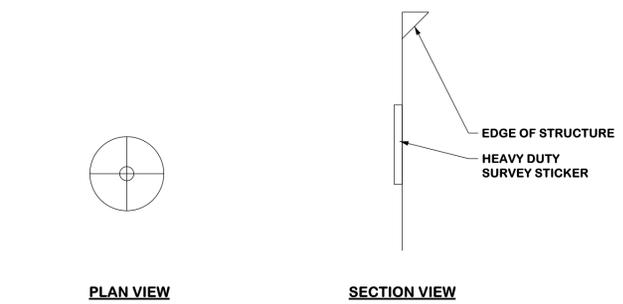
**DERRY ROAD**  
 GEOTECHNICAL MONITORING PLAN 10

STA. 5+820		TO STA. 6+380	
CAD Area	X-XX	Area	Z-41 to Z-45
Checked by	C.Q.	Drawn by	K.K.
Date	JAN 2020	Sheet	12 of 128
Project No. 16-2291		Plan No. <b>SMP-010</b>	

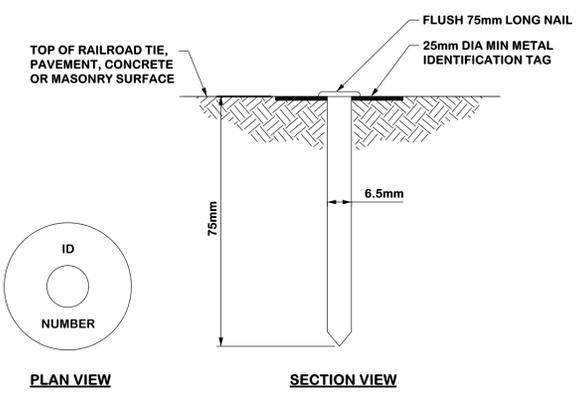
REVISIONS		
DATE	DETAILS	INIT.
11/15/2019	ISSUED FOR 90% DESIGN REVIEW	C.Q.
01/23/2020	ISSUED FOR 100% DESIGN REVIEW	C.Q.



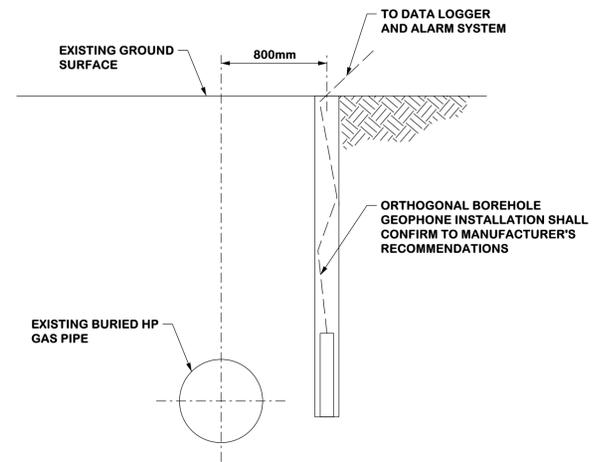
**1**  
-  
N.T.S.  
**SUBSURFACE SETTLEMENT POINT (SSP)**



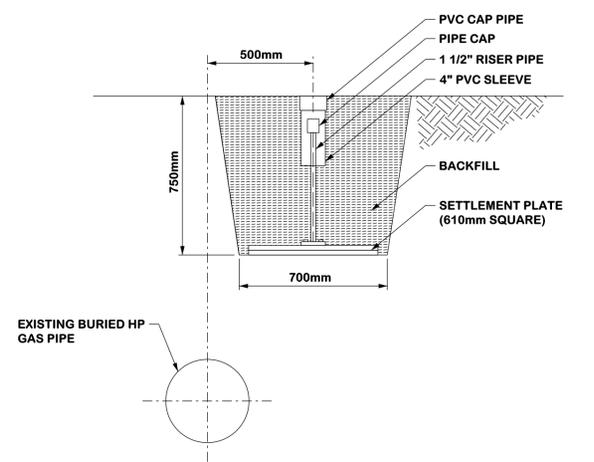
**2A**  
-  
N.T.S.  
**SURFACE SETTLEMENT MARKER (SSM) ON POLES/STRUCTURES**



**2B**  
-  
N.T.S.  
**SURFACE SETTLEMENT MARKER (SSM) ON PAVEMENT**



**3**  
-  
N.T.S.  
**VIBRATION MONITORING SYSTEM (BH-GEO)**



**4**  
-  
N.T.S.  
**EMBEDDED SETTLEMENT PLATE (SP)**

**JACOBS**

Approved by \_\_\_\_\_



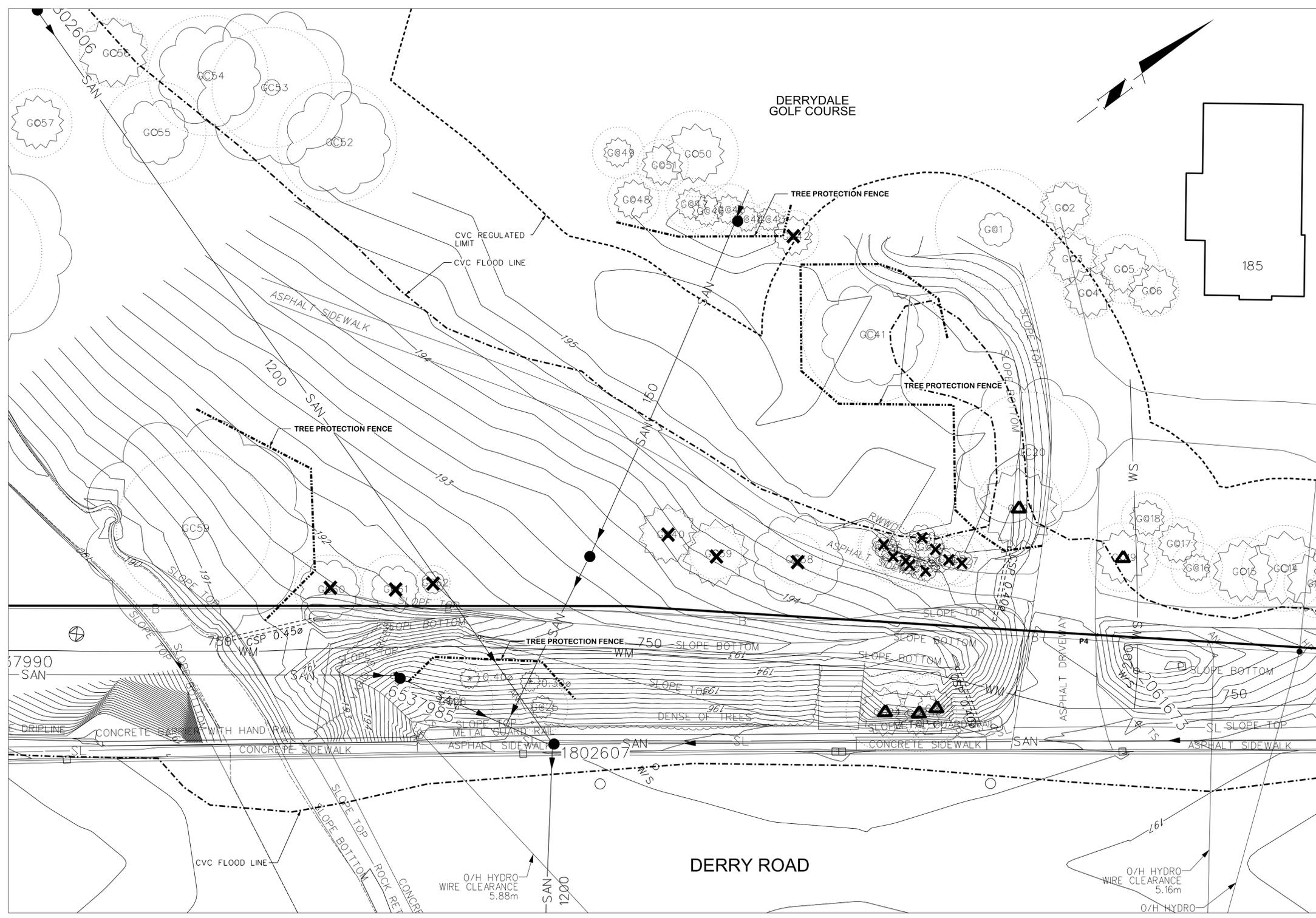
**VIBRATION AND SETTLEMENT MONITORING DETAILS**

CAD Area	X-XX	Area	Z-41 to Z-45	Project No.	16-2291
Checked by	C.Q.	Drawn by	C.A.	Sheet	21 of 128
Date	JAN 2020	Plan No.	<b>SMP-022</b>		









SERVICE DATA					
SERVICE	DATE	INIT.	SERVICE	DATE	INIT.
SAN SEWERS			GAS MAINS		
STORM SEWERS			BELL U/G CABLE		
WATERMANS			HYDRO U/G CABLE		
TRANSIT			HYDRO ONE		
PARKS & REC.			CTV		
ONT. CLEAN WATER			COMMUNIC. CABLES		

REVISIONS		
DATE	DETAILS	INIT.
08/01/2019	ISSUED FOR 50% DESIGN REVIEW	S.F.
11/15/2019	ISSUED FOR 90% DESIGN REVIEW	P.D.
01/23/2020	ISSUED FOR 100% DESIGN REVIEW	P.D.

**General Notes**

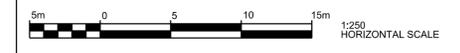
All Driveways Are ASPHALT Unless Otherwise Noted  
 All Water And Sanitary Service Locations Are Approximate And Must Be Located Accurately In The Field  
 All Horizontal And Vertical Bends Are In Degrees  
 All Pipes Size In mm  
 20C Existing Water Service, Size In mm  
 WS25 Proposed Water Service, Size In mm  
 B.M. No. Description Location  
 Elev.  
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**NOTICE TO CONTRACTOR**

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BELL CANADA	ROGERS CABLE
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ENERSOURCE, HYDRO MISSISSAUGA	
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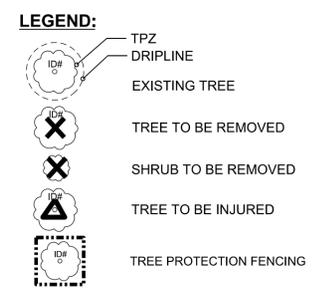
### SITE NO. 4 - EXISTING SITE PLAN AND TREE REMOVALS

SCALE: 1:250

**PROPERTY: DERRY ROAD**  
 OWNER: DERRYDALE GOLF COURSE  
 ADDRESS: 185 DERRY ROAD WEST

- NOTES:**
- NOTIFY AGENCY BEFORE TREE REMOVAL OR TREE PRUNING.
  - TREE PROTECTION PER CITY OF MISSISSAUGA STD. DETAIL 02830-6. TREE PROTECTION TO BE APPROVED BY CITY OF MISSISSAUGA URBAN FORESTRY PRIOR TO VENDOR COMMENCING ANY WORKS.
  - TREE PROTECTION FENCE SHALL BE INSTALLED BEFORE COMMENCEMENT OF CONSTRUCTION AS PER LICENSED ARBORIST'S INSTRUCTIONS.

- TREE SURVEY NOTES:**
- TREE DATA BASED ON ARBORIST REPORT PREPARED BY MATRIX AND DATED DECEMBER 17, 2019.
  - POTENTIAL INJURY TO TREE MAY OCCUR WHEN CONSTRUCTION ACTIVITIES TAKE PLACE WITHIN RECOMMENDED MINIMUM TREE PROTECTION ZONE. REFER TO TYPICAL TREE PROTECTION DETAIL FOR ADDITIONAL INFORMATION.



**ABBREVIATIONS:**

DBH - DIAMETER AT BREAST HEIGHT; MEASUREMENT OF TREE STEM TAKEN AT 1.37m ABOVE GROUND.  
 TPZ - TREE PROTECTION ZONE DISTANCES ARE TO BE MEASURED FROM THE OUTSIDE EDGE OF THE TREE BASE.

Tag #	Species Scientific Name	Species Common Name	DBH (cm)	Radial TPZ (m)	Radial Dripline (m)	Tree Protection Measures			
						No Injury	Protection	Injury	Removal
GC1	Acer saccharum	Silver Maple	64	7.68	7.0	X			
GC2	Picea pungens	Blue Spruce	20	2.40	3.0	X			
GC3	Picea pungens	Blue Spruce	35	4.20	3.0	X			
GC4	Picea pungens	Blue Spruce	21	2.52	3.0	X			
GC5	Picea glauca	White Spruce	28	3.36	4.0	X			
GC6	Picea glauca	White Spruce	20	2.40	3.0	X			
GC16	Picea glauca	White Spruce	14	1.68	3.0	X			
GC17	Picea glauca	White Spruce	20	2.40	3.0	X			
GC18	Picea glauca	White Spruce	18	2.16	3.0	X			
GC19	Picea glauca	White Spruce	27	3.24	4.0	X			
GC20	Acer saccharinum	Silver Maple	74	8.88	7.0	X			
GC21	Picea pungens	Blue Spruce	40	4.80	5.0	X			
GC22	Picea resinosa	Red Pine	19	2.28	4.0		X		
GC23	Picea resinosa	Red Pine	23	2.76	4.5		X		
GC24	Picea resinosa	Red Pine	25	3.00	4.5		X		
GC25	Picea resinosa	Red Pine	12	1.44	3.0	X			
GC26	Picea resinosa	Red Pine	12	1.44	5.0	X			
GC27	Juglans nigra	Black Walnut	10	1.20	3.0	X			
GC28	Juglans nigra	Black Walnut	11	1.32	3.0	X			

**EXISTING TREE INVENTORY:**

Tag #	Species Scientific Name	Species Common Name	DBH (cm)	Radial TPZ (m)	Radial Dripline (m)	Tree Protection Measures			
						No Injury	Protection	Injury	Removal
GC29	Juglans nigra	Black Walnut	12	1.44	3.0				X
GC30	Juglans nigra	Black Walnut	14	1.68	3.0				X
GC31	Juglans nigra	Black Walnut	13	1.56	3.0				X
GC32	Juglans nigra	Black Walnut	12	1.44	3.0				X
GC33	Juglans nigra	Black Walnut	10	1.20	3.0				X
GC34	Juglans nigra	Black Walnut	11	1.32	3.0				X
GC35	Juglans nigra	Black Walnut	12	1.44	3.0				X
GC36	Juglans nigra	Black Walnut	11	1.32	3.0				X
GC37	Juglans nigra	Black Walnut	12	1.44	3.0				X
GC38	Acer saccharinum	Silver Maple	44	5.28	6.0				X
GC39	Picea glauca	White Spruce	34	4.08	5.0				X
GC40	Picea glauca	White Spruce	30	3.60	5.0				X
GC41	Robinia pseudoacacia	Black Locust	50	6.00	8.0		X		
GC42	Thuja occidentalis	Eastern White Cedar	20	2.40	3.0				X
GC43	Thuja occidentalis	Eastern White Cedar	12	1.44	2.0			X	
GC44	Thuja occidentalis	Eastern White Cedar	13	1.56	2.0			X	
GC45	Thuja occidentalis	Eastern White Cedar	15	1.80	3.0			X	
GC46	Thuja occidentalis	Eastern White Cedar	16	1.92	3.0			X	
GC47	Thuja occidentalis	Eastern White Cedar	16	1.92	3.0			X	

Tag #	Species Scientific Name	Species Common Name	DBH (cm)	Radial TPZ (m)	Radial Dripline (m)	Tree Protection Measures			
						No Injury	Protection	Injury	Removal
GC48	Thuja occidentalis	Eastern White Cedar	20	2.40	3.0	X			
GC49	Thuja occidentalis	Eastern White Cedar	15	1.80	3.0	X			
GC50	Picea resinosa	Red Pine	30	3.60	5.0	X			
GC51	Thuja occidentalis	Eastern White Cedar	21	2.52	3.0	X			
GC52	Fraxinus sp.	Ash Sp.	51	6.12	7.0	X			
GC53	Robinia pseudoacacia	Black Locust	76	9.12	7.0	X			
GC54	Robinia pseudoacacia	Black Locust	50	6.00	7.0	X			
GC55	Fraxinus sp.	Ash Sp.	32	3.84	6.0	X			
GC56	Picea pungens	Blue Spruce	35	4.20	4.0	X			
GC57	Picea glauca	White Spruce	27	3.24	4.0	X			
GC58	Salix sp.	Willow Sp.	102	12.24	9.0	X			
GC59	Salix sp.	Willow Sp.	109	13.08	9.0	X			
GC60	Fraxinus sp.	Ash Sp.	29	3.48	4.0	X			
GC61	Fraxinus sp.	Ash Sp.	23	2.76	4.0	X			
GC62	Acer glaberrimum	King Crimson Maple	11	1.32	2.0	X			

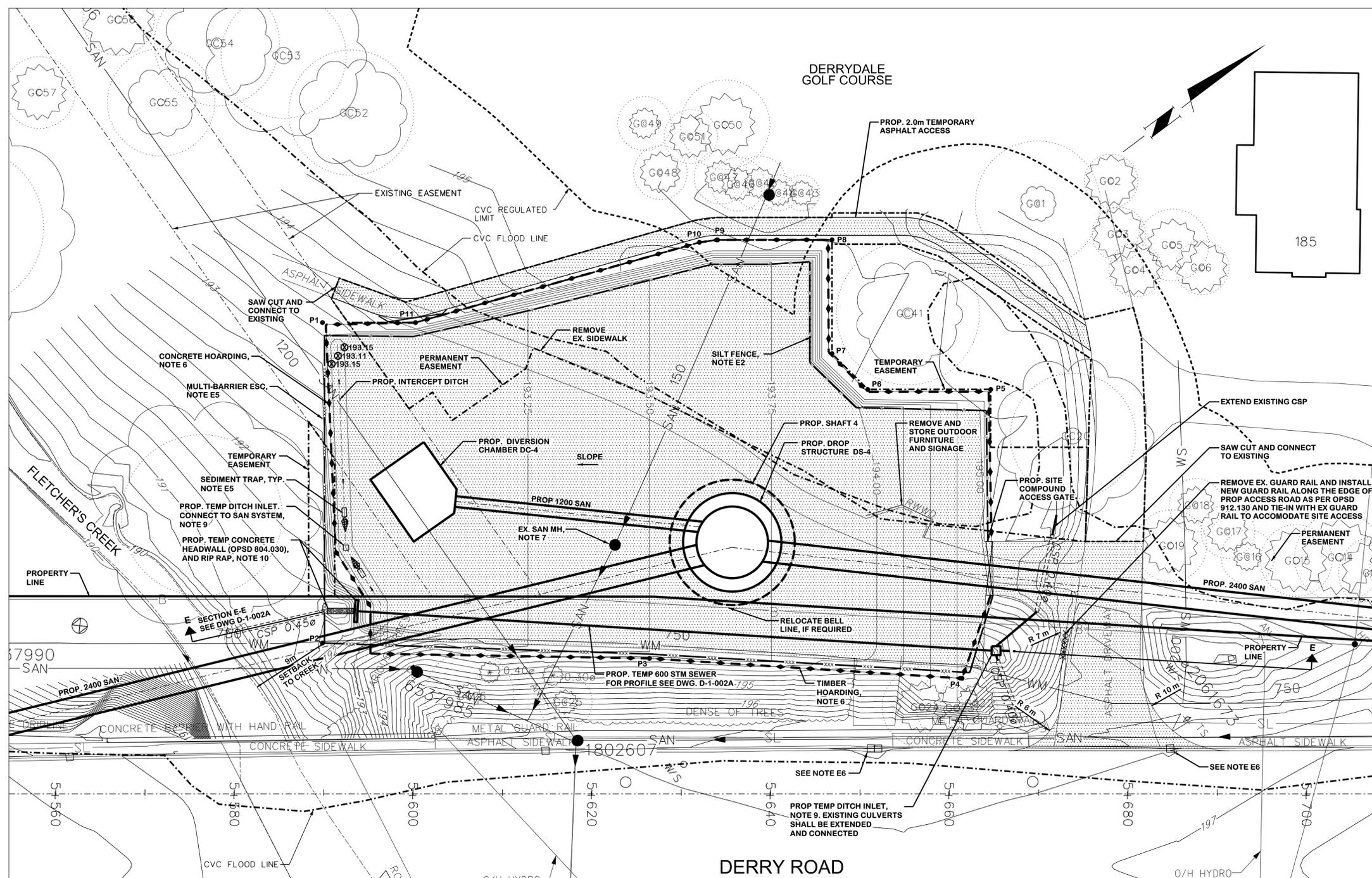
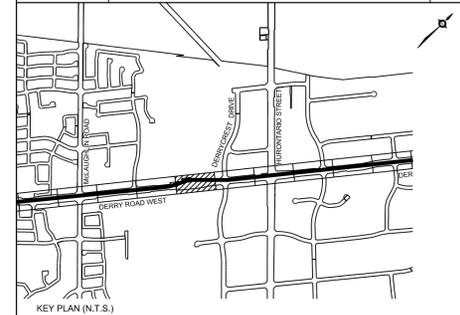
**DERRY ROAD**  
 SITE NO. 4  
 EXISTING SITE PLAN  
 TREE REMOVALS AND TREE PROTECTION

CAD Area	X-XX	Area	Z-41 to Z-45	Project No.	16-2291
Checked by	P.D.	Drawn by	K.K.		
Date	JAN 2020	Sheet	76 of 128	Plan No.	<b>4-SP-001</b>

SERVICE DATA					
SERVICE	DATE	INIT.	SERVICE	DATE	INIT.
SAN SEWERS			GAS MAINS		
STORM SEWERS			BELL U/G CABLE		
WATERMANS			HYDRO U/G CABLE		
TRANSIT			HYDRO ONE		
PARKS & REC.			CTV		
ONT. CLEAN WATER			COMMUNIC. CABLES		

REVISIONS		
DATE	DETAILS	INIT.
08/01/2019	ISSUED FOR 50% DESIGN REVIEW	S.F.
11/15/2019	ISSUED FOR 90% DESIGN REVIEW	P.D.
01/23/2020	ISSUED FOR 100% DESIGN REVIEW	P.D.



**PROPERTY: DERRY ROAD**  
 OWNER: DERRYDALE GOLF COURSE  
 ADDRESS: 185 DERRY ROAD WEST  
 PROPOSED COMPOUND AREA: 2904 sq.m.  
 PROPOSED COMPOUND PERIMETER: 227 m

**LAYOUT COORDINATES:**

PT NO.	NORTHING	EASTING
P1	4 832 922.94	603 908.90
P2	4 832 900.76	603 936.98
P3	4 832 928.71	603 960.63
P4	4 832 957.26	603 985.97
P5	4 832 977.00	603 961.11
P6	4 832 966.20	603 952.58
P7	4 832 965.54	603 946.96
P8	4 832 973.42	603 936.99
P9	4 832 963.36	603 929.06
P10	4 832 961.59	603 928.01
P11	4 832 931.11	603 915.35

**LEGEND:**

	EASEMENT
	PROPOSED CONTOURS
	PROPOSED SHAFT
	PROPOSED SANITARY
	PROPOSED CONSTRUCTION HOARDING
	PROPOSED ACCESS GATE
	LIGHT-DUTY SILT FENCE
	MULTI-BARRIER ESC
	EXISTING TREE
	TEMPORARY ASPHALT WORKING SURFACE
	RIP RAP PROTECTION PER OPSD 810.010

**SITE NO. 4 - SITE PREPARATION PLAN**

SCALE: 1:250

**EROSION AND SEDIMENT CONTROL NOTES:**

- E1. VENDOR TO SUBMIT ESC PLAN AS PER SPECIFICATION INCLUDING OPSD 805 (CONSTRUCTION SPECIFICATION FOR TEMP. ESC MEASURES). PLAN TO COMPLY WITH DFO AND TRCA PERMIT ACQUIRED BY THE AGENCY (A COPY OF THESE PERMITS IS INCLUDED IN THE SPECIFICATIONS). IN ADDITION TO EROSION CONTROL DEVICES THE ESC PLAN SHALL INCLUDE A MAINTENANCE AND MONITORING PLAN AND AN EMERGENCY SPILL CONTROL AND RESPONSE PLAN. GENERAL NOTES RELATED TO ESC ARE SHOWN ON DWG. G-1-004.
- E2. EXISTING CATCH BASIN COVERS TO BE WRAPPED IN FILTER CLOTH PER CITY OF MISSISSAUGA STANDARD 2930.040. THIS DETAIL SHALL ALSO BE USED WHERE TEMPORARY CATCH BASINS ARE USED TO CAPTURE SURFACE RUNOFF.
- E3. TREATED WATER FROM DEWATERING OPERATIONS, TUNNEL OPERATIONS TO BE DISCHARGED TO REGION OF PEEL SANITARY SEWER. VENDOR TO OBTAIN PERMIT TO DISCHARGE FLOWS AFTER PROVIDING ADEQUATE TREATMENT TO COMPLY WITH REGION OF PEEL BY-LAW 53-2010.
- E4. SEDIMENT TRAP DETAIL AS PER OPSD 219.220. THE SIZE OF THE SEDIMENT TRAP SHALL BE AS NEEDED TO MEET DISCHARGE PERMIT REQUIREMENTS BUT BE NOT LESS THAN 1.0 m x 2.0 m BY 0.5 m MIN DEPTH.
- E5. VENDOR TO IMPLEMENT A MULTI-BARRIER ESC MEASURES BY INSTALLING SILT FENCE (REGION OF PEEL STD DETAIL 5-2-13) AND SILT SOCKS (OPSD 219.120) AT LOCATIONS INDICATED ON THE PLAN DRAWING. SILT SOCKS SHALL BE INSTALLED ON THE CONSTRUCTION SIDE AND AGAINST SILT FENCE. VENDOR ALSO TO INSTALL SILT FENCE (REGION OF PEEL STD DETAIL 5-2-13) AT LOCATION OTHER THAN MULTI-BARRIER ESC AS SHOWN ON PLAN DRAWING.
- E6. THIS SITE PREPARATION PLAN SHOWS THE ESC CONCEPT PLAN TO ACHIEVE WORKSITE ISOLATION WITH A MULTI BARRIER APPROACH APPROVED FOR SURFACE DRAINAGE. HOWEVER, THE VENDOR WILL SUBMIT A DETAILED ESC PLAN WITH ANY CHANGES AND MODIFICATIONS BASED ON THE PROPOSED CONSTRUCTION METHODOLOGY AND OPERATIONAL LAYOUT OF THE SITE COMPOUND AREA. SURPLUS EXCAVATED MATERIAL IS NOT PERMITTED WITHIN THE FLOODPLAIN. IF STOCKPILING IS NEEDED IN AN EMERGENCY ADDITIONAL SILT CONTROL MEASURES MUST BE IN PLACE TO CONTAIN ANY SEDIMENTS TRANSPORT.

**NOTES:**

- 1. GENERAL PREPARATION OF THE SITE FOR CONSTRUCTION ACTIVITIES ARE SHOWN ON THIS DRAWING AND DETAILED IN THE SPECIFICATIONS. THE VENDOR SHALL SUBMIT A DETAILED SITE LAYOUT PLAN FOR APPROVAL. VENDOR MAY PROPOSE CHANGES TO THE SITE LAYOUT OR PROPOSE A NEW SITE LAYOUT. HOWEVER, THE VENDOR SHALL INCLUDE THE COST OF CHANGES, DIRECT OR INDIRECT THAT RESULT FROM THE NEW PLAN.
- 2. VENDOR TO PROVIDE AND MAINTAIN TEMPORARY ASPHALT WORKING SURFACE ACROSS THE ENTIRE LAYDOWN AREA, SEE DETAIL 6 ON DWG. D-1-003. GRADE TEMPORARY WORKING SURFACE TO CAPTURE SURFACE RUNOFF TO SEDIMENT TRAPS/CATCH BASINS. PROVIDE A TRUCK CLEANING PAD FOR ALL VEHICLES EXITING THE SITE TO LIMIT TRACKING MUD TO ROADWAYS.
- 3. CURBS TO BE CUT TO ALLOW FOR ACCESS TO SITE COMPOUNDS. PROVIDE TEMPORARY ASPHALT DRIVEWAY TO PROPOSED SITE ACCESS GATES.
- 4. VENDOR SHALL INSTALL ALARMS IN ADDITION TO SIGNAGE TO WARN OPERATOR IF EQUIPMENT IS CLOSE TO AERIAL HYDRO CABLES. ALL O.H. INFRASTRUCTURE INCLUDING GUY WIRES WITHIN OR ADJACENT TO WORKING AREAS ARE TO BE PROTECTED.
- 5. REFER TO TRAFFIC MANAGEMENT PLANS FOR SIGNAGE REQUIREMENTS. ACCESS AT GATE CONTROLLED DURING WORKING HOURS BY TRAFFIC CONTROL PERSON. MAINTAIN PEDESTRIAN ACCESS ALONG ROADWAY AT ALL TIMES.
- 6. CONSTRUCTION HOARDING 3.6 m HEIGHT TIMBER HOARDING SEE SPECIFICATIONS. TIMBER HOARDING ACCEPTABLE ALONG DERRY ROAD ONLY.
- 7. EX. MAINTENANCE HOLES AND CATCH BASIN TO BE RESET TO PROPOSED WORKING GRADES WITHIN CONSTRUCTION LIMITS.
- 8. NOTE A PORTION OF THE SITE COMPOUND WILL BE TRANSFERRED TO OTHERS AS IDENTIFIED ON DWG. G-1-005 AND 2-SP1-003. ERECT 2.4 m HIGH TIMBER HOARDING PRIOR TO HAND OVER OF PART OF THE SITE COMPOUND TO CONTRACT 2.
- 9. WORK LIMITS ARE WITHIN THE FLOODPLAIN OF ETOBICOKE CREEK: 100 YEAR FLOOD ELEVATION 192.7 m, REGIONAL FLOOD ELEVATION 195.9 m.
- 10. PROPOSED TEMPORARY WORKING SURFACES, STM SEWER, MAINTENANCE HOLE, DITCH INLET, HEAD WALL, RIPRAP AND OTHER TEMPORARY WORKS SHALL BE REMOVED PRIOR TO SITE RESTORATION SHOWN ON DWG. 4-R-001.



Approved by \_\_\_\_\_

**NOTICE TO CONTRACTOR**

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CITY OF BRAMPTON WORKS DEPT.	ENERSOURCE TELECOM
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HYDRO ONE NETWORKS	
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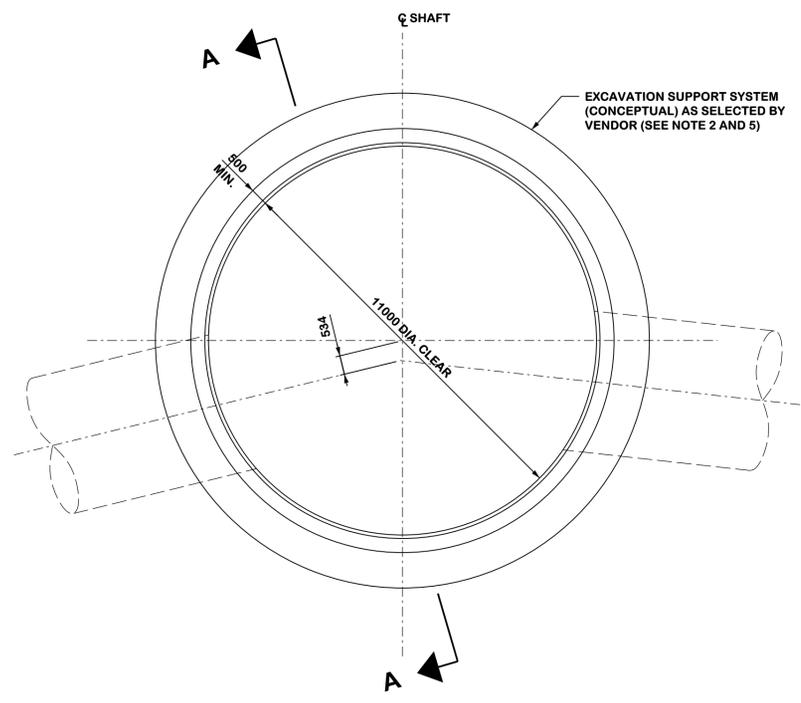
**DERRY ROAD**

**SITE NO. 4 SITE PREPARATION PLAN**

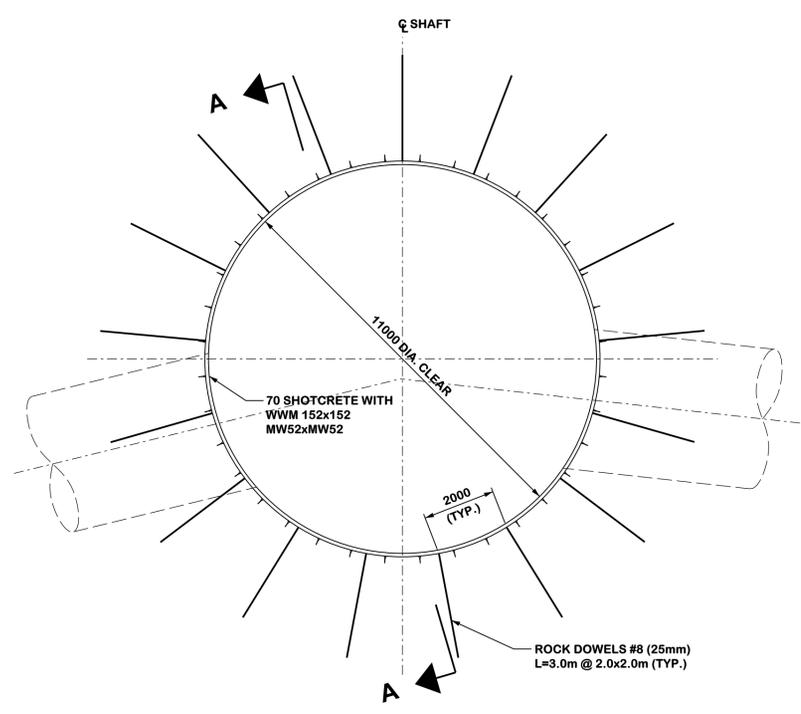
CAD Area	X-XX	Area	Z-41 to Z-45	Project No.	16-2291
Checked by	C.K.	Drawn by	C.A.	Sheet	77 of 128
Date	JAN 2020	Sheet	77 of 128	Plan No.	<b>4-SP-002</b>

REVISIONS		
DATE	DETAILS	INIT.
11/15/2019	ISSUED FOR 90% DESIGN REVIEW	C.Q.
01/23/2020	ISSUED FOR 100% DESIGN REVIEW	C.Q.

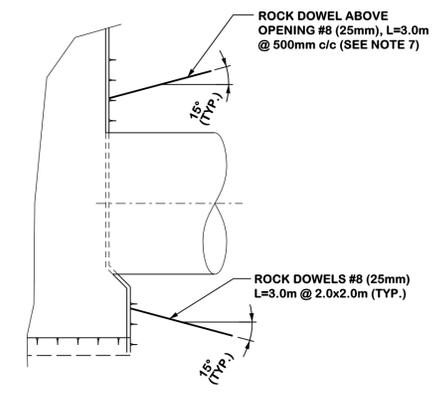
- NOTES:**
- ALL DIMENSIONS ARE IN MILLIMETERS EXCEPT WHERE SHOWN OTHERWISE.
  - VENDOR SHALL SELECT, DESIGN, INSTALL AND MAINTAIN AN OVERBURDEN EXCAVATION SUPPORT SYSTEM UNTIL THE FINAL CONCRETE LINING IS PLACED. THE OVERBURDEN EXCAVATION SUPPORT SYSTEM SHALL BE COMPATIBLE WITH SURFACE AND SUBSURFACE CONDITIONS AS SHOWN ON THE DRAWINGS AND AS STATED IN THE SPECIFICATIONS. GEOTECHNICAL DATA REPORT AND SHALL BE CONSISTENT WITH BASELINES STATED IN THE GEOTECHNICAL BASELINE REPORT.
  - THE ROCK SUPPORT MEASURES SHOWN ARE THE MINIMUM MEASURES REQUIRED TO BE INSTALLED. VENDOR SHALL INSTALL ADDITIONAL ROCK DOWELS OR OTHER ROCK SUPPORT MEASURES IN ADDITION TO ROCK SUPPORT SHOWN AS REQUIRED TO MAINTAIN EXCAVATION STABILITY.
  - VENDOR MAY VARY EXCAVATION DIAMETER IN ROCK FROM THAT SHOWN TO SUIT ITS SELECTED MEANS AND METHODS FOR SHAFT AND TUNNEL CONSTRUCTION. SHAFT CLEAR DIAMETER AND DESIGN SHOWN ON THESE DRAWINGS SHOW MINIMUM REQUIRED. VENDOR IS REQUIRED TO SUBMIT A DESIGN FOR TEMPORARY SUPPORT IN ROCK, PREPARED AND SIGNED BY AN INDIVIDUAL HOLDING A P. ENG IN THE PROVINCE OF ONTARIO. ANY VARIATION IN EXCAVATED DIAMETER SHALL ACCOMMODATE PERMANENT STRUCTURES, PIPING, SUBSURFACE UTILITIES AND ANY DESIGN DETAILS OR RESTRICTIONS SHOWN ON OTHER DRAWINGS OR STATED IN THE SPECIFICATIONS.
  - EXTEND OVERBURDEN EXCAVATION SUPPORT BELOW TOP OF ROCK TO MINIMUM 2m OR AS DETERMINED BY VENDOR'S DESIGN ENGINEER, CONSISTENT WITH VENDOR'S SELECTED MEANS AND METHODS OF CONSTRUCTION.
  - ROCK DOWEL LENGTHS SHOWN SHALL BE EMBEDDED LENGTH IN ROCK. ADDITIONAL LENGTH SHALL BE PROVIDED FOR NUT AND BEARING PLATE CONNECTION AS RECOMMENDED BY MANUFACTURER. INSTALLATION SHALL CONFORM TO OTHER REQUIREMENTS AS SHOWN OR STATED ON DETAIL DRAWING.
  - VENDOR TO SELECT, DESIGN AND INSTALL ROCK REINFORCEMENT ABOVE TUNNEL EYE FOR EACH TUNNEL PRIOR TO TUNNEL HOLE THROUGH INTO SHAFT. REINFORCEMENT SHALL COVER AT LEAST 120 DEGREES OF TUNNEL CIRCUMFERENCE CENTERED ON TUNNEL CENTERLINE.
  - VENDOR SHALL BE RESPONSIBLE FOR ADDITIONAL SUPPORT AND BACKFILL THAT MAY BE REQUIRED AS A RESULT OF EXCAVATION AND OVER BREAK BEYOND EXCAVATION LINE SHOWN IN ROCK.
  - FOR ROCK DOWEL PLACEMENT SEE DETAIL 1 ON DRAWING No. T-1-001.
  - REFER TO O.REG 231/91, PART IV.
  - FOR WORKING GRADE SEE DRAWING No. 4-SP-002.



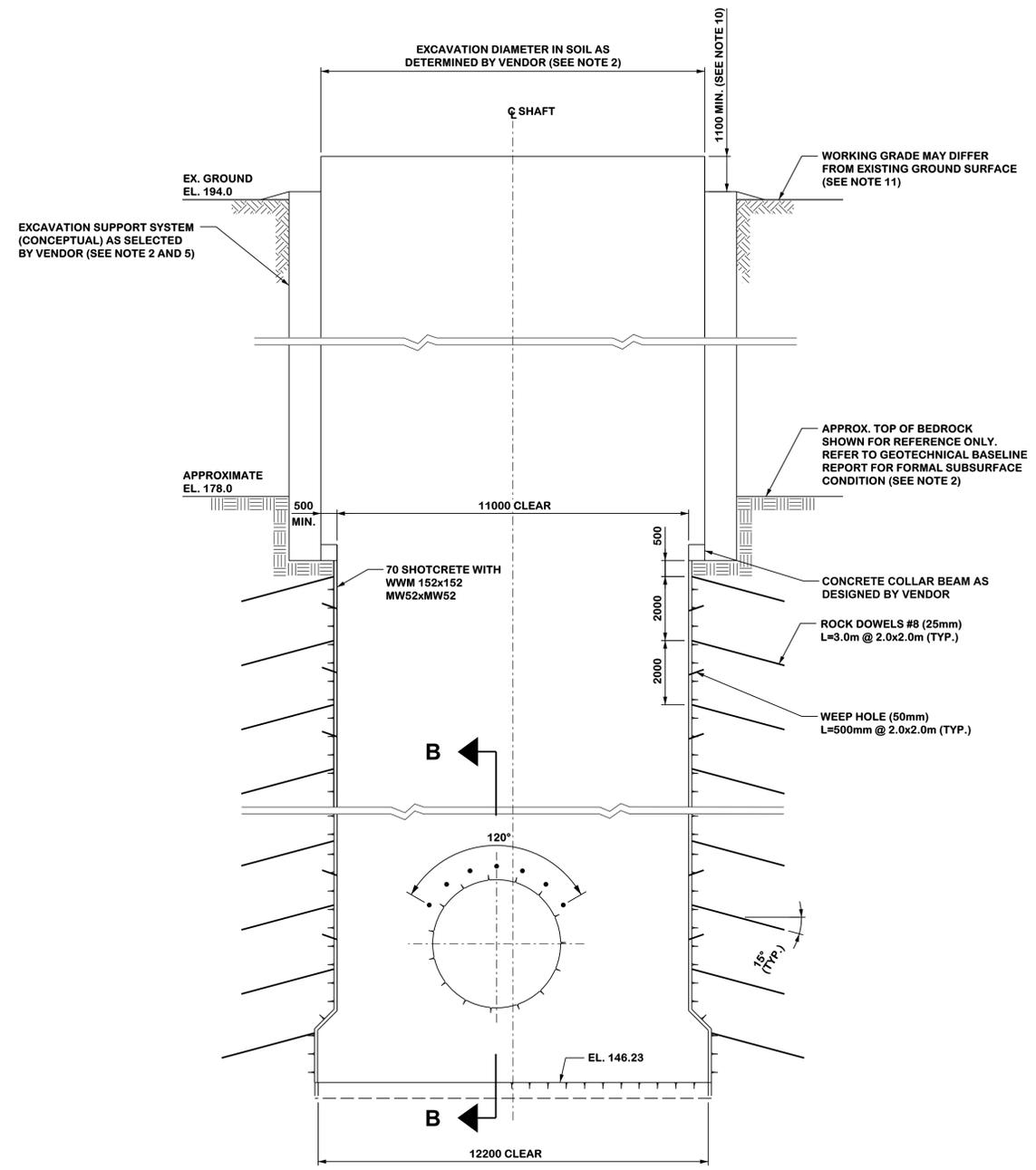
**SHAFT EXCAVATION ABOVE EL. 176.0**  
SCALE: 1:100



**SHAFT EXCAVATION BELOW EL. 176.0**  
SCALE: 1:100



**SECTION B**  
SCALE: 1:100



**SECTION A**  
SCALE: 1:100

**JACOBS**

Approved by \_\_\_\_\_

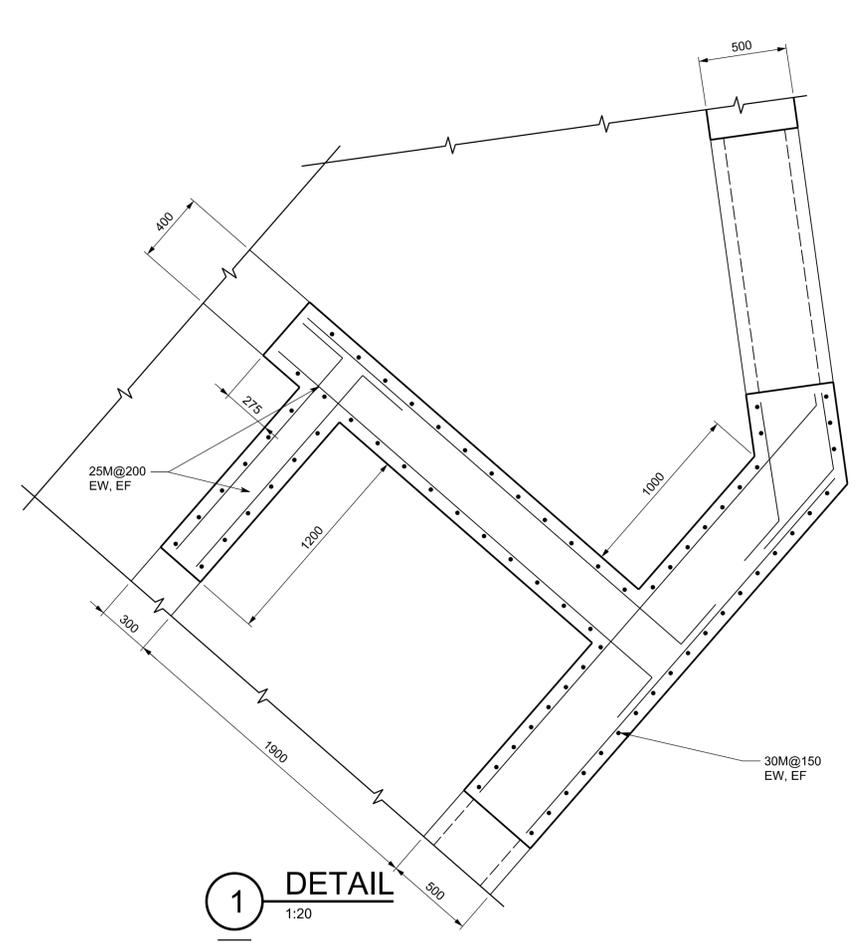
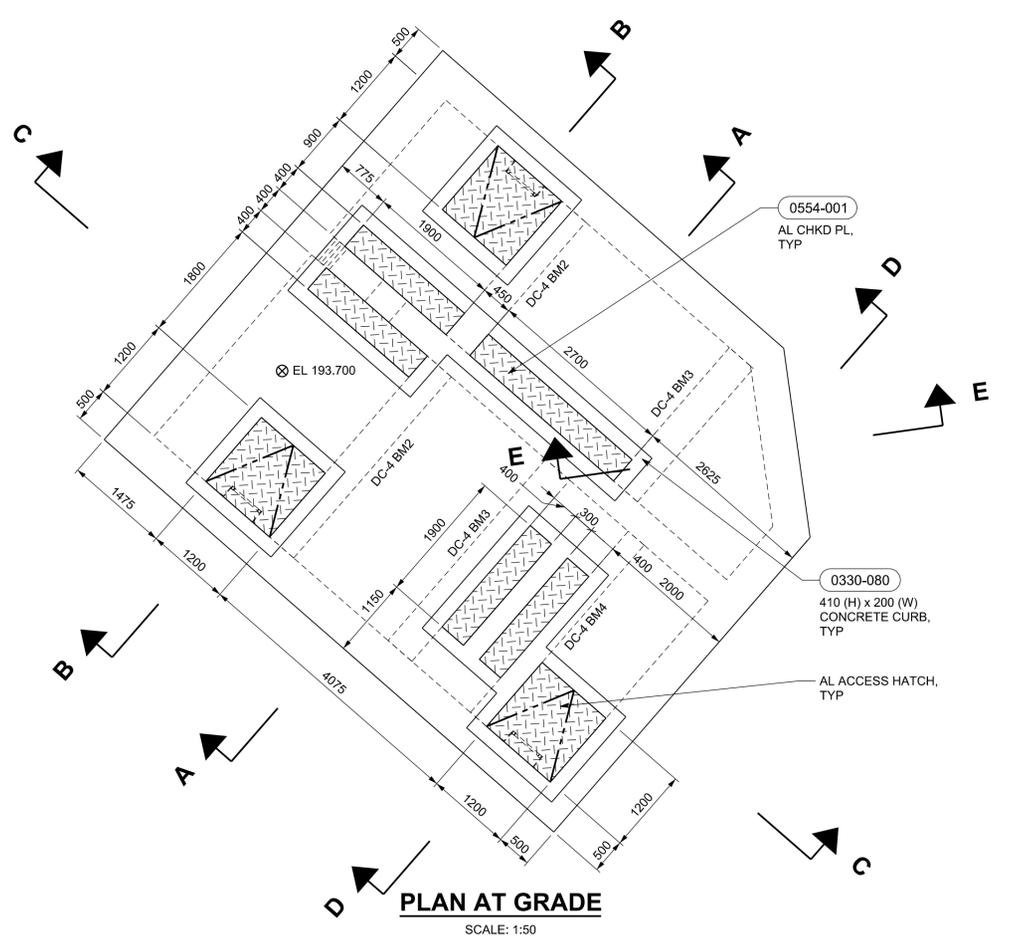
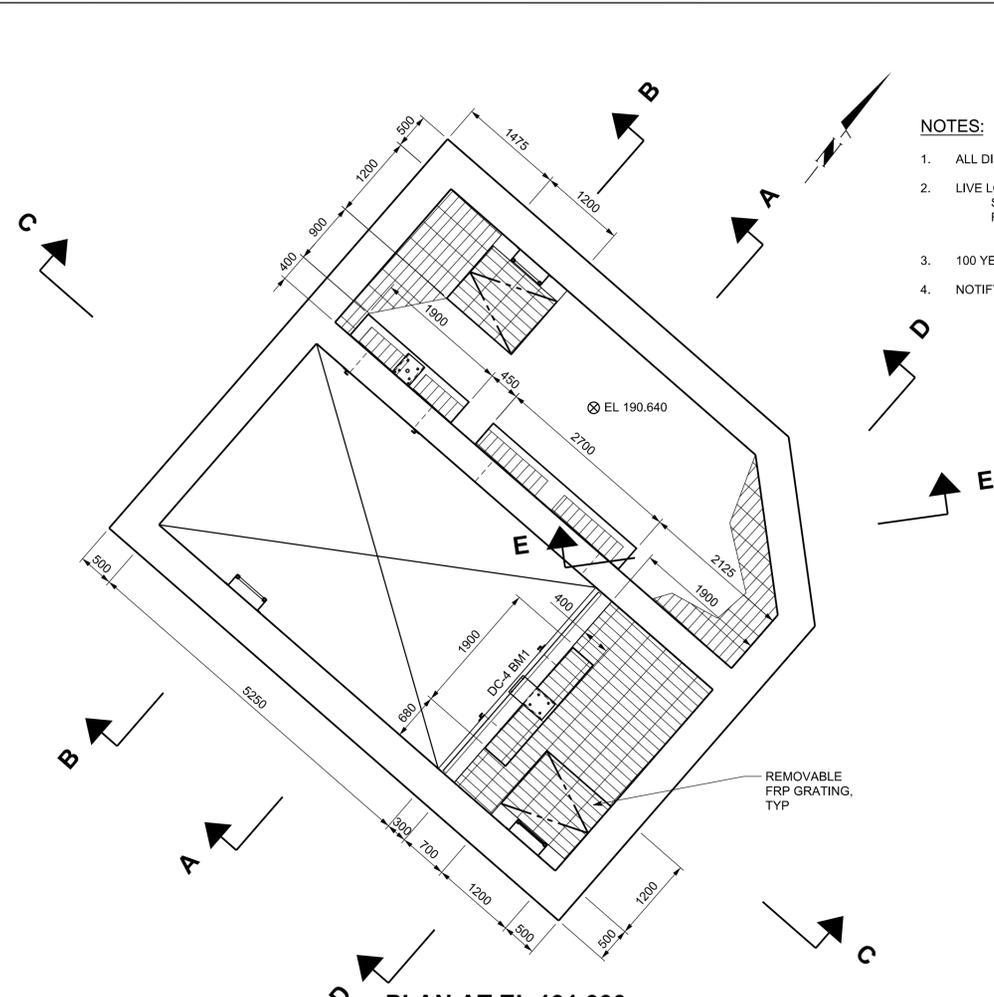
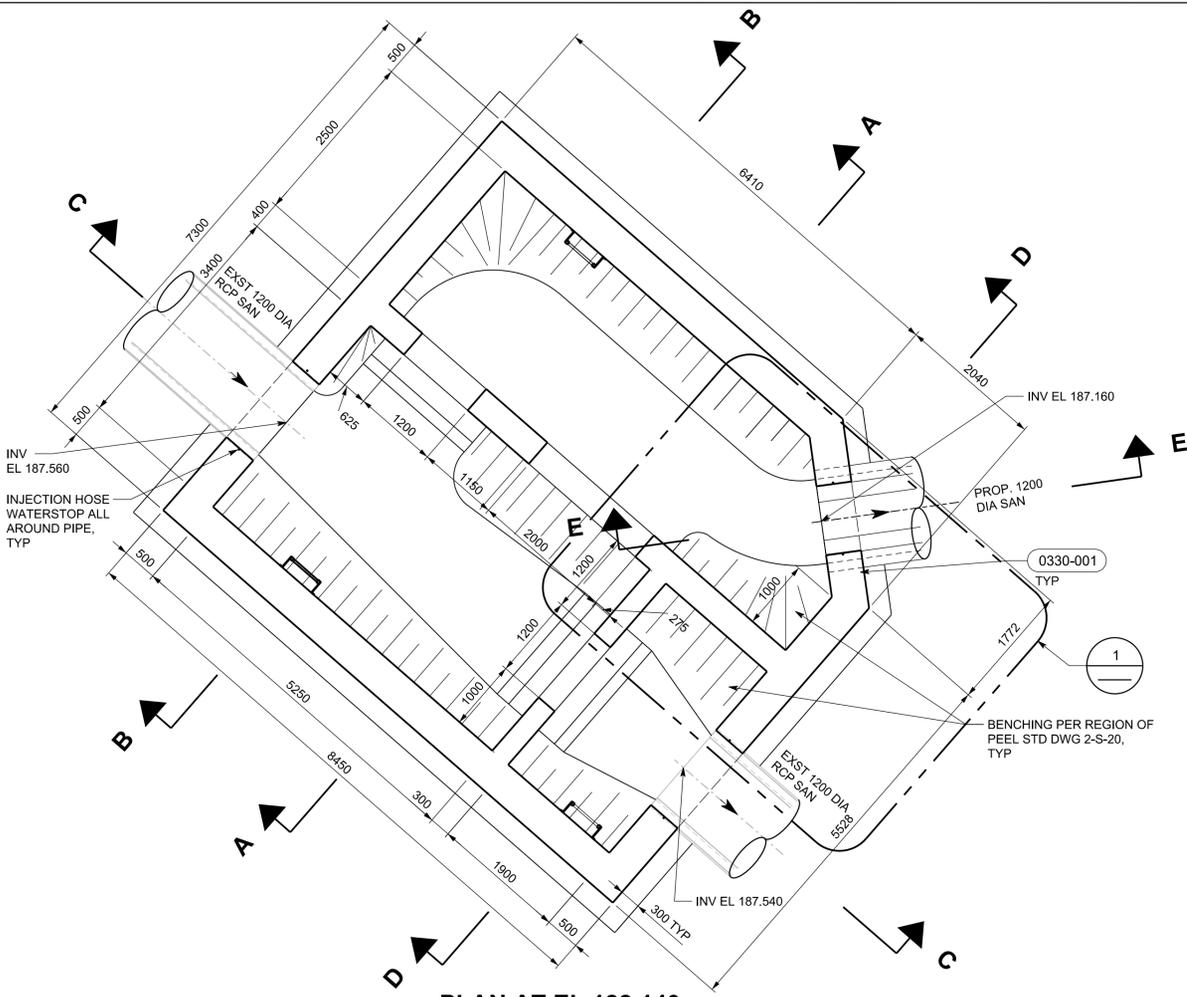
**Region of Peel**  
working with you

**EXCAVATION SUPPORT**  
SHAFT 4

CAD Area	X-XX	Area	Z-41 to Z-45	Project No.	16-2291
Checked by	C.Q.	Drawn by	C.A.	Plan No.	<b>4-ES-001</b>
Date	JAN 2020	Sheet	78 of 128		

REVISIONS		
DATE	DETAILS	INIT.
01/23/2020	ISSUED FOR 100% DESIGN REVIEW	J.J.T.

- NOTES:**
- ALL DIMENSIONS ARE IN MILLIMETERS EXCEPT WHERE SHOWN OTHERWISE.
  - LIVE LOAD:  
STAIRS, CONCRETE LANDINGS AND FRP PLATFORMS 9.6 kPa  
ROOF SLAB HIGHWAY LOADING AS PER CSA S6-14 INCLUDING CL-625-ONT TRUCK LOADING
  - 100 YEAR FLOOD ELEVATION: 192.67 (FOR SITE 4 ONLY)
  - NOTIFY ENGINEER OF ANY DISCREPANCIES



**STRUCTURAL DRAWINGS UNDER QC REVIEW**  
FINAL DWG WILL BE SUBMITTED FEBRUARY 6, 2020 OR BEFORE IF COMPLETED  
**01/23/2020**



**JACOBS**

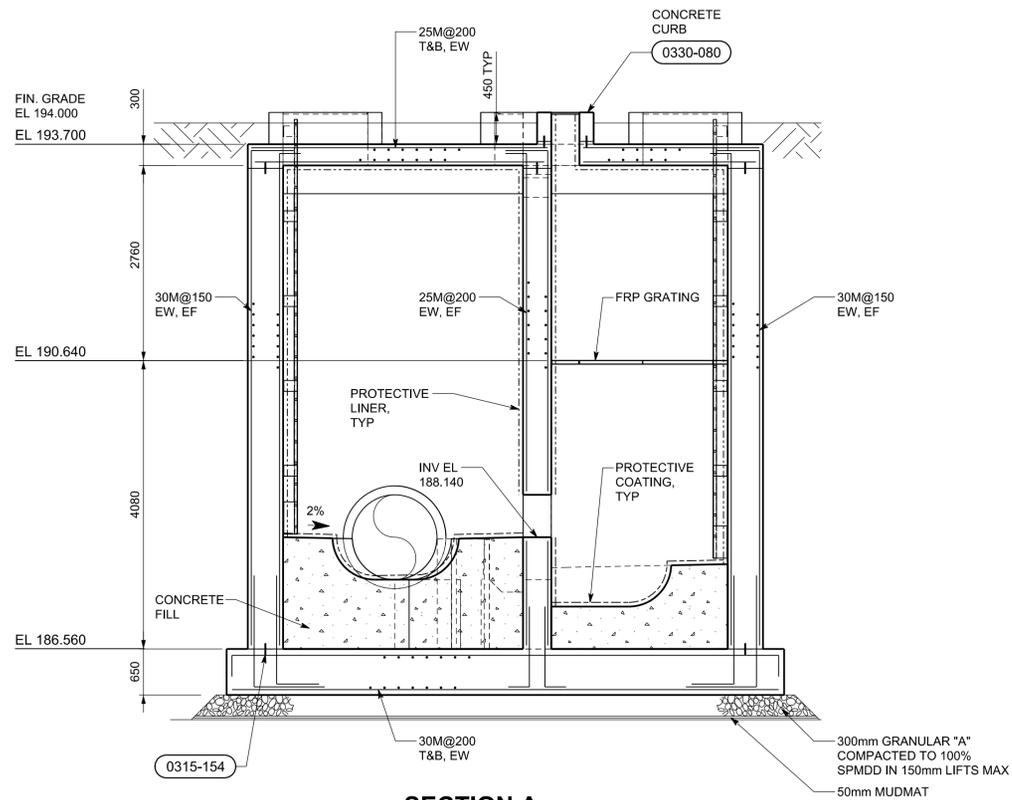
Approved by \_\_\_\_\_

**Region of Peel**  
working with you

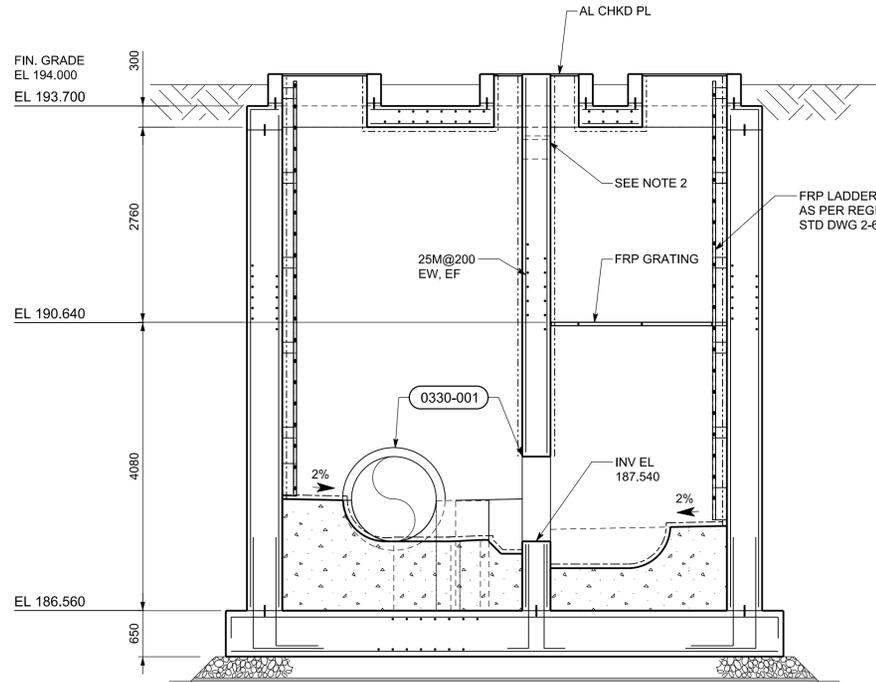
**STRUCTURAL**  
DIVERSION CHAMBER 4 (DC-4)  
PLANS

CAD Area	X-XX	Area	Z-41 to Z-45	Project No.	16-2291
Checked by	J.J.T.	Drawn by	G.O.	Date	JAN 2020
Date	JAN 2020	Sheet	79 of 128	Plan No.	<b>4-S-201</b>

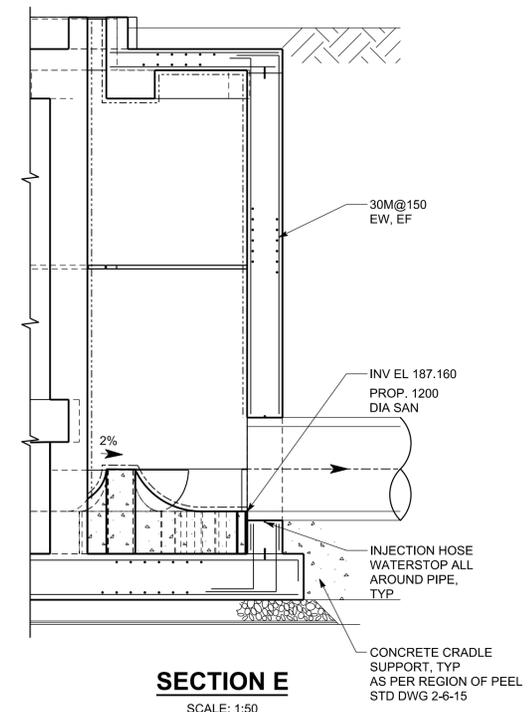
REVISIONS		
DATE	DETAILS	INIT.
01/23/2020	ISSUED FOR 100% DESIGN REVIEW	J.J.T.



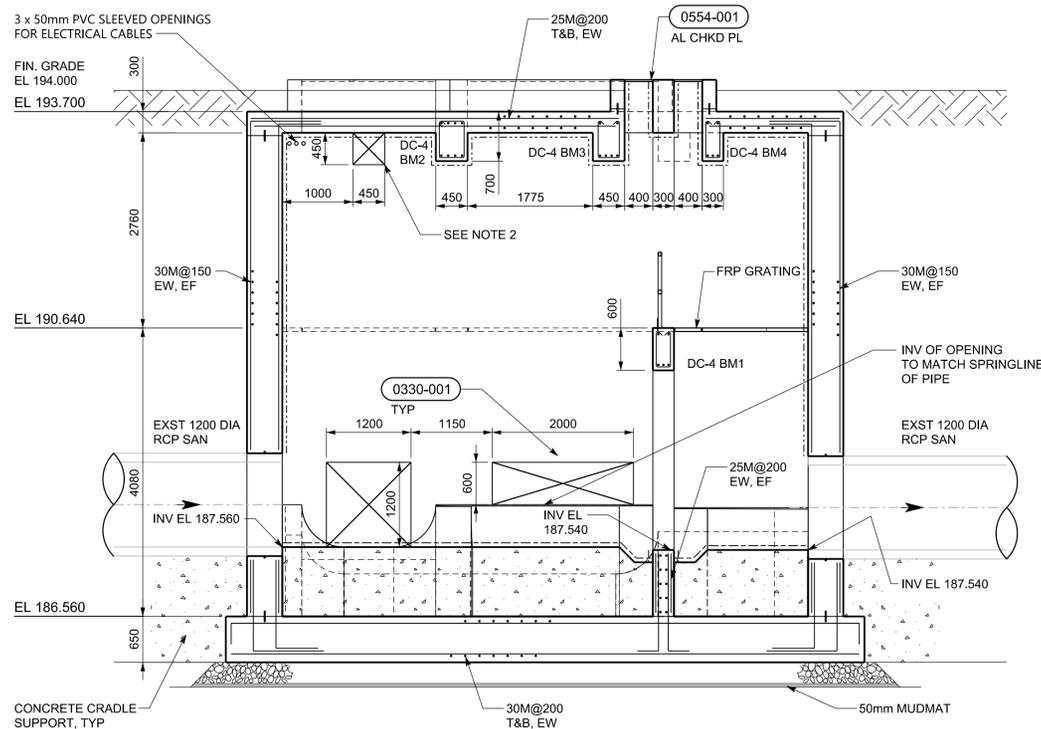
**SECTION A**  
SCALE: 1:50



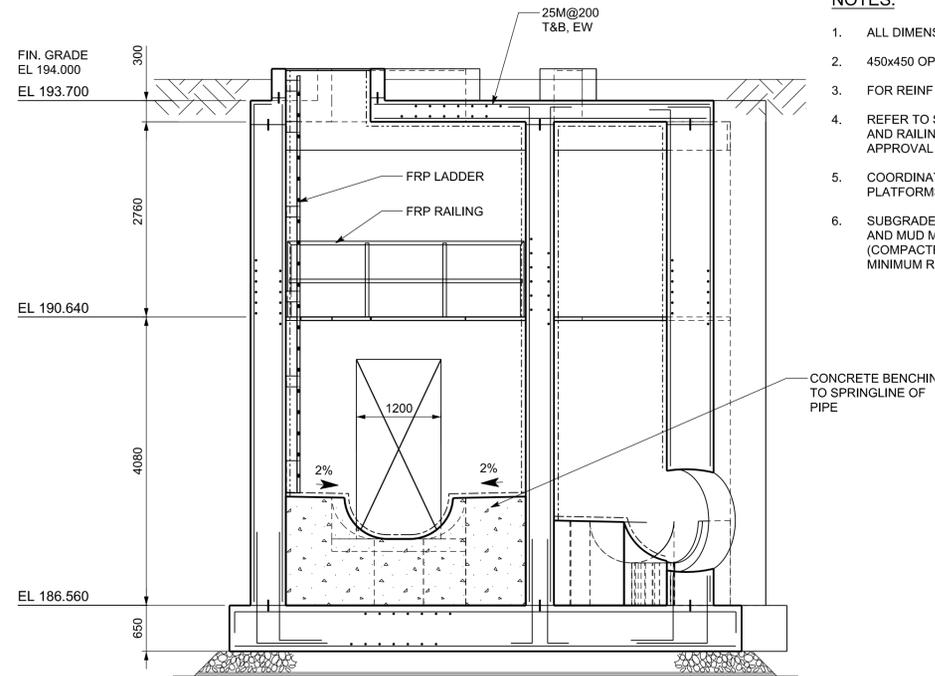
**SECTION B**  
SCALE: 1:50



**SECTION E**  
SCALE: 1:50



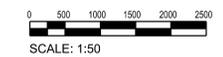
**SECTION C**  
SCALE: 1:50



**SECTION D**  
SCALE: 1:50

**NOTES:**

- ALL DIMENSIONS ARE IN MILLIMETERS EXCEPT WHERE SHOWN OTHERWISE.
- 450x450 OPENING TO PERMIT VENTING BETWEEN CHAMBERS.
- FOR REINF NOT SHOWN OR NOTED SEE SECTION A.
- REFER TO SPECIFICATION 06500 - FRP PRODUCTS AND FABRICATION FOR FRP LADDER, PLATFORM AND RAILING REQUIREMENTS. CONTRACTOR TO SUBMIT STAMPED SHOP DRAWINGS FOR REVIEW AND APPROVAL PRIOR TO FABRICATION.
- COORDINATE LINER PENETRATION DETAILS WITH SUPPLIER FOR LADDERS, PIPE PENETRATIONS, PLATFORMS, EMBEDDED GATES, ETC.
- SUBGRADE TO BE ASSESSED BY GEOTECHNICAL ENGINEER BEFORE INSTALLATION OF GRANULAR A AND MUD MAT. REMOVE INADEQUATE SOILS AND REPLACE WITH GRANULAR A (COMPACTED TO 100% SMPDD UNDER SUPERVISION OF GEOTECHNICAL FIELD TECHNICIAN). MINIMUM REQUIRED BEARING CAPACITY IS 300kPa.



**STRUCTURAL DRAWINGS  
UNDER QC REVIEW**  
FINAL DWG WILL BE SUBMITTED FEBRUARY 6, 2020  
OR BEFORE IF COMPLETED  
**01/23/2020**

**JACOBS**

Approved by \_\_\_\_\_

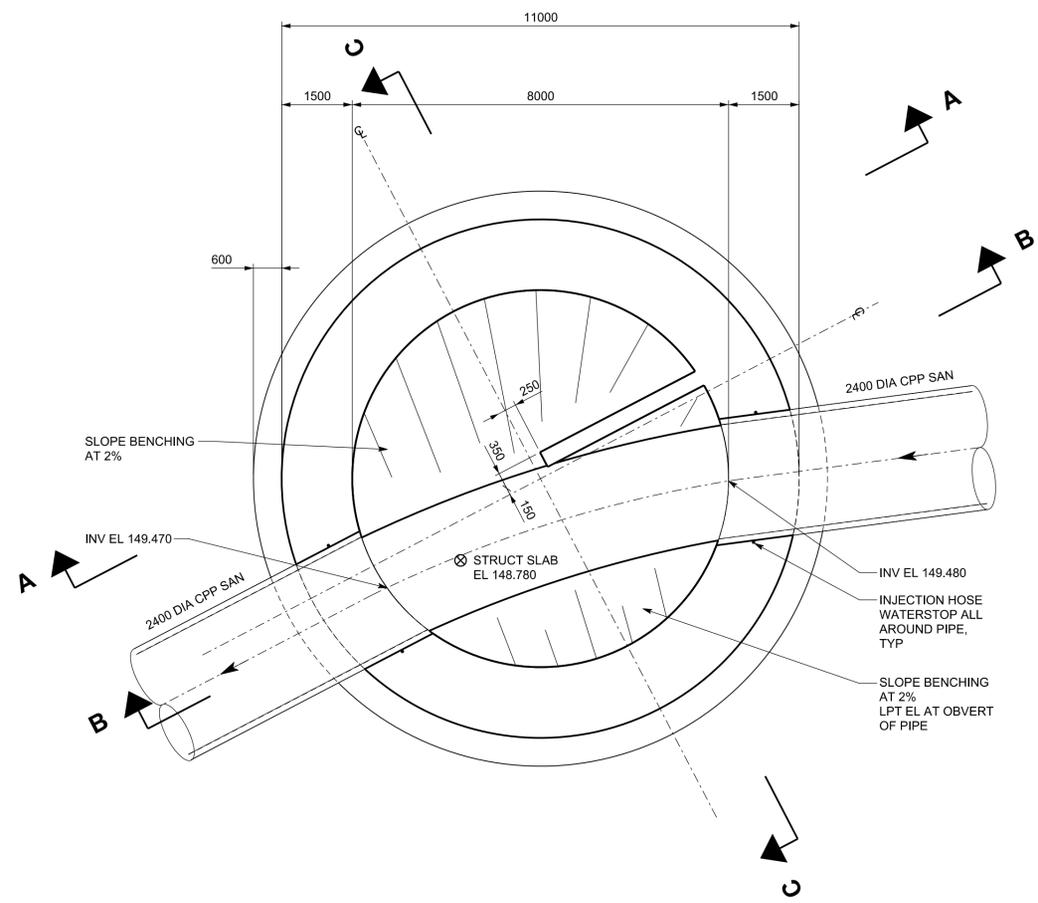
**Region of Peel**  
working with you

**STRUCTURAL**  
DIVERSION CHAMBER 4 (DC-4)  
SECTIONS

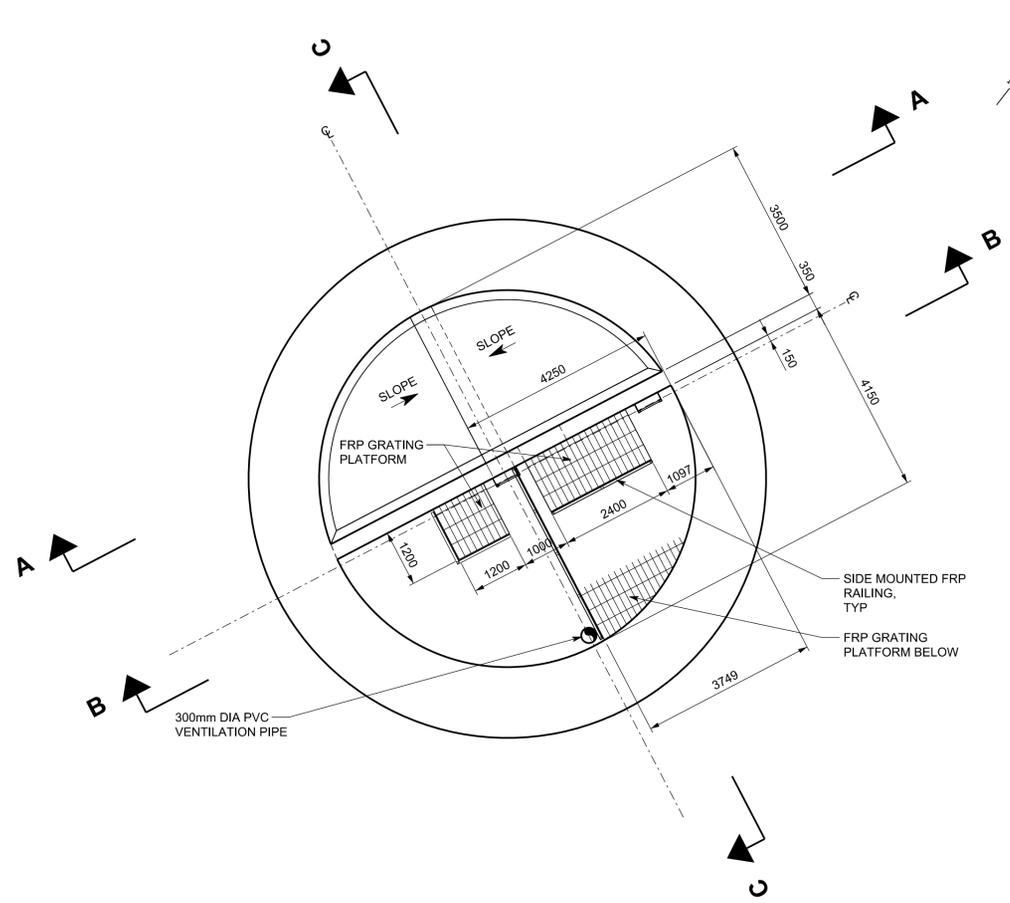
CAD Area	X-XX	Area	Z-41 to Z-45	Project No.	16-2291
Checked by	J.J.T.	Drawn by	G.O.	Date	JAN 2020
Date	JAN 2020	Sheet	80 of 128	Plan No.	<b>4-S-202</b>

REVISIONS		
DATE	DETAILS	INIT.
01/23/2020	ISSUED FOR 100% DESIGN REVIEW	J.J.T.

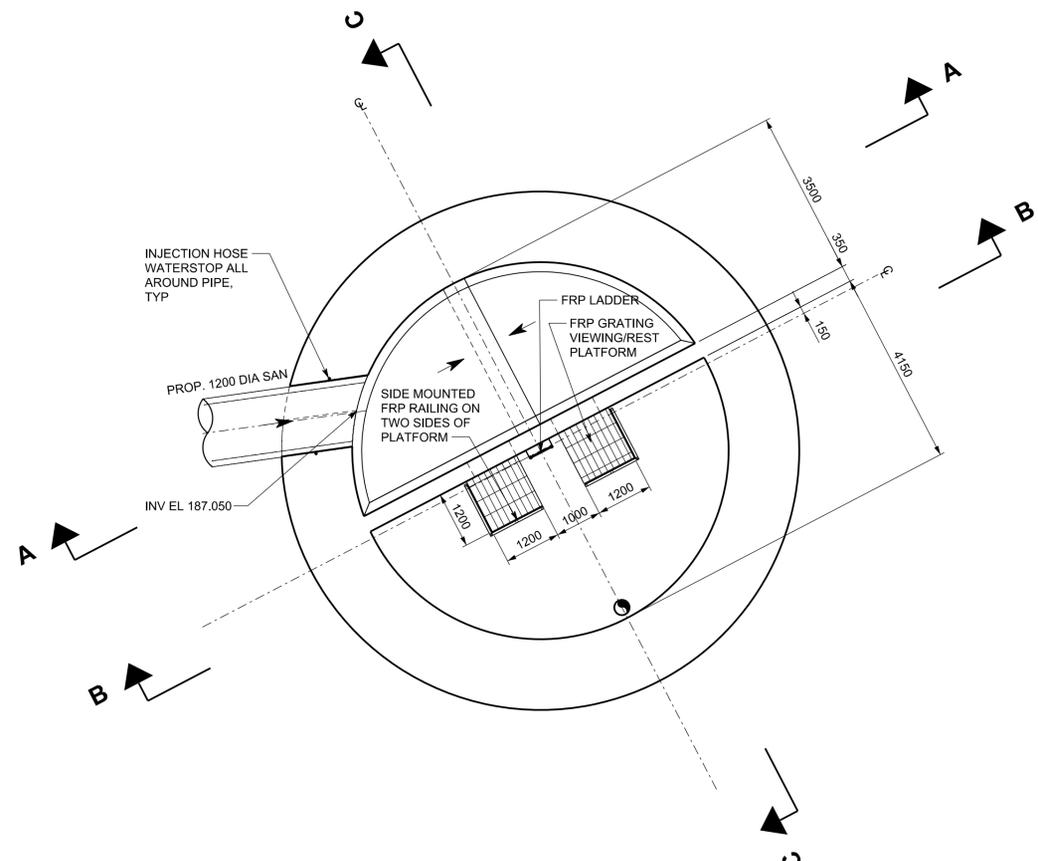
- NOTES:**
- ALL DIMENSIONS ARE IN MILLIMETERS EXCEPT WHERE SHOWN OTHERWISE.
  - LIVE LOAD:  
FRP PLATFORMS 9.6 kPa  
ROOF SLAB HIGHWAY LOADING AS PER CSA S6-14 INCLUDING CL-625-ONT TRUCK LOADING
  - GROUND WATER ELEVATION AT GRADE.
  - 100 YEAR FLOOD ELEVATION: 192.67 (FOR SITE 4 ONLY)
  - NOTIFY ENGINEER OF ANY DISCREPANCIES



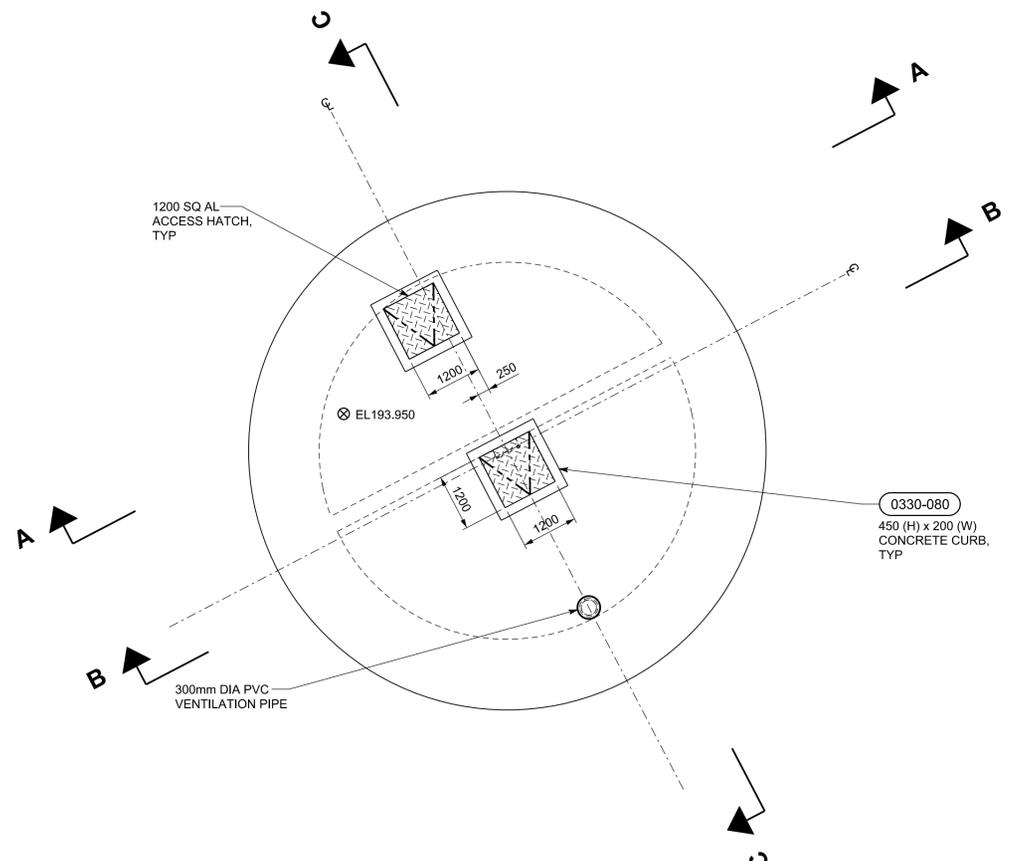
**PLAN AT EL 150.800**  
SCALE: 1:75



**PLAN AT EL 162.200**  
SCALE: 1:75

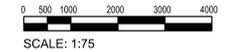


**PLAN AT EL 192.100**  
SCALE: 1:75



**PLAN AT GRADE**  
SCALE: 1:75

**STRUCTURAL DRAWINGS UNDER QC REVIEW**  
FINAL DWG WILL BE SUBMITTED FEBRUARY 6, 2020 OR BEFORE IF COMPLETED  
**01/23/2020**



**JACOBS**

Approved by \_\_\_\_\_

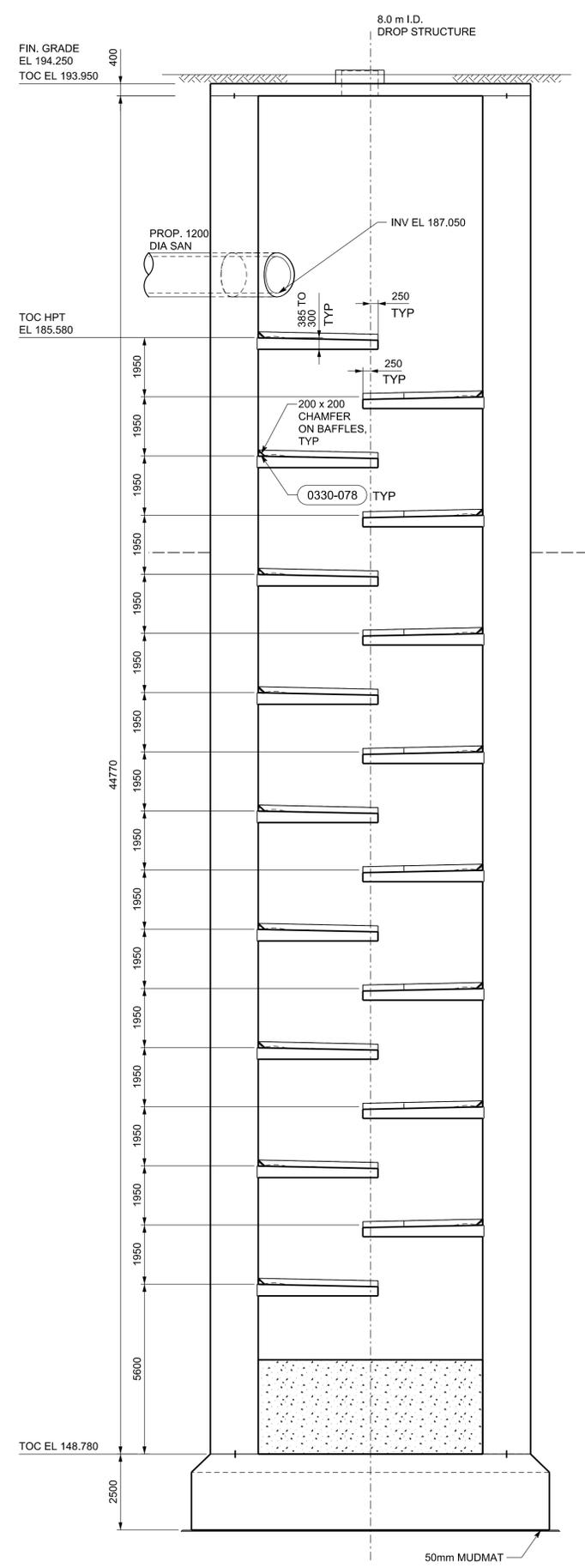
**Region of Peel**  
working with you

**STRUCTURAL**  
DROP STRUCTURE 4 (DS-4)  
PLANS

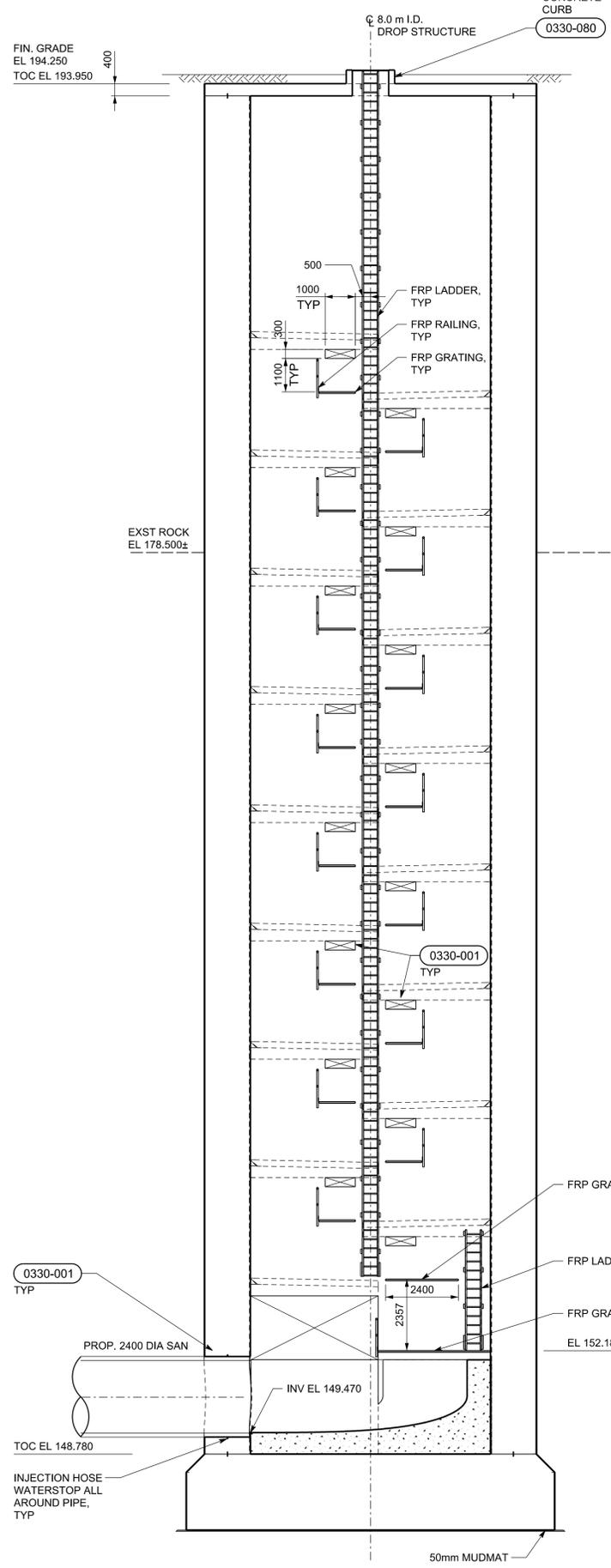
CAD Area	X-XX	Area	Z-41 to Z-45	Project No.	16-2291
Checked by	J.J.T.	Drawn by	G.O.	Plan No.	<b>4-S-203</b>
Date	JAN 2020	Sheet	81 of 128		

REVISIONS		
DATE	DETAILS	INIT.
01/23/2020	ISSUED FOR 100% DESIGN REVIEW	J.J.T.

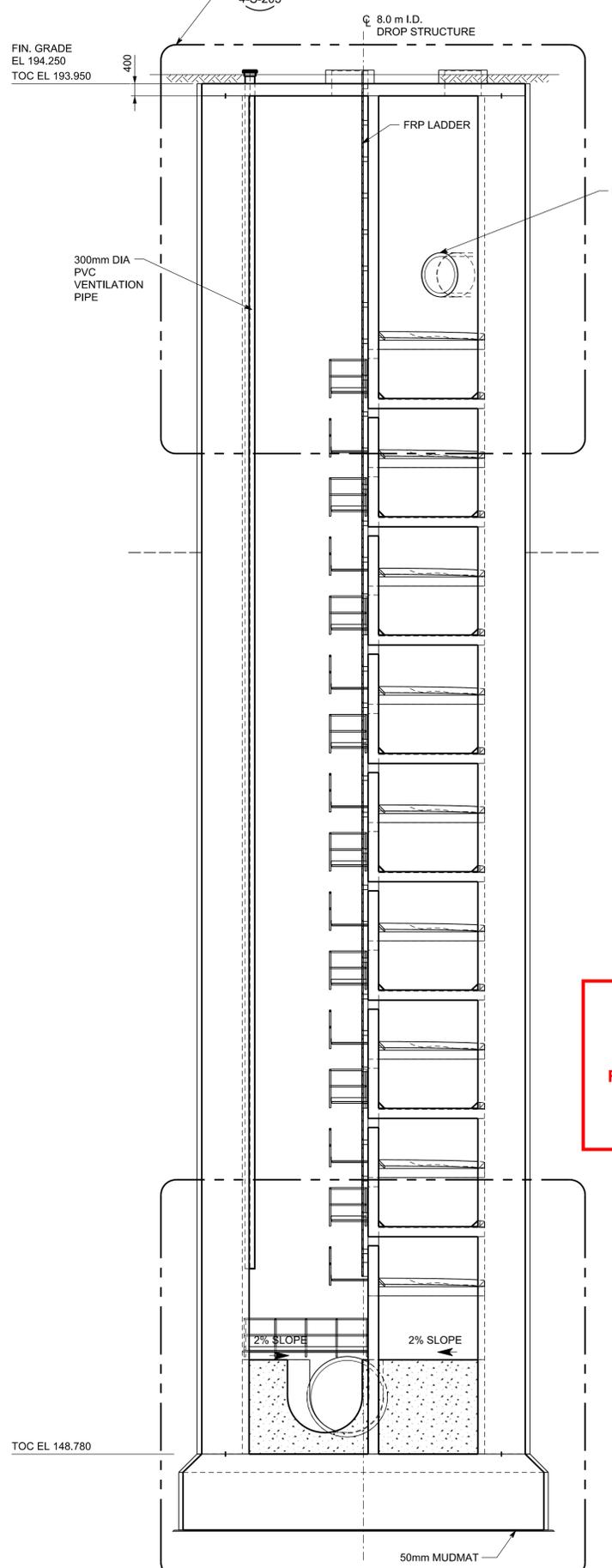
**NOTES:**  
 1. ALL DIMENSIONS ARE IN MILLIMETERS EXCEPT WHERE SHOWN OTHERWISE.



**SECTION A**  
SCALE: 1:100



**SECTION B**  
SCALE: 1:100



**SECTION C**  
SCALE: 1:100

**STRUCTURAL DRAWINGS UNDER QC REVIEW**  
 FINAL DWG WILL BE SUBMITTED FEBRUARY 6, 2020 OR BEFORE IF COMPLETED  
 01/23/2020



**JACOBS**

Approved by \_\_\_\_\_

**Region of Peel**  
working with you

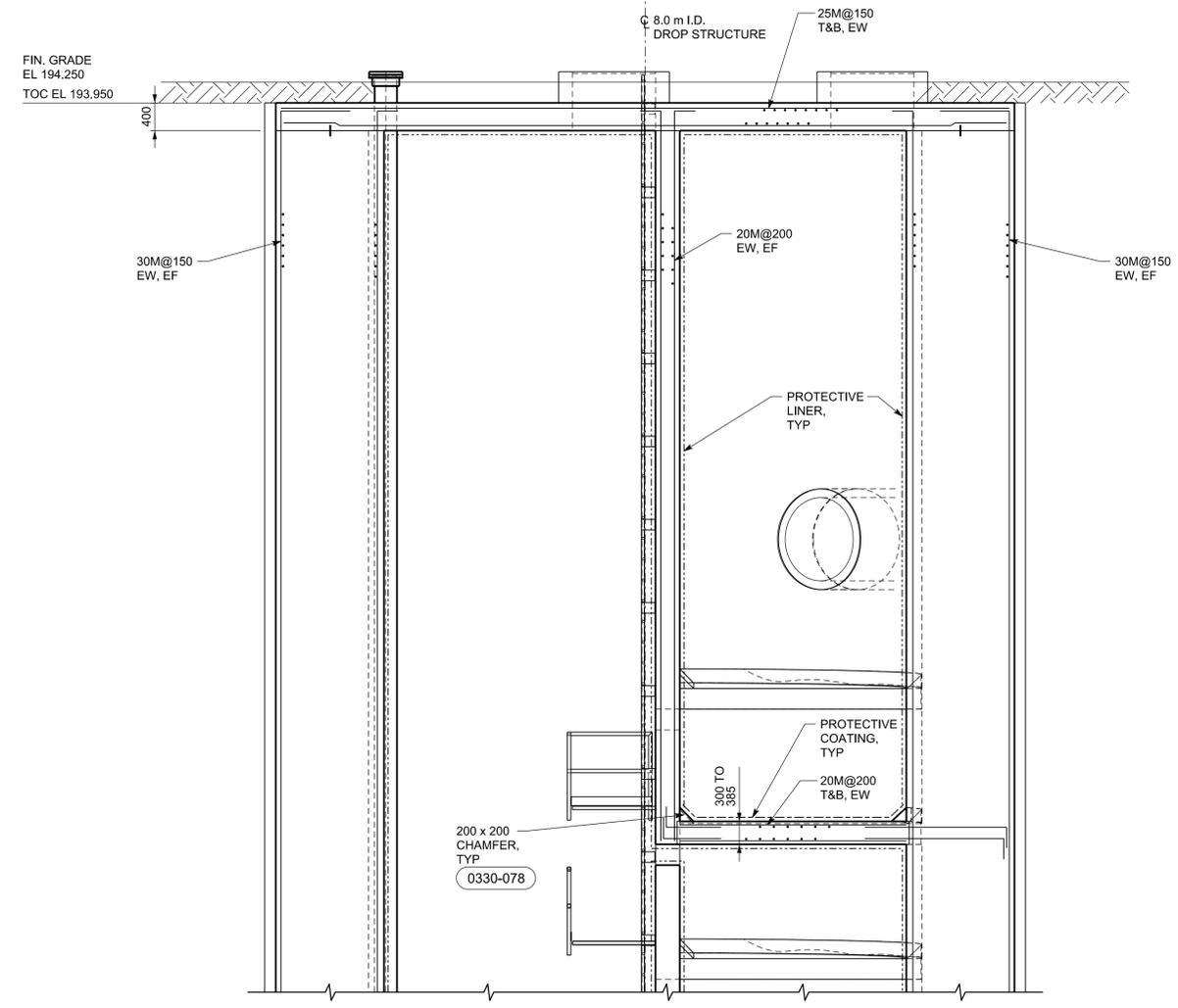
**STRUCTURAL**  
DROP STRUCTURE 4 (DS-4)  
SECTIONS

CAD Area	X-XX	Area	Z-41 to Z-45	Project No.	16-2291
Checked by	J.J.T.	Drawn by	G.O.	Sheet	82 of 128
Date	JAN 2020	Plan No.	<b>4-S-204</b>		

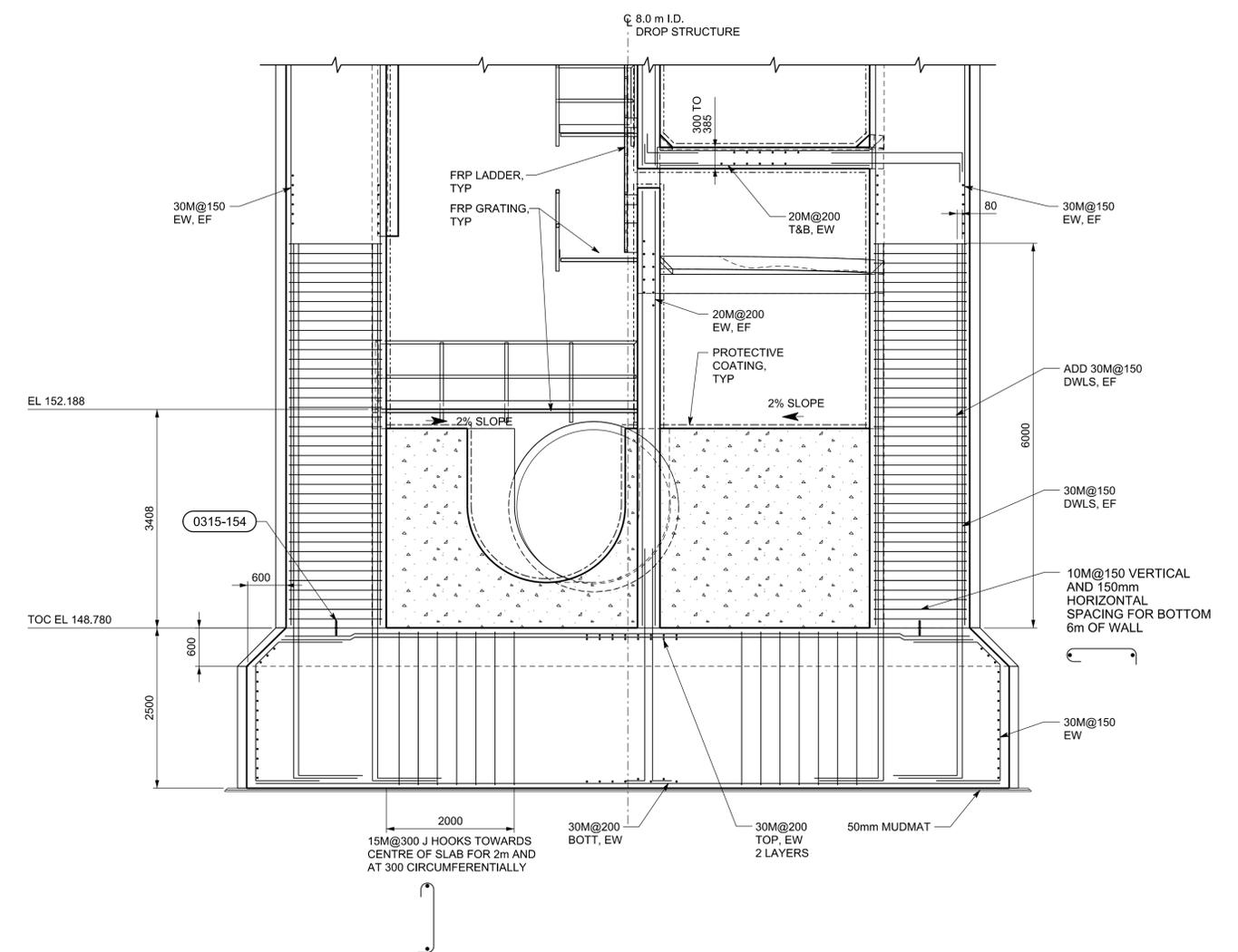
2  
4-S-205

REVISIONS		
DATE	DETAILS	INIT.
01/23/2020	ISSUED FOR 100% DESIGN REVIEW	J.J.T.

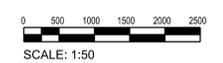
**NOTES:**  
 1. ALL DIMENSIONS ARE IN MILLIMETERS EXCEPT WHERE SHOWN OTHERWISE.



**1** DETAIL  
 1:50  
 4-S-204



**2** DETAIL  
 1:50  
 4-S-204

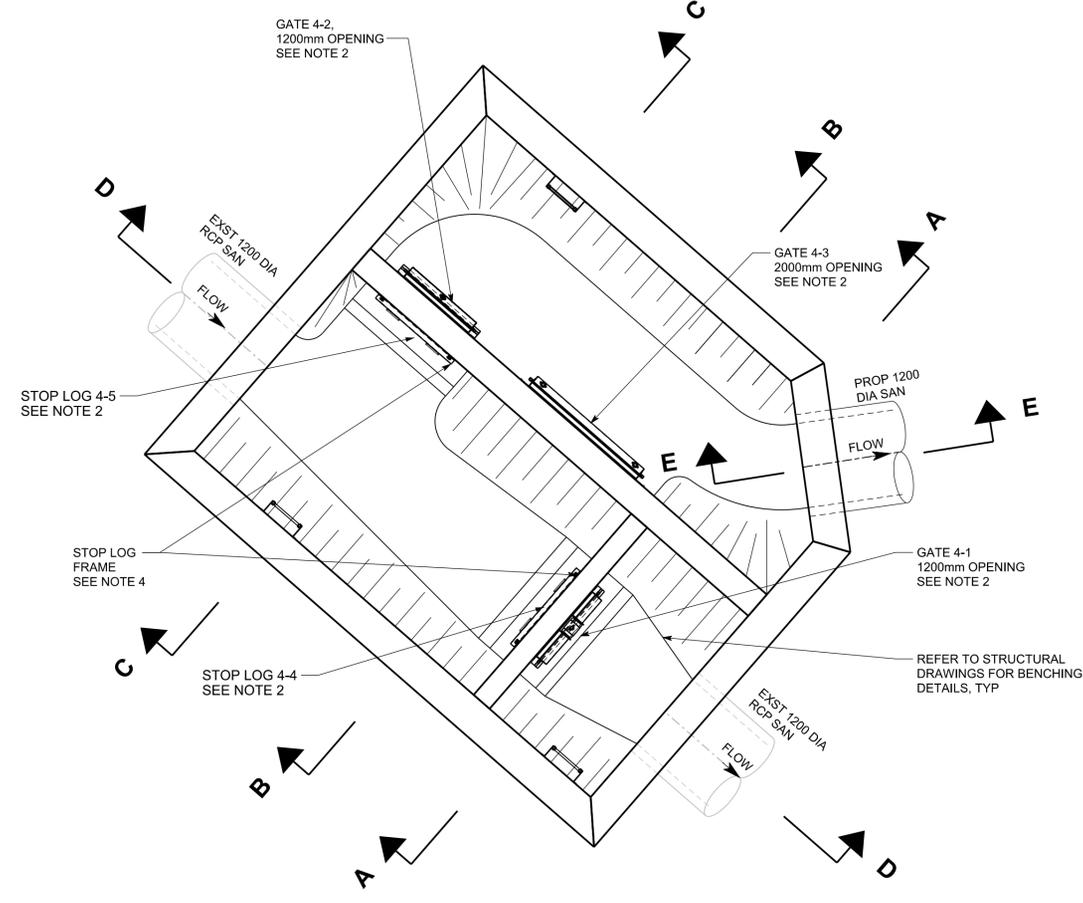


**STRUCTURAL DRAWINGS  
 UNDER QC REVIEW**  
 FINAL DWG WILL BE SUBMITTED FEBRUARY 6, 2020  
 OR BEFORE IF COMPLETED  
 01/23/2020

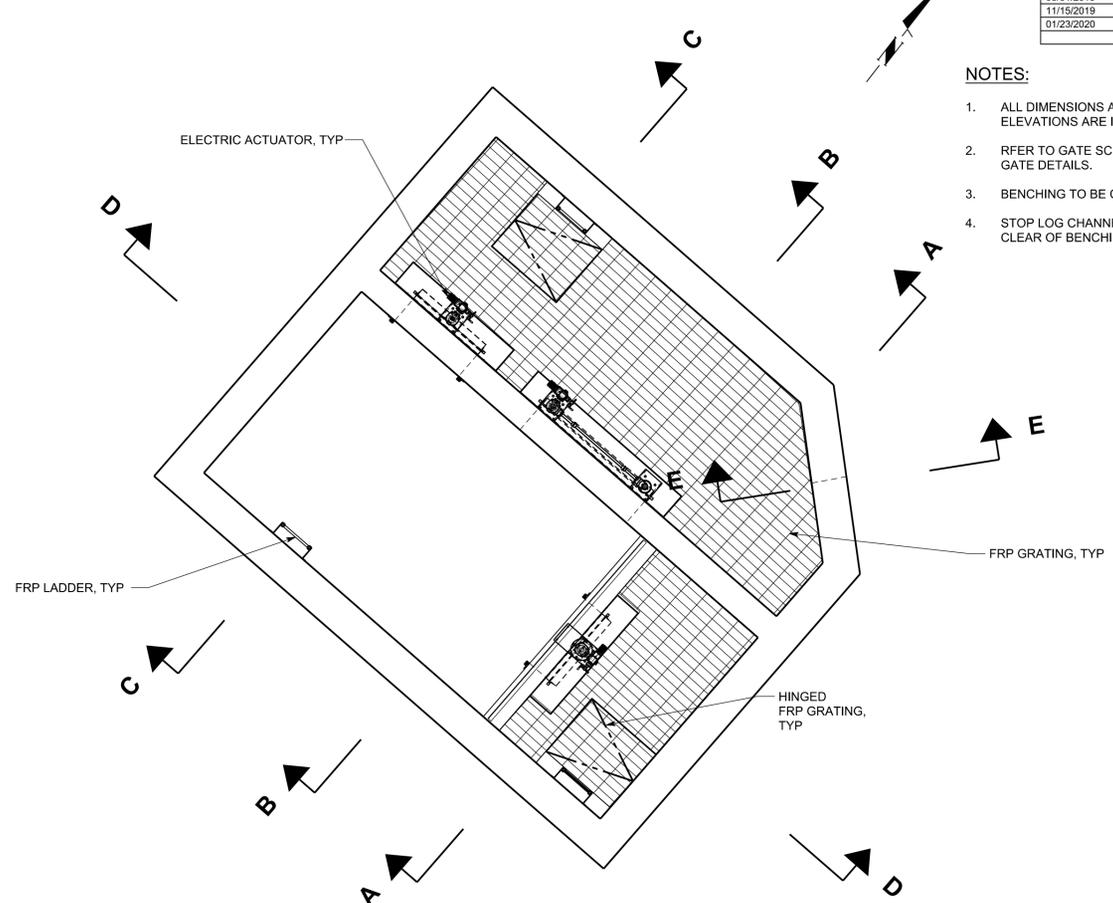
<b>JACOBS</b>	Approved by _____
<b>Region of Peel</b> working with you	
<b>STRUCTURAL</b> DROP STRUCTURE 4 (DS-4) DETAILS	
CAD Area X-XX Area Z-41 to Z-45 Project No. 16-2291	Checked by J.J.T. Drawn by G.O. Date JAN 2020 Sheet 83 of 128 Plan No. <b>4-S-205</b>

REVISIONS		
DATE	DETAILS	INIT.
08/01/2019	ISSUED FOR 50% DESIGN REVIEW	J.W.
11/15/2019	ISSUED FOR 90% DESIGN REVIEW	J.W.
01/23/2020	ISSUED FOR 100% DESIGN REVIEW	P.D.

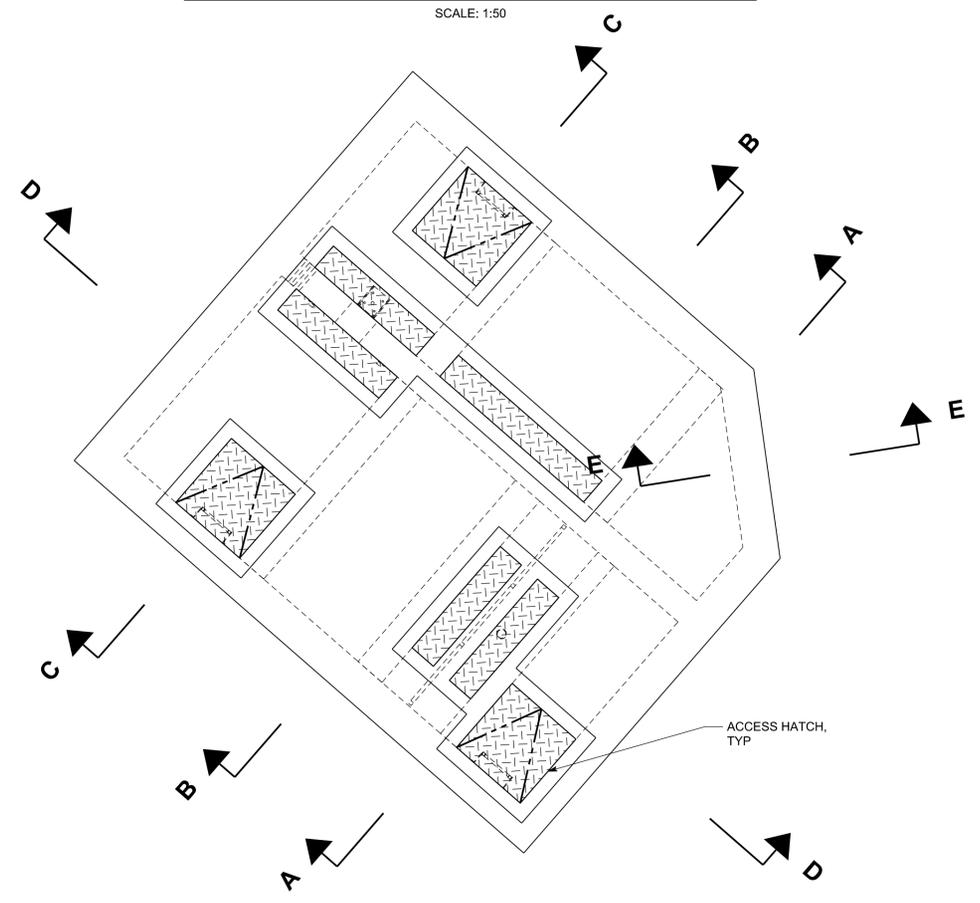
- NOTES:**
1. ALL DIMENSIONS ARE IN MILLIMETERS (mm) UNLESS NOTED OTHERWISE. ALL ELEVATIONS ARE IN METERS (m) UNLESS OTHERWISE NOTED.
  2. REFER TO GATE SCHEDULE TABLE IN SPECIFICATION SECTION 11280 FOR GATE DETAILS.
  3. BENCHING TO BE CLEAR OF GATE AND FRAME.
  4. STOP LOG CHANNEL TO BE SET FOR 1500 WIDE STOP LOGS. KEEP CLEAR OF BENCHING.



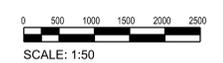
**DIVERSION CHAMBER NO. 4 PLAN AT EL 187.50**  
SCALE: 1:50



**DIVERSION CHAMBER NO. 4 PLAN AT EL 190.64**  
SCALE: 1:50



**DIVERSION CHAMBER NO. 4 PLAN AT EL 193.70**  
SCALE: 1:50



**JACOBS**

Approved by \_\_\_\_\_

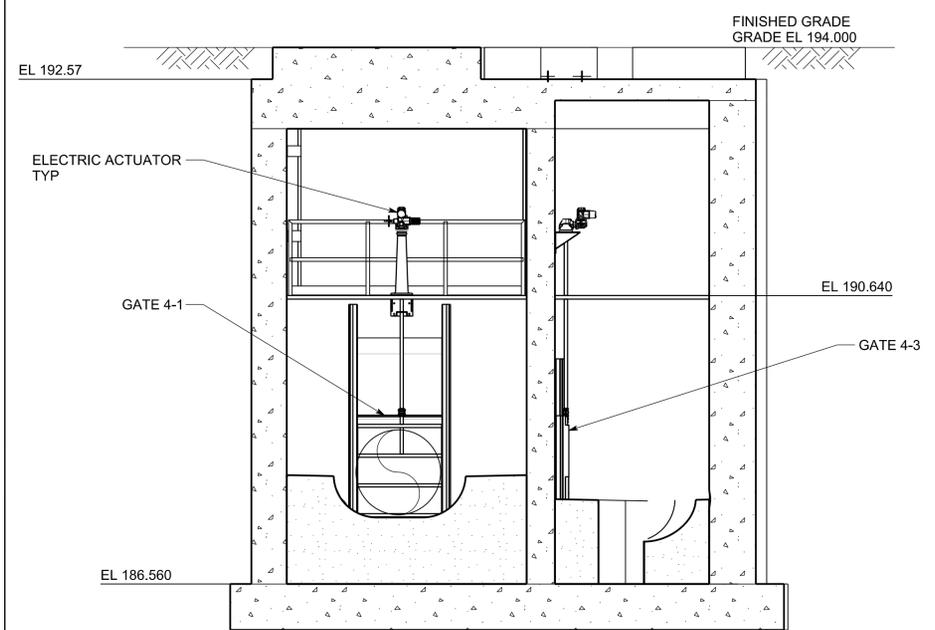


**PROCESS MECHANICAL**  
DIVERSION CHAMBER DC-4  
PLANS

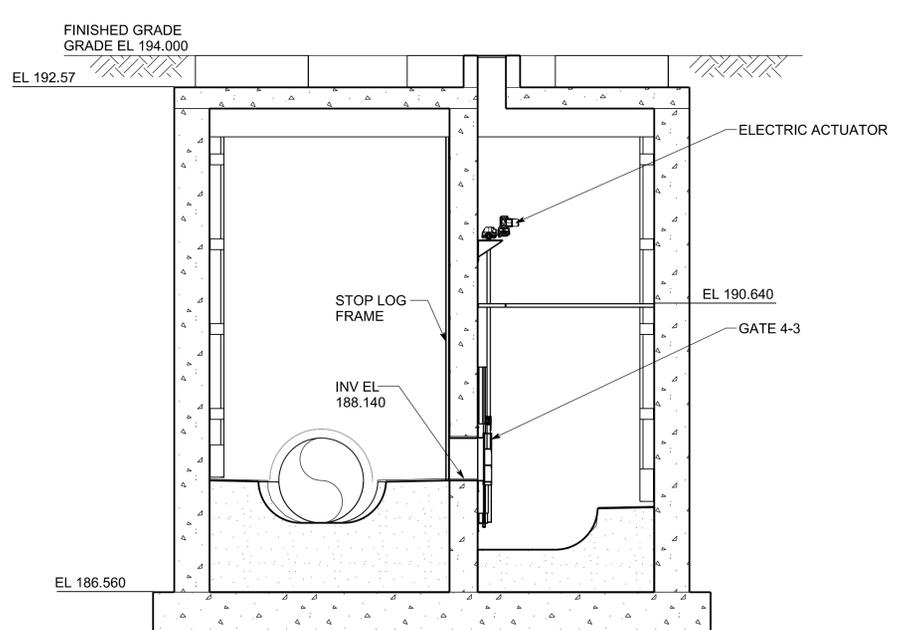
CAD Area	X-XX	Area	Z-41 to Z-45	Project No.	16-2291
Checked by	P.D.	Drawn by	C.P.	Plan No.	<b>4-PR-201</b>
Date	JAN 2020	Sheet	84 of 128		

REVISIONS		
DATE	DETAILS	INIT.
08/01/2019	ISSUED FOR 50% DESIGN REVIEW	J.W.
11/15/2019	ISSUED FOR 90% DESIGN REVIEW	J.W.
01/23/2020	ISSUED FOR 100% DESIGN REVIEW	P.D.

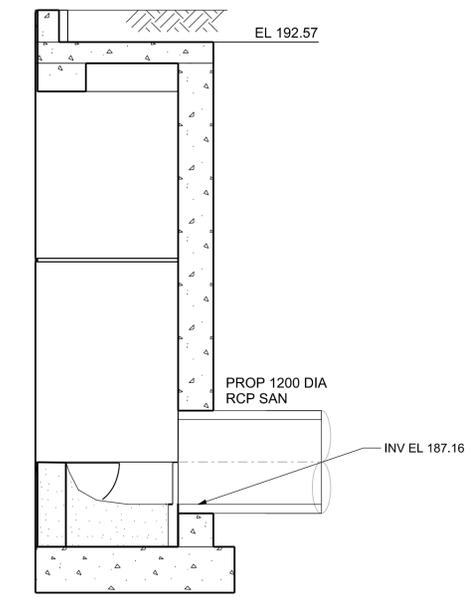
- NOTES:**
- ALL DIMENSIONS ARE IN MILLIMETERS (mm) UNLESS NOTED OTHERWISE. ALL ELEVATIONS ARE IN METERS (m) UNLESS OTHERWISE NOTED.
  - REFER TO GATE SCHEDULE TABLE IN SPECIFICATION SECTION 1128 FOR GATE DETAILS.



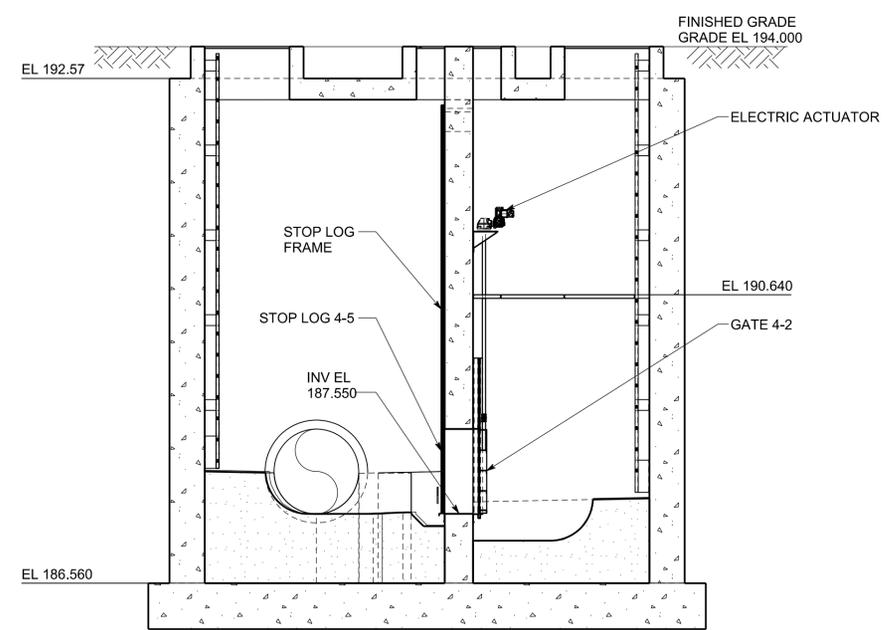
**DIVERSION CHAMBER NO. 4 SECTION A**  
SCALE: 1:50



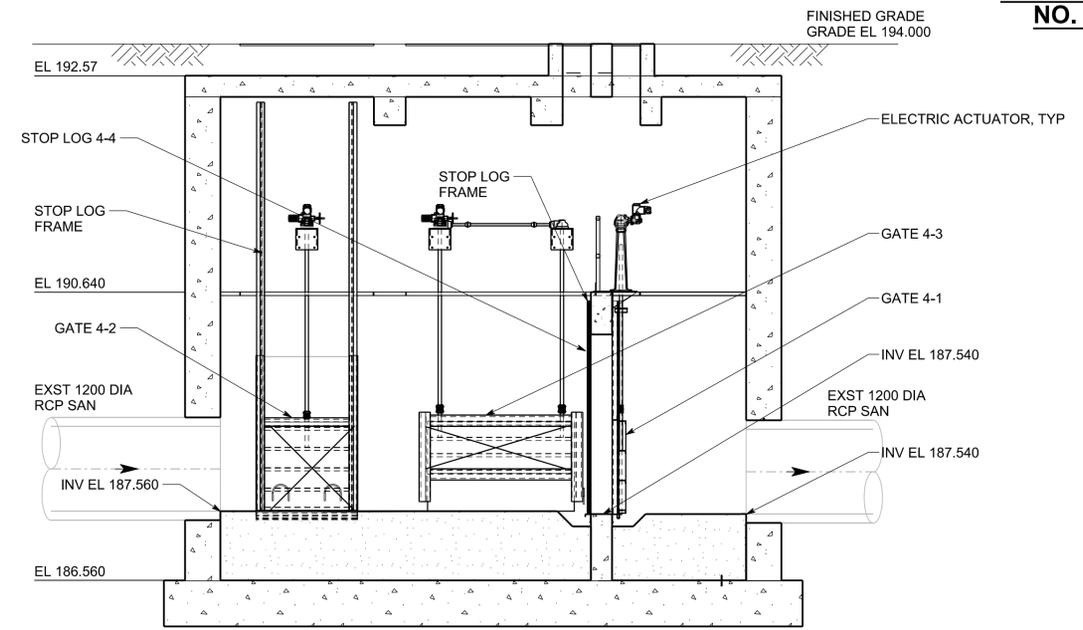
**DIVERSION CHAMBER NO. 4 SECTION B**  
SCALE: 1:50



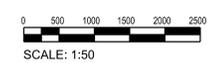
**DIVERSION CHAMBER NO. 4 SECTION E**  
SCALE: 1:50



**DIVERSION CHAMBER NO. 4 SECTION C**  
SCALE: 1:50



**DIVERSION CHAMBER NO. 4 SECTION D**  
SCALE: 1:50



**JACOBS**

Approved by \_\_\_\_\_

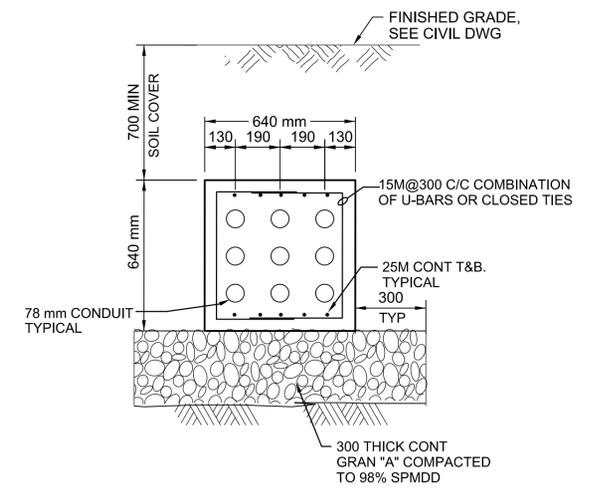
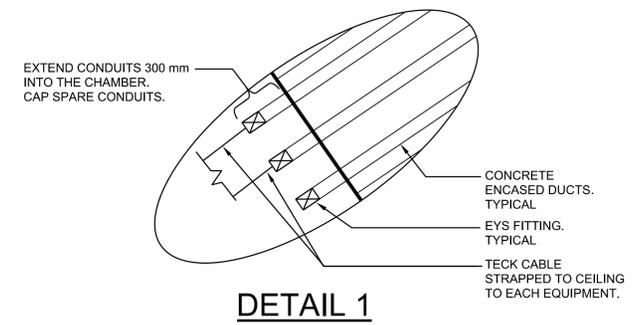
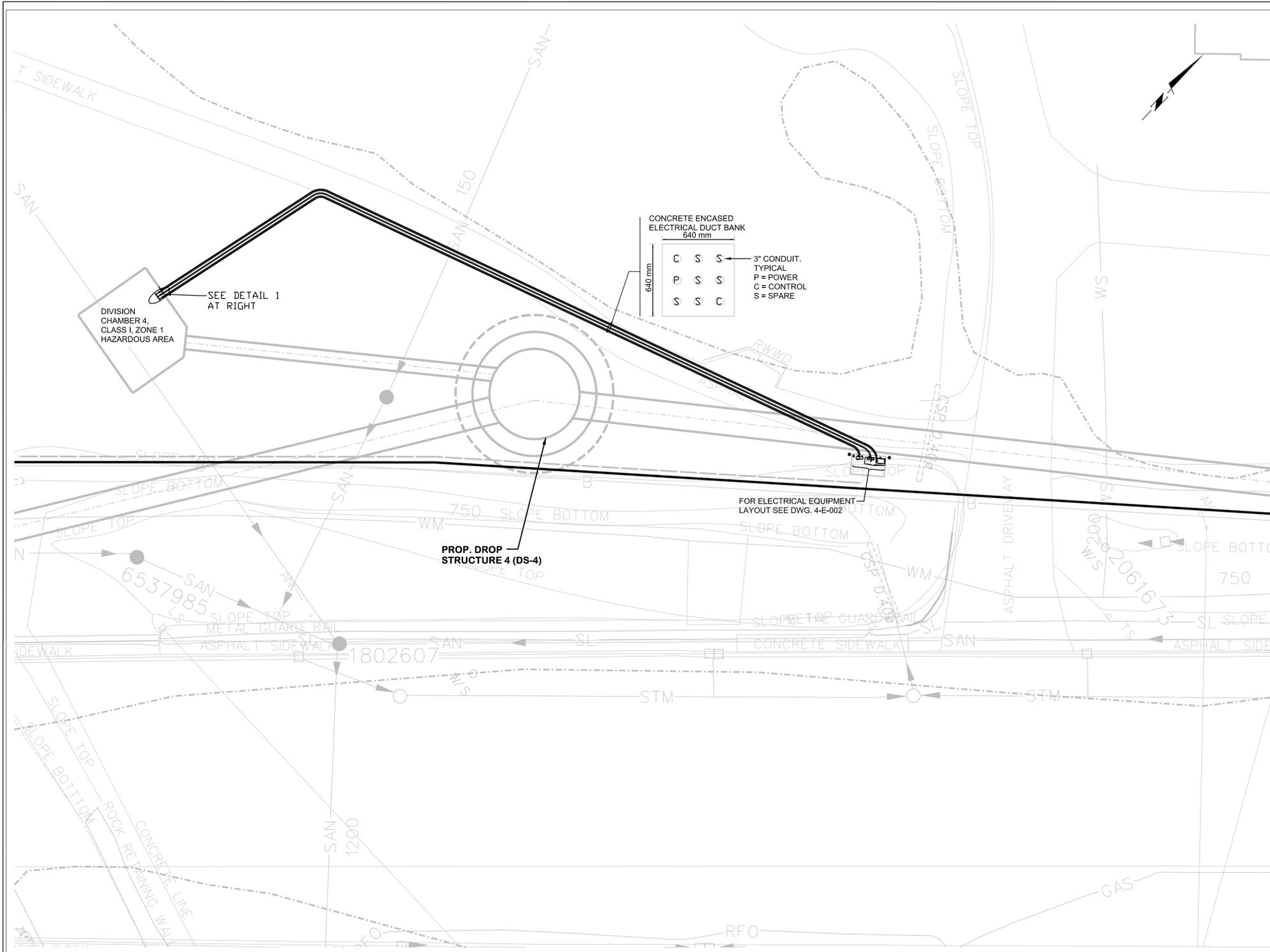
**Region of Peel**  
working with you

**PROCESS MECHANICAL**

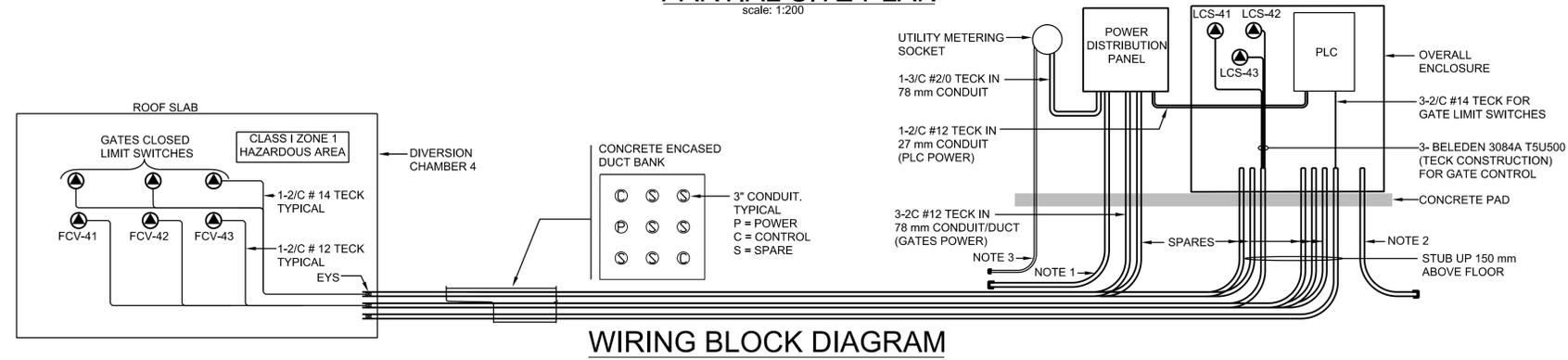
DIVERSION CHAMBER DC-4  
SECTIONS

CAD Area	X-XX	Area	Z-41 to Z-45	Project No.	16-2291
Checked by	P.D.	Drawn by	C.P.	Sheet	85 of 128
Date	JAN 2020	Plan No.	<b>4-PR-202</b>		

REVISIONS		
DATE	DETAILS	INIT.
01/31/2020	ISSUED FOR 100% DESIGN REVIEW	J.T.



**PARTIAL SITE PLAN**  
scale: 1:200



- NOTES:**
1. PROVIDE 1-78 mm CONDUIT SLEEVE TERMINATED INTO THE POWER DISTRIBUTION PANEL AND EXTENDING 600 mm OUT OF THE CONCRETE PAD FOR FUTURE USE. CAP THE BURIED END.
  2. PROVIDE 1-78 mm CONDUIT SLEEVE TERMINATED INTO THE OVERALL ENCLOSURE, STUBBED UP 150 mm ABOVE FLOOR AND EXTENDING 600 mm OUT OF THE CONCRETE PAD FOR FUTURE USE. CAP BOTH ENDS.
  3. PROVIDE 1-27" CONDUIT SLEEVE FOR UTILITY METERING, STUBBED UP TO THE METER HEIGHT AND EXTENDING 600 mm OUT OF THE CONCRETE PAD FOR USE BY ALECTRA (UTILITY).

**JACOBS**

Approved by \_\_\_\_\_

**Region of Peel**  
working with you

**ELECTRICAL**  
PARTIAL SITE PLAN

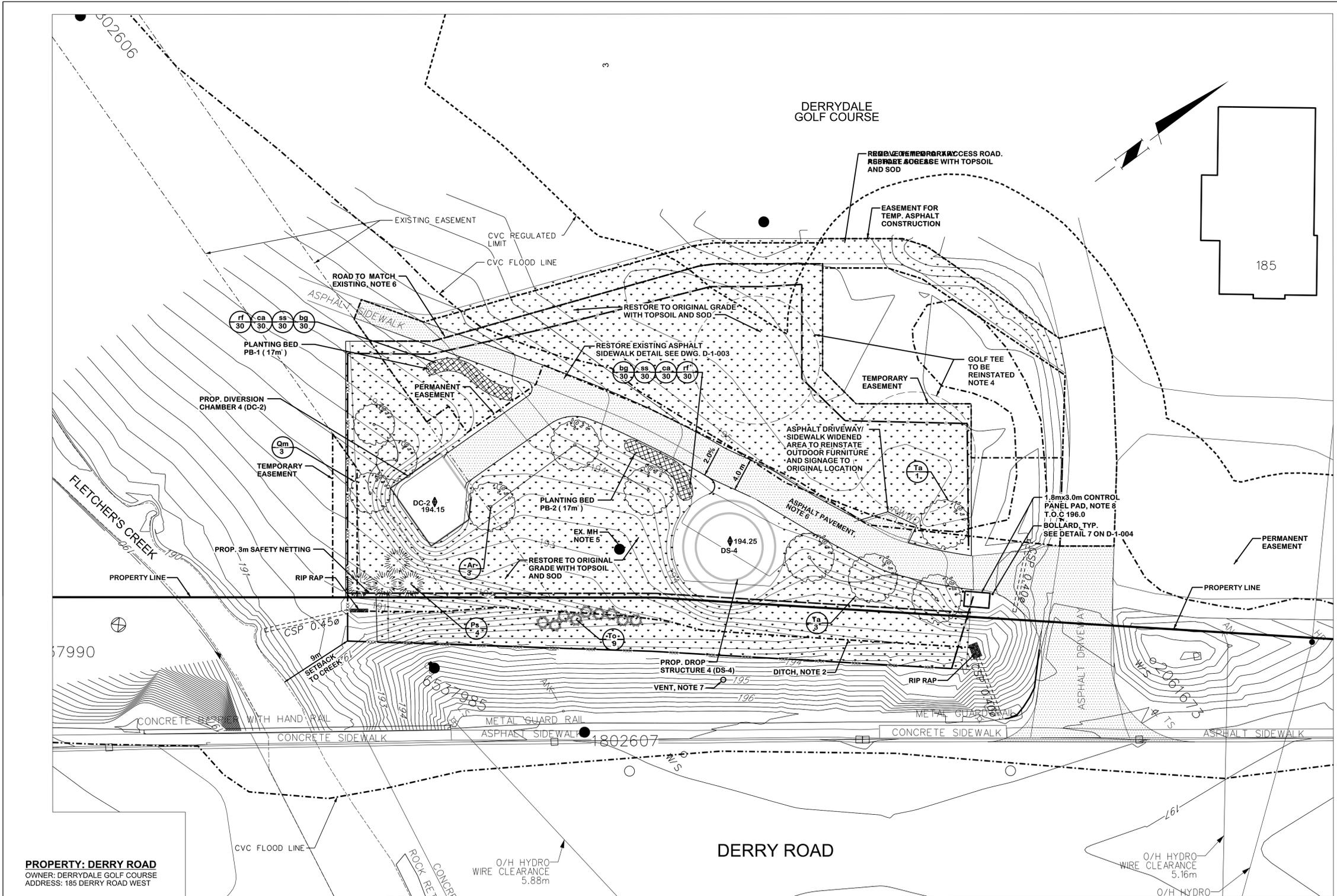
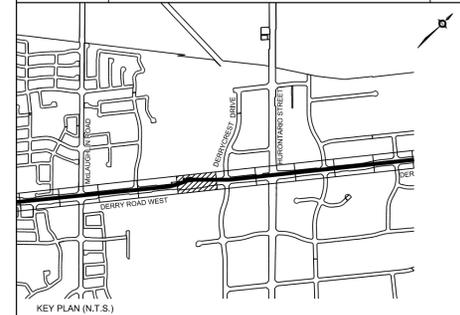
CAD Area	X-XX	Area	Z-41 to Z-45	Project No.	16-2291
Checked by	W.T.	Drawn by	J.T.	Date	JAN 2020
Date	JAN 2020	Sheet	86 of 128	Plan No.	<b>4-E-001</b>



SERVICE DATA					
SERVICE	DATE	INIT.	SERVICE	DATE	INIT.
SAN SEWERS			GAS MAINS		
STORM SEWERS			BELL U/G CABLE		
WATERMANS			HYDRO U/G CABLE		
TRANSIT			HYDRO ONE		
PARKS & REC.			CTV		
ONT. CLEAN WATER			COMMUNIC. CABLES		

REVISIONS		
DATE	DETAILS	INIT.
08/01/2019	ISSUED FOR 50% DESIGN REVIEW	S.F.
11/15/2019	ISSUED FOR 90% DESIGN REVIEW	P.D.
01/23/2020	ISSUED FOR 100% DESIGN REVIEW	P.D.



**PROPERTY: DERRY ROAD**  
 OWNER: DERRYDALE GOLF COURSE  
 ADDRESS: 185 DERRY ROAD WEST

LEGEND:	
	EASEMENT
	EXISTING CONTOURS
	PROPOSED CONTOURS
	ASPHALT PAVEMENT/DRIVEWAY ENTRANCE
	LIGHT-DUTY SILT FENCE SILT FENCE
	MULTI-BARRIER ESC
	RIP RAP PROTECTION PER OPSD 810.010
	CONCRETE SIDEWALK
	PROPOSED ELEV
	PROPOSED ACCESS HATCH ELEV
	PLANT KEY
	PROPOSED DECIDUOUS TREE
	PROPOSED CONIFEROUS TREE
	TOPSOIL AND SOD
	TOPSOIL AND SEED
	PLANTING BED
	EXISTING TREE
	SAFETY NETTING

**SITE NO. 4 - SITE RESTORATION PLAN**

SCALE: 1:250

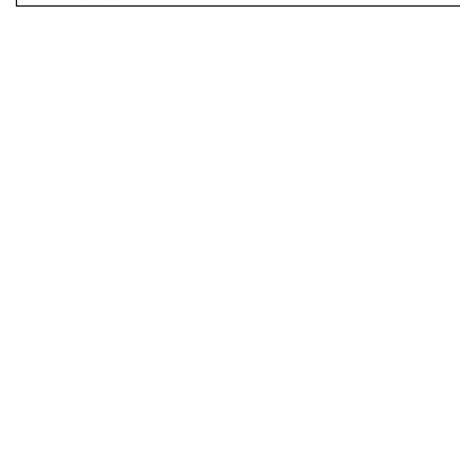
- NOTES:**
- REMOVE TEMP. WORK SHOWN ON SITE PREPARATION DRAWING: TEMPORARY ASPHALT, GRANULAR BASE, FILL, HOARDING, GATES, TEMPORARY ACCESS, STORM SEWERS/CULVERTS, HEADWALLS, DITCH INLETS, RIP-RAP, MAINTENANCE HOLES, SEDIMENT TRAPS, ETC. TO FACILITATE RESTORATION.
  - REGRADE SITE LAYDOWN AREA TO PROPOSED GRADES SHOWN ON THIS DRAWING. REESTABLISH DRAINAGE DITCH TO MATCH EXISTING CONDITION.
  - MAINTAIN PERIMETER EROSION SEDIMENT CONTROL MEASURES UNTIL NEW SURFACE VEGETATION/PLANTING HAS BEEN ESTABLISHED. AT SUCH TIME AND WITH APPROVAL OF THE AGENCY, REMOVE EROSION AND SEDIMENT CONTROL MEASURES.
  - RESTORE DISTURBED TEE DECKS WITH 'GHG TEES AND FAIRWAYS BENTGRASS' AND FAIRWAY WITH 'GHG PREMIUM BLUEGRASS' SUPPLIED BY GREENHORIZONS SOD FARMS (519-653-7494 OR 519-389-1315). GOLF COURSE OWNER TO PROVIDE THE LOCATION OF TEE DECKS.
  - EX. MAINTENANCE HOLES AND CATCH BASIN TO BE RESET TO PROPOSED WORKING GRADES.
  - REFER TO DETAIL 4 ON DWG. D-1-003 FOR PERMANENT ACCESS ROAD PAVEMENT REQUIREMENTS. REFER TO DETAIL 3 ON DWG D-1-003 FOR PAVEMENT CONNECTION.
  - STAINLESS STEEL VENT PER REGION OF PEEL STD DWG 2-5-22.
  - CABINET TO HOUSE ELECTRICAL&C CONTROLS ON CONCRETE PAD. CONCRETE PAD DETAIL SEE ELECTRICAL DRAWING 4-E-001. CONCRETE PAD SURROUNDED BY 1.8m CHAIN LINK FENCE WITH 1.2m WIDE GATE TO CITY OF MISSISSAUGA STD. DWG. 2850.010 & 2850.020.
  - PLANT TREES AS PER REGION OF PEEL STANDARD DETAILS 5-4-1, AND 5-4-5.
  - PLANT ORNAMENTAL GRASSES AND PERENNIAL AS PER DWG D-1-003 DETAIL 8.

**PLANTING SCHEDULE:**

QTY	KEY	BOTANICAL NAME	COMMON NAME	SIZE AT INSTALLATION		PLANT SPACING	ROOT CONTAINMENT	REMARKS
				CALIPER [mm]	HEIGHT [cm]			
13		EVERGREEN CONIFEROUS TREES						
4	Ps	PRINUS STROBUS	WHITE PINE	-	300	3.0m O.C.	B&B / W.B.	BRANCHED TO GROUND
9	Tc	TRIAULN OCCIDENTALIS	EASTERN WHITE CEDAR	-	300	1.5m O.C.	B&B / W.B.	BRANCHED TO GROUND
10		DECIDUOUS CALIPER TREES						
3	Ar	ACER RUBRUM	RED MAPLE	60	-	AS SHOWN	B&B / W.B.	FULL AND EQUAL FORM
4	Qm	QUERCUS MACROCARPA	BLUR OAK	60	-	9.0m O.C.	B&B / W.B.	FULL AND EQUAL FORM
3	Ta	TILIA AMERICANA	AMERICAN BASSWOOD	60	-	9.0m O.C.	B&B / W.B.	FULL AND EQUAL FORM
180		ORNAMENTAL GRASSES						
00	bg	BOUTELOUA GRACILIS 'BLONDE AMBITION'	BLONDE AMBITION BLUE GRAMA	-	-	0.4m O.C.	2 GAL POT	
00	ca	CALAMAGROSTIS ACUTIFLORA 'KAHL FOESTER'	FEATHER REED GRASS	-	-	0.4m O.C.	2 GAL POT	
00	ss	SCHIZACHYRIUM SCOPARIUM 'STANDING OVATION'	STANDING OVATION LITTLE BLUESTEM	-	-	0.4m O.C.	2 GAL POT	
00		PERENNIALS						
00	rt	RUBROECONIA FULGIDA 'GOLDBRUM'	BLACK-EYED SUSAN	-	-	0.4m O.C.	2 GAL POT	

- REFER TO SITE RESTORATION PLAN FOR DESIGNATION OF TREES PLANTING BEDS  
 - SOURCE OF PLANT MATERIALS TO BE PROVIDED BY CONTRACTOR  
 - ALL ACER SPECIES TO BE SPRUNG DUG TO PREVENT DIE BACK  
 - ALL SUBSTITUTIONS TO THE SPECIES ON THIS LIST MUST BE APPROVED BY CONTRACT ADMINISTRATOR

**ABBREVIATIONS:**  
 W.B. - WIRE BASKET  
 B&B - BALLED AND BURLAPPED



**General Notes**

All Driveways Are ASPHALT Unless Otherwise Noted  
 All Water And Sanitary Service Locations Are Approximate And Must Be Located Accurately In The Field  
 All Horizontal And Vertical Bends Are In Degrees  
 All Pipes Size In mm  
 20C Existing Water Service, Size In mm  
 WS25 Proposed Water Service, Size In mm  
 B.M. No. Elev.  
 Description Location  
 The Contractor Is Responsible For Locating And Protecting All Existing Utilities Prior To And During Construction. Location Of Existing Utilities Approximate Only. To Be Verified In Field By Contractor.

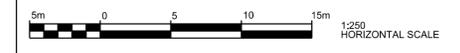


**NOTICE TO CONTRACTOR**

48 HOURS PRIOR TO COMMENCING WORK NOTIFY THE FOLLOWING

THE REGIONAL MUNICIPALITY OF PEEL  
 CITY OF MISSISSAUGA WORKS DEPT.  
 CITY OF BRAMPTON WORKS DEPT.  
 TOWN OF CALEDON WORKS DEPT.  
 BELL CANADA  
 ENBRIDGE INCORPORATED-GAS DISTRIBUTION  
 ONTARIO MINISTRY OF TRANSPORTATION  
 ONTARIO CLEAN WATER AGENCY  
 HYDRO ONE NETWORKS  
 ENERSOURCE, HYDRO MISSISSAUGA  
 HYDRO ONE BRAMPTON

CABLE TELEVISION/FIBROPTIC PROVIDERS:  
 BELL CANADA  
 ENERSOURCE TELECOM  
 HYDRO ONE TELECOM  
 ROGERS CABLE  
 ALLSTREAM  
 PSN (PUBLIC SECTOR NETWORK)  
 FUTUREWAY (FCI BROADBAND)



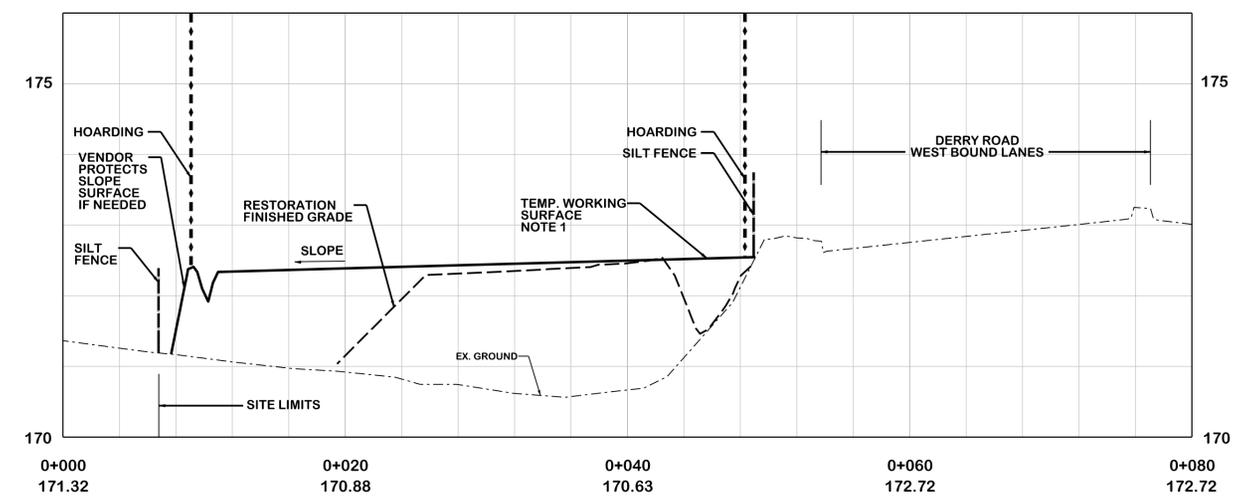
**Region of Peel**  
 working with you

**DERRY ROAD**

**SITE NO. 4**  
**SITE RESTORATION PLAN**

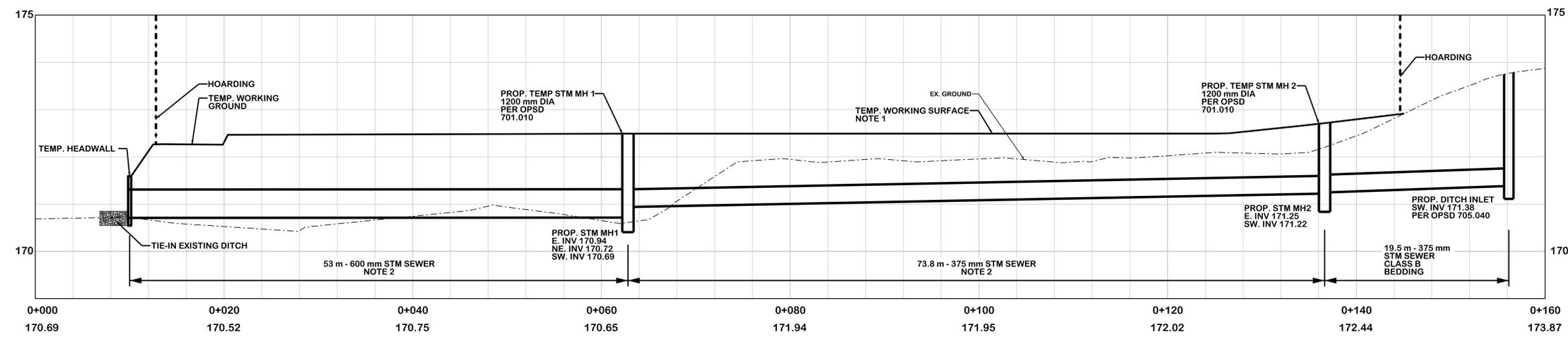
CAD Area	X-XX	Area	Z-41 to Z-45	Project No.	16-2291
Checked by	P.D.	Drawn by	K.K.	Date	JAN 2020
Date	JAN 2020	Sheet	88 of 128	Plan No.	<b>4-R-001</b>

REVISIONS		
DATE	DETAILS	INIT.
08/01/2019	ISSUED FOR 50% DESIGN REVIEW	S.F.
11/15/2019	ISSUED FOR 90% DESIGN REVIEW	P.D.
01/23/2020	ISSUED FOR 100% DESIGN REVIEW	P.D.

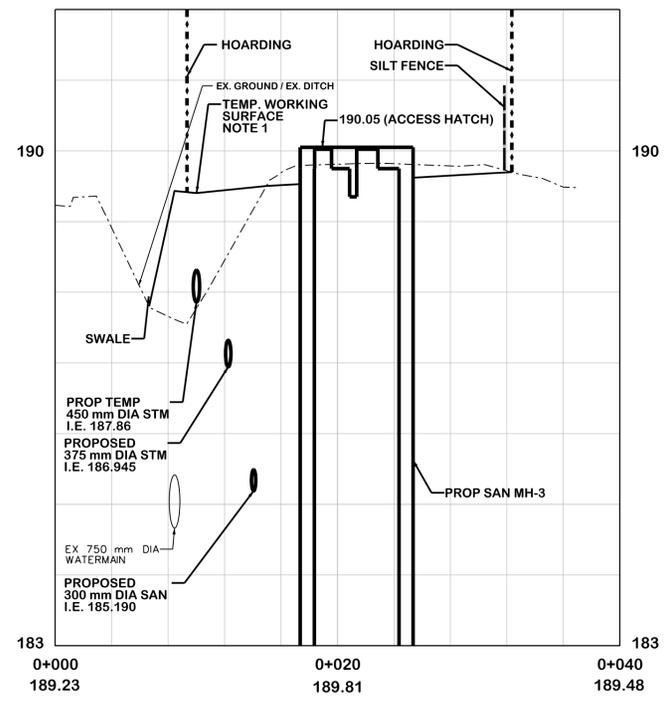


**A GRADING CROSS SECTION A-A AT SITE 2**  
SITE 2 HORIZ: 1:250, VERT 1:50

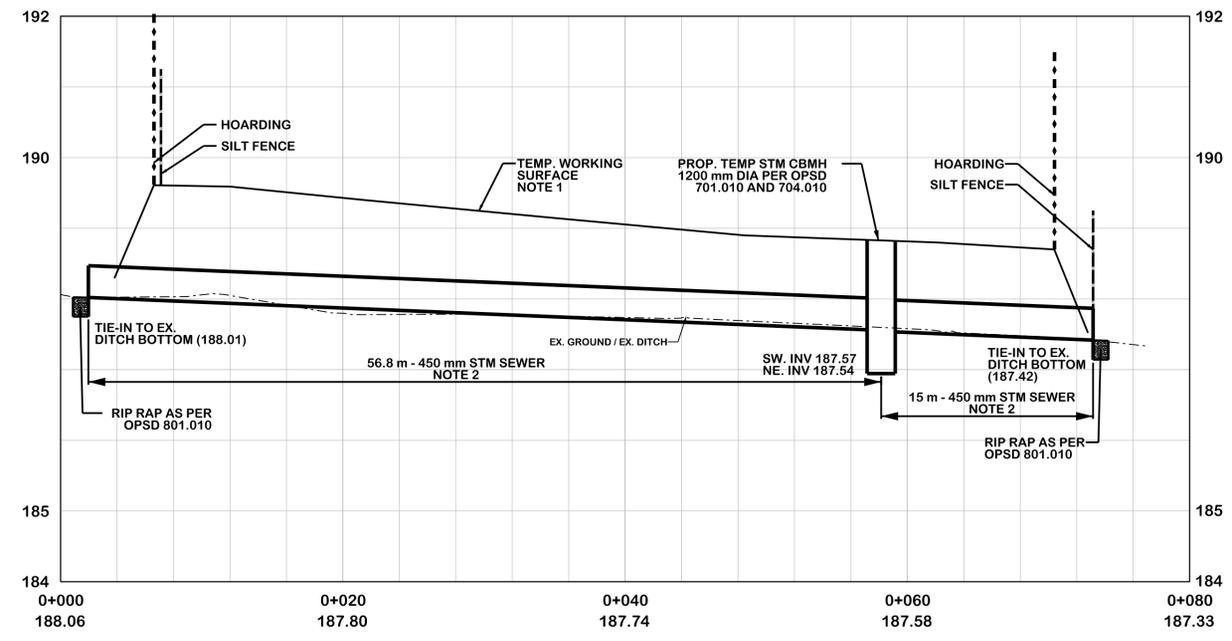
- NOTES:**
- WORKING SURFACE WITHIN SITE COMPOUND TO BE TO DETAIL 6 DWG D-1-003.
  - TEMP. STORM SEWER TO BE CONCRETE /PVC/HDPE SMOOTH WALL INSIDE, DESIGNED FOR VENDOR EQUIPMENT LOADING, PLACED WITH MINIMUM CLASS B BEDDING TO REGION OF PEEL DETAIL S-2-18.



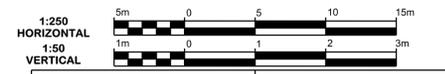
**B GRADING CROSS SECTION B-B AT SITE 2**  
SITE 2 HORIZ: 1:250, VERT 1:50



**C GRADING CROSS SECTION C-C AT SITE 3**  
SITE 5 HORIZ: 1:250, VERT 1:500



**D GRADING CROSS SECTION D-D AT SITE 3**  
SITE 5 HORIZ: 1:250, VERT 1:500



**JACOBS**

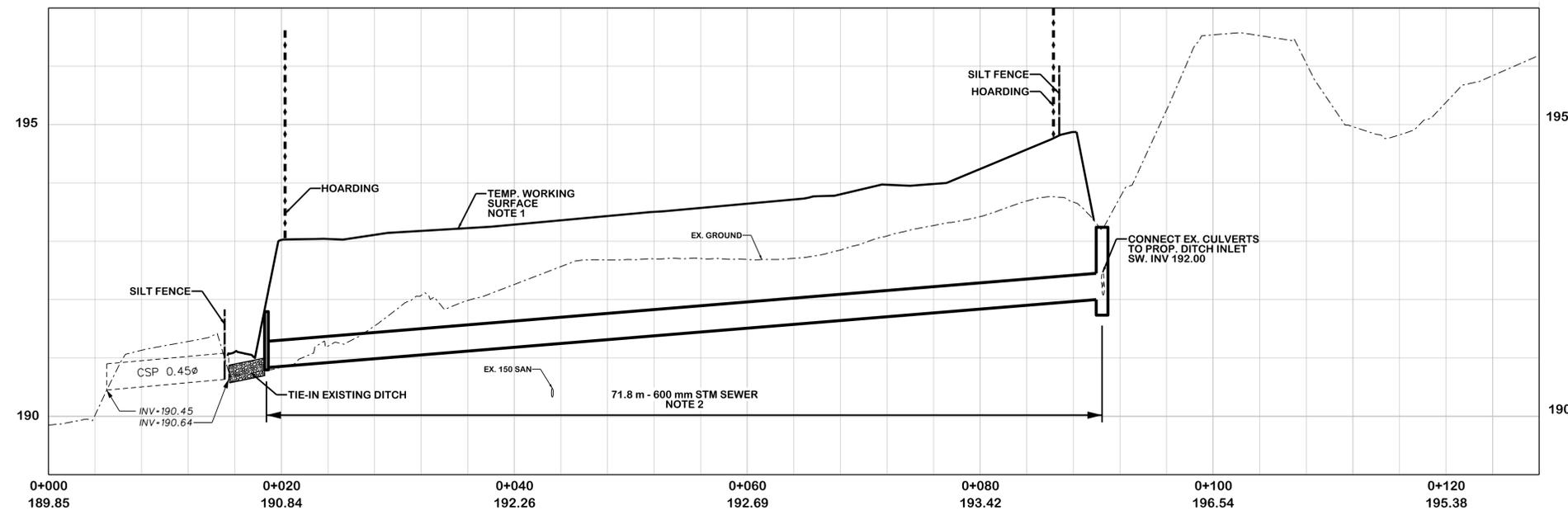
Approved by \_\_\_\_\_

**Region of Peel**  
working with you

GRADING SECTION DETAILS

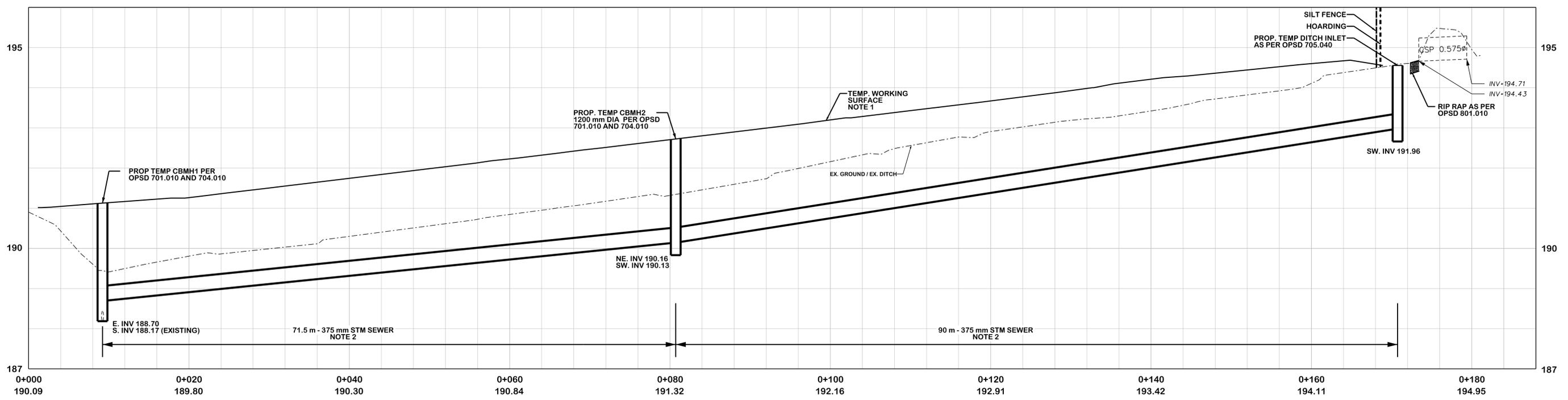
CAD Area	X-XX	Area	Z-41 to Z-45	Project No.	16-2291
Checked by	P.D.	Drawn by	C.A.	Sheet	103 of 128
Date	JAN 2020	Plan No.	<b>D-1-002</b>		

REVISIONS		
DATE	DETAILS	INIT.
08/01/2019	ISSUED FOR 50% DESIGN REVIEW	S.F.
11/15/2019	ISSUED FOR 90% DESIGN REVIEW	P.D.
01/23/2020	ISSUED FOR 100% DESIGN REVIEW	P.D.



**E GRADING CROSS SECTION E-E AT SITE 4**  
 SITE 4 HORIZ: 1:250, VERT 1:50

- NOTES:**
1. WORKING SURFACE WITHIN SITE COMPOUND TO BE TO DETAIL 6 DWG D-1-003.
  2. TEMP. STORM SEWER TO BE CONCRETE (PVC/HDPE SMOOTH WALL INSIDE, DESIGNED FOR VENDOR EQUIPMENT LOADING, PLACED WITH MINIMUM CLASS B BEDDING TO REGION OF PEEL DETAIL S-2-18.



**F GRADING CROSS SECTION F-F AT SITE 5**  
 SITE 5 HORIZ: 1:250, VERT 1:500



**JACOBS**

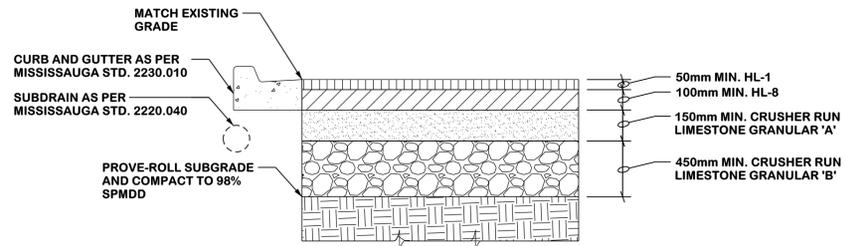
Approved by \_\_\_\_\_

**Region of Peel**  
 working with you

**GRADING SECTION DETAILS**

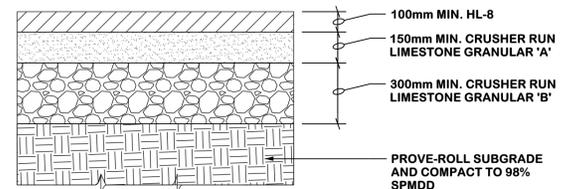
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Checked by	P.D.	Drawn by	C.A.	Plan No.	<b>D-1-002A</b>
Date	JAN 2020	Sheet	104 of 128		

REVISIONS		
DATE	DETAILS	INIT.
08/01/2019	ISSUED FOR 50% DESIGN REVIEW	S.F.
11/15/2019	ISSUED FOR 90% DESIGN REVIEW	C.K.
01/23/2020	ISSUED FOR 100% DESIGN REVIEW	C.K.



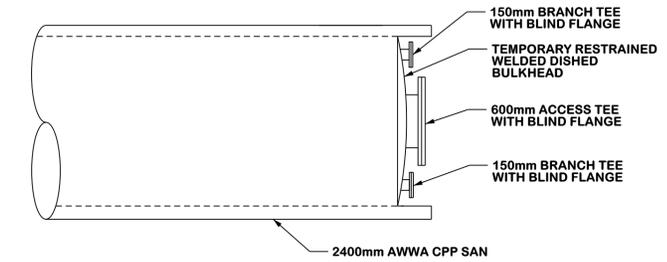
NOTE:  
ALL MATERIAL MUST BE VIRGIN, NO RECYCLED MATERIAL ALLOWED (RAP OR CRUSHED CONCRETE/GLASS). ALL GRANULAR MATERIAL TO BE COMPACTED TO 100% SPMD.

**1 PERMANENT PAVEMENT WITH CURB & GUTTER**  
N.T.S. TYP. SECTION

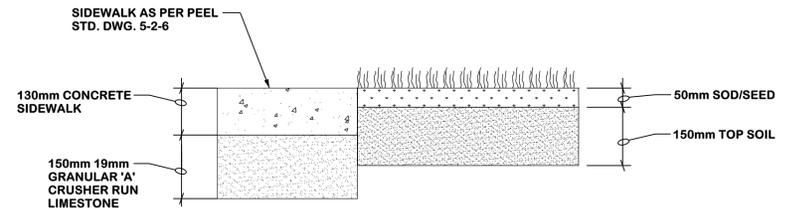


NOTE:  
ALL MATERIAL MUST BE VIRGIN, NO RECYCLED MATERIAL ALLOWED (RAP OR CRUSHED CONCRETE/GLASS). ALL GRANULAR MATERIAL TO BE COMPACTED TO 100% SPMD.

**4 PERMANENT CHAMBER ACCESS ROAD**  
N.T.S. TYP. SECTION

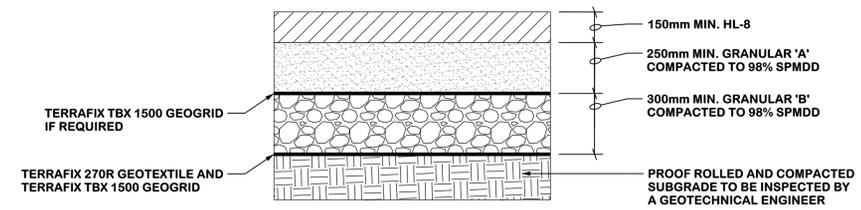


**7 INTERNAL DISH BULKHEAD**  
N.T.S.



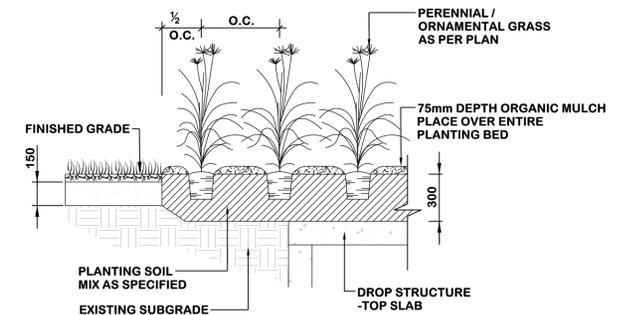
NOTE:  
1. ALL MATERIAL MUST BE VIRGIN, NO RECYCLED MATERIAL ALLOWED (RAP OR CRUSHED CONCRETE/GLASS). ALL GRANULAR MATERIAL TO BE COMPACTED TO 100% SPMD.  
2. REFER TO REGION OF PEEL CONCRETE SIDEWALK STANDARD DETAIL 5-2-6.

**2 BOULEVARD/SHOULDER WITH CONCRETE SIDEWALK**  
N.T.S. TYP. SECTION



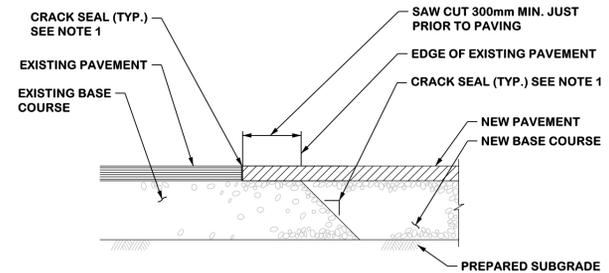
NOTE:  
SEE SPECIFICATIONS AND ENBRIDGE REQUIREMENTS FOR ANY WORK IN THE VICINITY OF THE GAS MAIN.

**5 SITE 5 PROPOSED TEMPORARY HEAVY-DUTY ASPHALT ROAD PROFILE OVER GAS MAIN**  
N.T.S.



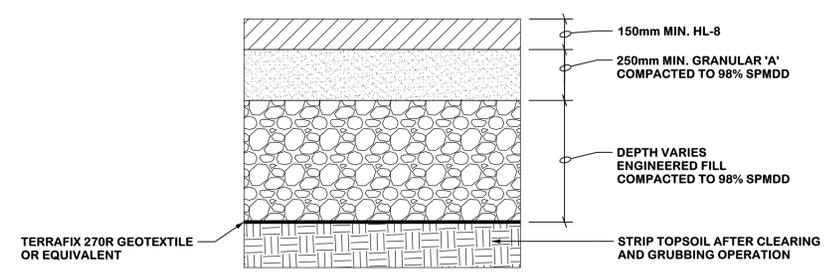
NOTE:  
1. LOCATE PLANTS IN A TRIANGULAR PATTERN SPACED EQUAL DISTANT FROM EACH OTHER.  
2. REFER TO PLANT SCHEDULE FOR SPACING OF INDIVIDUAL SPECIES (O.C. SPACING).  
3. MINIMUM SETBACK FROM PLANTING BED OR PERMANENT ACCESS ROAD SHOULD EQUAL 1/2 O.C. SPACING.  
4. CONTRACTOR TO PLANT ALL PERIMETER OF BED AREA FIRST AND THEN PLANT THE REMINDER IN TRIANGULAR PATTERN AS INDICATED.  
5. PLACE TOP 1/3 OF ROOT BALL ABOVE FINISHED GRADE.  
6. WEED FABRIC NOT RECOMMENDED.

**8 ORNAMENTAL GRASS / PERENNIAL PLANTING**  
N.T.S. CONTAINER GROWN



NOTE:  
1. PAINT EDGE OF EXISTING ASPHALT WITH TACK COAT PRIOR TO PAVING. CRACK SEAL JOINT AFTER PAVING OPERATION HAS BEEN COMPLETED.

**3 PAVEMENT CONNECTION**  
N.T.S.



NOTE:  
SEE SPECIFICATIONS AND ENBRIDGE REQUIREMENTS FOR ANY WORK IN THE VICINITY OF THE GAS MAIN.

**6 TEMPORARY WORKING SURFACE WITHIN SITE COMPOUNDS**  
N.T.S.

**JACOBS**

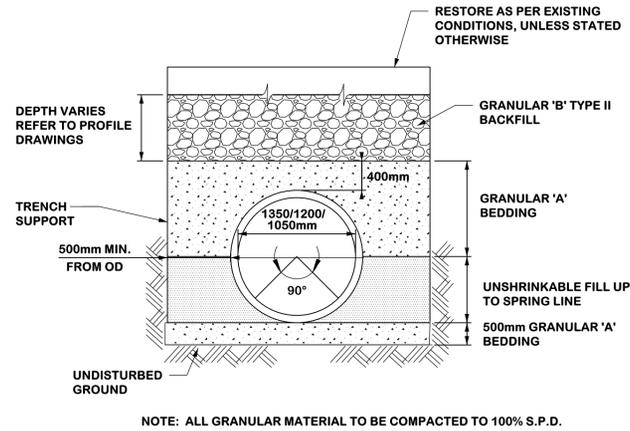
Approved by \_\_\_\_\_

**Region of Peel**  
working with you

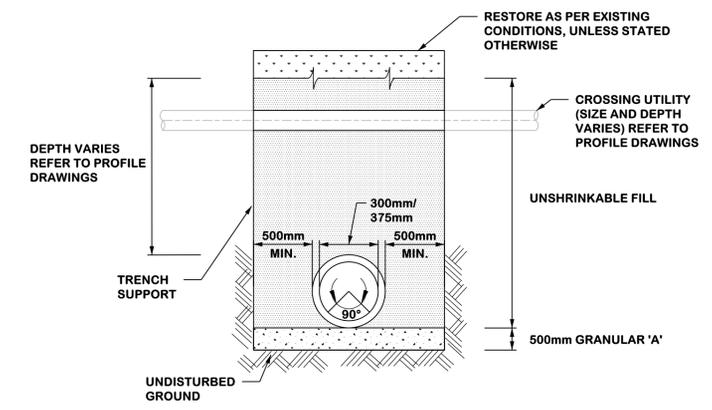
RESTORATION DETAILS (1)

CAD Area	X-XX	Area	Z-41 to Z-45	Project No.	16-2291
Checked by	C.K.	Drawn by	C.A.	Plan No.	<b>D-1-003</b>
Date	JAN 2020	Sheet	105 of 128		

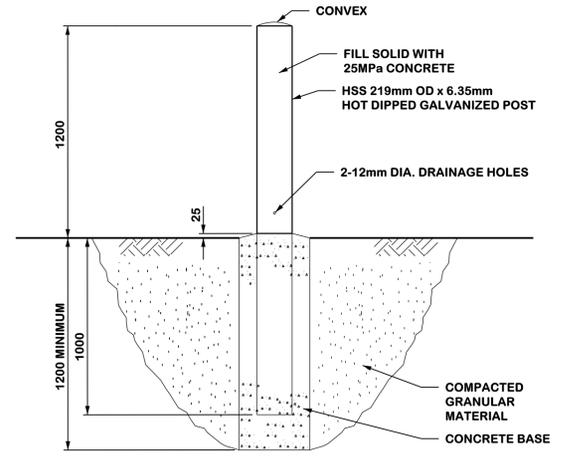
REVISIONS		
DATE	DETAILS	INIT.
08/01/2019	ISSUED FOR 50% DESIGN REVIEW	S.F.
11/15/2019	ISSUED FOR 90% DESIGN REVIEW	C.K.
01/23/2020	ISSUED FOR 100% DESIGN REVIEW	C.K.



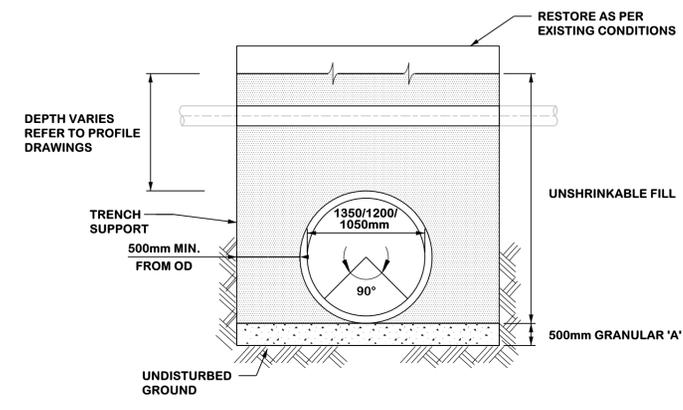
**1 CPP STANDARD TRENCH DETAIL**  
- N.T.S.



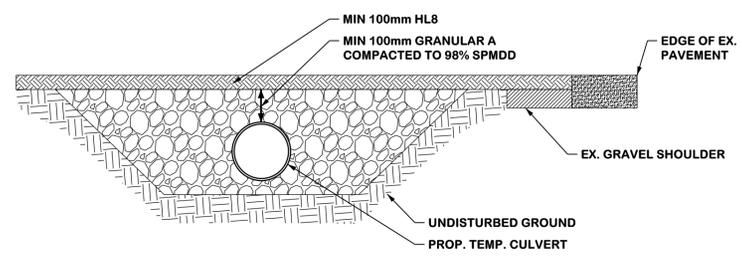
**4 PVC SEWER UTILITY CROSSING TRENCH DETAIL**  
- N.T.S.



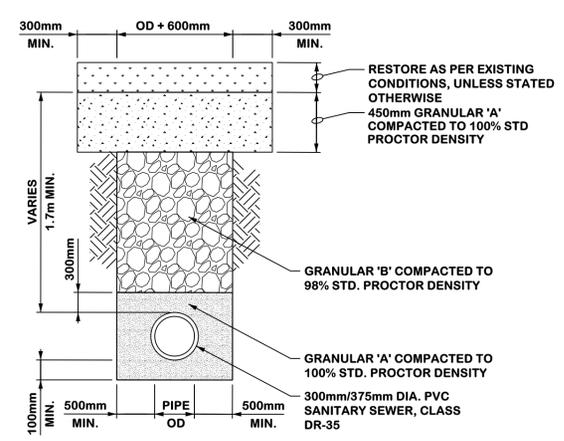
**7 STEEL BOLLARD IN GRADE**  
- N.T.S.



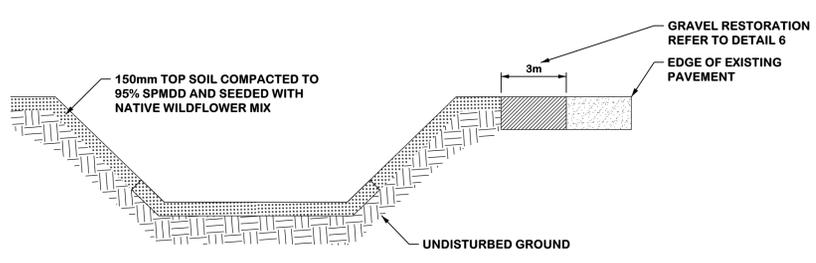
**2 CPP UTILITY CROSSING TRENCH DETAIL**  
- N.T.S.



**5 CULVERT INSTALLATION DETAIL**  
- N.T.S.



**3 PVC SEWER TRENCH BACKFILL/ BEDDING & RESTORATION DETAIL**  
- N.T.S.



- NOTES:**
- RESTORATION SHALL BE TO PRE-CONSTRUCTION ELEVATIONS, WIDTHS, SLOPES, ETC.
  - CONDUCT PRE-CONSTRUCTION SURVEY TO DETERMINE EXISTING ELEVATIONS, DIMENSIONS, CROSS SECTIONS, SLOPES, ALIGNMENTS, ETC.
  - NATIVE WILDFLOWER MIX SHALL BE EITHER PICKSEED NATURE PRO NATIVE SLOPE MIX OR ONTARIO SEED COMPANY ROAD SIDE MIX.
  - PROTECT WITH EROSION CONTROL BLANKET AS REQUIRED TO PREVENT LOSS OF SEED AND SOIL.

**6 DITCH RESTORATION DETAIL**  
- N.T.S.

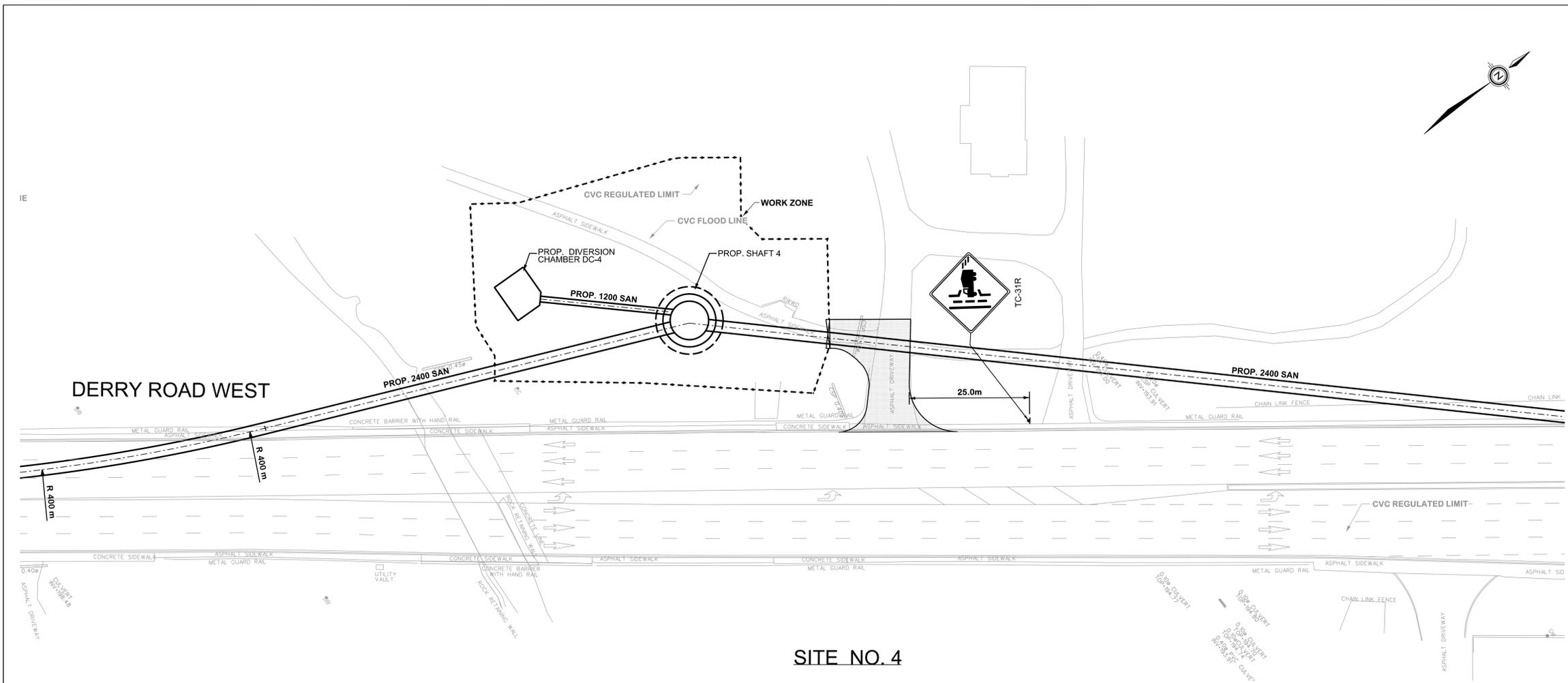
**JACOBS**

Approved by \_\_\_\_\_

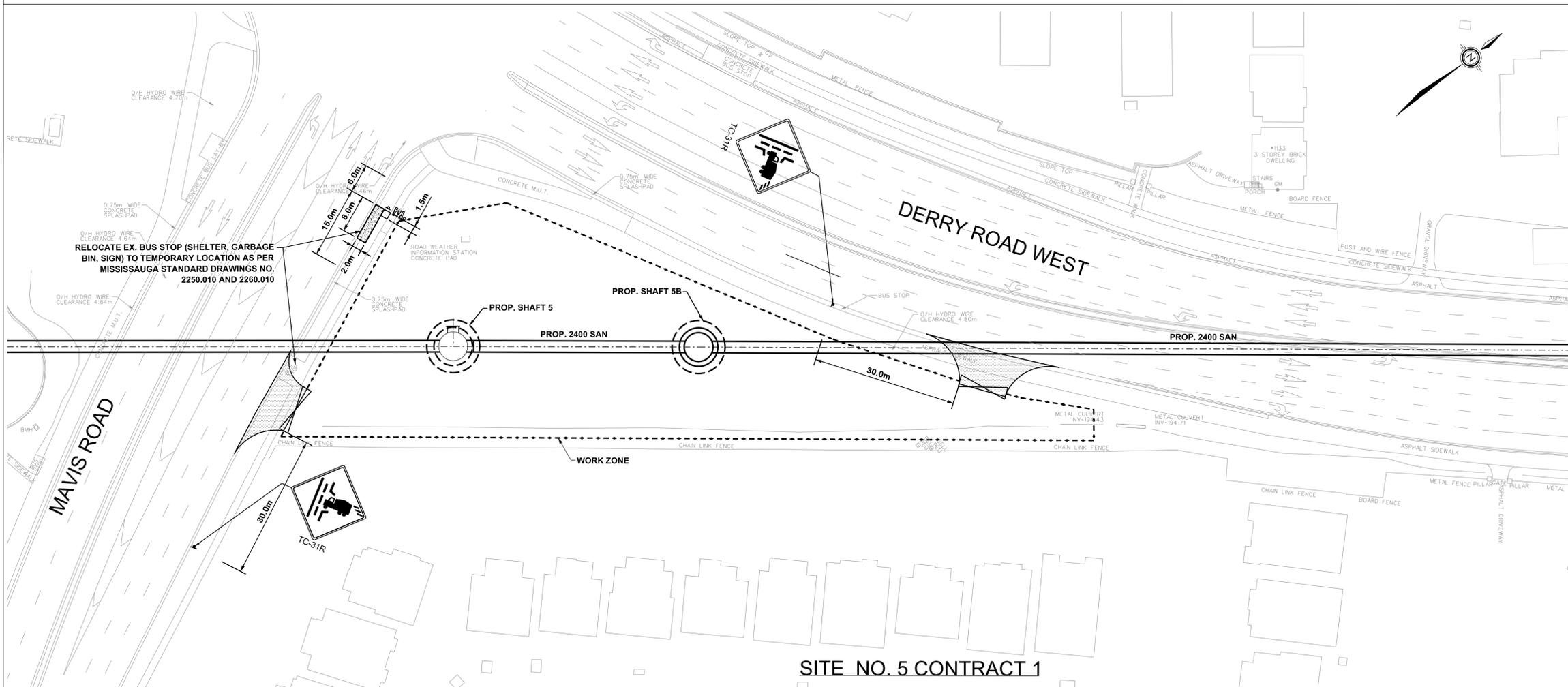
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**RESTORATION DETAILS (2)**

CAD Area	X-XX	Area	Z-41 to Z-45	Project No.	16-2291
Checked by	C.K.	Drawn by	C.A.	Plan No.	<b>D-1-004</b>
Date	JAN 2020	Sheet	106 of 128		



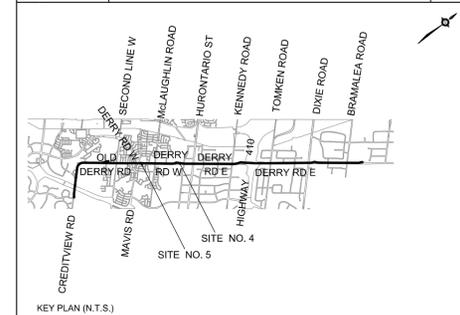
SITE NO. 4



SITE NO. 5 CONTRACT 1

SERVICE DATA					
SERVICE	DATE	INIT.	SERVICE	DATE	INIT.
SAN SEWERS			GAS MAINS		
STORM SEWERS			BELL U/G CABLE		
WATER MAINS			HYDRO U/G CABLE		
TRANSIT			HYDRO ONE		
PARKS & REC.			CTV		
ONT. CLEAN WATER			COMMUNIC. CABLES		

REVISIONS		
DATE	DETAILS	INIT.



KEY PLAN (N.T.S.)

**General Notes**

All Driveways Are ASPHALT Unless Otherwise Noted  
 All Water And Sanitary Service Locations Are Approximate And Must Be Located Accurately In The Field  
 All Horizontal And Vertical Bends Are In Degrees  
 All Pipes Size In mm  
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 WS25 Proposed Water Service, Size In mm  
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 Description Location  
 The Contractor Is Responsible For Locating And Protecting All Existing Utilities Approximate Only, To Be Verified In Field By Contractor.

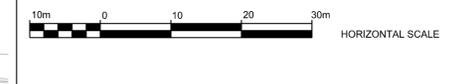
**IBI GROUP**  
 100-175 Galaxy Boulevard  
 Toronto ON M9W 0C9 Canada  
 Tel: 416-676-1930 Fax: 416-676-4820 ibigroup.com

Approved by \_\_\_\_\_

**NOTICE TO CONTRACTOR**  
 48 HOURS PRIOR TO COMMENCING WORK NOTIFY THE FOLLOWING

THE REGIONAL MUNICIPALITY OF PEEL  
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 CITY OF BRAMPTON WORKS DEPT.  
 TOWN OF CALEDON WORKS DEPT.  
 BELL CANADA  
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 ONTARIO MINISTRY OF TRANSPORTATION  
 ONTARIO CLEAN WATER AGENCY  
 HYDRO ONE NETWORKS  
 ENERSOURCE, HYDRO MISSISSAUGA  
 HYDRO ONE BRAMPTON

CABLE TELEVISION/FIBROPTIC PROVIDERS:  
 BELL CANADA  
 ENERSOURCE TELECOM  
 HYDRO ONE TELECOM  
 ROGERS CABLE  
 ALLSTREAM  
 PSN (PUBLIC SECTOR NETWORK)  
 FUTUREWAY (FCI BROADBAND)



**Region of Peel**  
 working with you

**DERRY ROAD**  
 SITE NO. 4 & SITE NO. 5 CONTRACT 1  
 TRAFFIC MANAGEMENT PLAN

CAD Area	X-XX	Area	Z-41 to Z-45	Project No.	XX-XXXX
Checked by	D.T.	Drawn by	J.S.	Date	JAN. 2020
Date	JAN. 2020	Sheet	128 of 128	Plan No.	TMP-1-002

2020-05-21

Ajay Puri, M.E. (Env.), P.Eng.  
Project Manager, Capital Works  
Wastewater Collection & Conveyance  
Public Works, Region of Peel

Cc: Jimmy Thannickal, P.Eng., Jacobs Engineering Inc.

**Subject: East to West Wastewater Diversion Strategy - Vibration Impact Assessment for Construction Activities at 185 Derry Road West, Mississauga**

Dear Ajay:

The Region of Peel (Region) is planning a large 11 km long 2.4 m sanitary sewer trunk upgrade as part of its East to West Wastewater Diversion Project (the Project). WSP Canada Inc., was retained by Region to conduct a Vibration Impact Assessment for the house at 185-205 Derry Road West (the Hunter House), Mississauga Ontario due to planned construction activities in support of engineering design work being completed by Jacobs Engineering Inc. (Jacobs).

## EXECUTIVE SUMMARY

This assessment was conducted to determine the potential impact of construction activities from the Project on the Hunter House. As part of this assessment, drawings, construction activities, construction vibration guidelines, and City of Mississauga bylaws were reviewed. This assessment reviewed background information including heritage report for the conditions of the Hunter House structure and geotechnical report for ground conditions. This report considers the Project activities in two phases, the construction phase and site restoration phase (discussed further below).

The assessment determined appropriate vibration criteria for the Hunter House and established the vibration Zone of Influence (ZOI), the extent around the construction area where vibration is a concern for damage. The assessment indicated that the Hunter House is outside the ZOI for both phases of the Project. The assessment discussed a buffer distance of 40 m from the Hunter House and provided vibration monitoring guidelines for the Project's construction and restoration activities.

## BACKGROUND

A review of the site plan drawing indicated that the Hunter House is located northeast of the construction zone. A heritage impact assessment report completed by Stantec Consulting Ltd. "Heritage Impact Assessment – 185-205 Derry Road West, Mississauga, Ontario", dated April 9, 2020 (referred herein as the Heritage Report), identified the Hunter House as designated under the Part IV of the *Ontario Heritage Act*, under by-law 339-41 in 1981.



Therefore, considering the heritage designation of the Hunter House, Jacobs and Region have initiated this vibration impact assessment for work occurring near the Hunter House.

## VIBRATION ASSESSMENT METHODOLOGY

### ASSESSMENT APPROACH

The following methodology was used in assessing vibration effects of the Project:

- Reviewed 100% design review drawings relating to document 2020-029T, construction activities and equipment typically used to determine the source of vibration and locations where it is transmitted to ground;
- Reviewed the Heritage Report to determine the details of the Hunter House and to determine appropriate limits;
- Reviewed geotechnical borehole records provided in Geotechnical Data Report – Contract 1, East to West Diversion Sanitary dated March 26, 2020 to understand the propagation of vibration;
- Predicted vibration from various activities and compared them to the vibration limits. Determine the extent around the construction zone which may be impacted by vibration emanating from construction activities and is called Zone of Vibration Influence (ZOI); and
- Determined vibration controls or best management practices (if required) such that the vibration effects are acceptable within the project area.

### VIBRATION DESCRIPTORS

Vibration is generally measured in peak particle velocity (PPV) or root mean square (RMS) oscillatory velocity, acceleration or displacement. The PPV is defined as the maximum instantaneous positive or negative peak of the vibration signal measured in millimetres/second (mm/sec). The US Federal Transit Administration (FTA) publication “Transit Noise and Vibration Impact Assessment” suggests the use of PPV for assessment of construction as it relates to the stress that a structure receives due to vibration. The PPV was used in estimating vibration levels in this study.

### VIBRATION CRITERIA

As part of background review Noise Control By-Law 360-79, from the Corporation of The City of Mississauga (the City) was reviewed, which generally focus on noise aspects. Further review indicated the City did not have vibration limits that can be applied to this Project.

Further as part of information package provided by Jacobs, the City of Toronto BY-LAW No. 514-2008 (regulation of vibrations from construction activity) was also provided to WSP. This by-law has been updated within Toronto Municipal Code Chapter 363 (TMC 363) and was reviewed for applicable vibration criteria. Since, the City or Region does not have a vibration limit applicable for this project, TMC 363 was reviewed.

The review indicated the vibration limits specified in TMC 363 are generic limits for a broad range of buildings including new buildings. These limits are not considered suitable for heritage buildings which are susceptible for vibration due to their age, and special features such as architectural elements. As the Hunter House is a heritage building, the TMC 363 limits are not considered applicable for this Project.

From the review of the Heritage Report, Section 5 of the Heritage Report discusses that the Hunter House is a unique late 19th century residence that blends Gothic Revival style with Italianate architectural elements. In addition, it states that the Hunter House displays a high degree of craftsmanship throughout and notable in the dichromatic brickwork on all elevations, the carved keystones, and the detailed roofline, which includes a projecting eaves with decorative brackets and moulded frieze. It discusses the architectural elements in detail and concludes that the Hunter House shows architectural styles and has a high degree of craftsmanship present on all exterior building elevations. In addition, the Heritage Report indicated a buffer of 50 metres for construction activities. Due to this, Jacobs raised



concerns about the potential for damages to structure and cosmetic damage (interior and exterior façades) due to vibration.

Given the heritage designation of the Hunter House, WSP recommends the use of the German Standard DIN 4150-3 vibration limits for sensitive buildings. The vibration limits in the DIN 4150-3 standard are more stringent than those found in TMC 363 and are generally used for heritage structures. These vibration limits for are summarized in **Table 1** below.

*Table 1 Vibration Limits for the Hunter House*

FREQUENCY OF VIBRATION (HZ)	PEAK PARTICLE VELOCITY LIMITS [MM/S]
1 to 10	3
10 to 50	3 to 8
50 to 100	8 to 10

Reference: DIN 4150-3 Standard

## PREDICTION METHOD

In order to estimate the vibration through predictions, the actual force generated at the interface of the ground using the chosen construction method and equipment type are required. At this early stage however, the objective is to assess the risk associated with the method. Therefore, a conservative but simplified model for the construction-related vibrations, based on the vibration propagation model in the U.S. Department of Transportation, Federal Transit Administration (FTA) document, “Transit Noise and Vibration Impact Assessment Manual”, dated September 2018 (FTA Document) was used. Onsite ground propagation conditions were approximated using the ground conditions provided from the Geotechnical Report.

The prediction focused on two aspects:

### VIBRATION ZONE OF INFLUENCE (ZOI)

A ZOI is an extent of area from a construction boundary, within which there is high potential for a vibration level of concern for structures that may be detected. The ZOI for this assessment was estimated using the lowest vibration limit provided in **Table 1** at 3 mm/s for both construction and site restoration phases. Therefore, vibration levels outside the ZOI are expected to be less than 3 mm/s.

### BUFFER ZONE

The existing ambient vibration near Hunter House was assumed to be less than 1 mm/s. This is based on WSP’s experience in measuring vibration at locations with similar setback from roads and adjacent properties. As such a buffer distance for which construction activities did not exceed ambient vibration (i.e. 1 mm/s) was estimated and provided in this report. Activities occurring outside this buffer zone are not expected to have an impact on the existing ambient vibration levels of the Hunter House.

## VIBRATION MANAGEMENT STRATEGY

The following strategy was considered in determining control and measurement requirements:

- 1 If the Hunter House is located within ZOI, vibration control strategies will be investigated and recommended;
- 2 If construction area is located within buffer distance (or any other activity within buffer distance), vibration monitoring will be recommended; and
- 3 Construction activities occurring outside this buffer distance vibration monitoring is optional.

## ONSITE ACTIVITIES

Based on discussions with Jacobs and the Region, it is understood that the onsite activities can be broadly divided into two phases for the Project: Construction phase and Site Restoration phase. Information related to these activities were obtained from Jacobs and the Region during a call on April 9, 2020.

Based on the information provided and review of project 100% design review drawings relating to document 2020-029T, it is understood certain activities related to construction will occurring near the Hunter House as well. An area map showing project location, the Hunter House and the main construction area is provided in **Figure 1**.

The onsite activities considered for the assessment are summarized below as construction and site restoration respectively.

### CONSTRUCTION PHASE

The construction phase considers work associated from site preparation to building infrastructure of the Project. For convenience, it was grouped into two phases, namely (a) site preparation and site maintenance activities, and (b) infrastructure activities. A list of the activities related to the construction phase is provided below.

#### Site preparation and maintenance activities

- 1 Site grading at initial stage and site maintenance activities throughout the construction period are expected. The source of vibration for these activities is general construction equipment, graders and compaction with a vibratory roller.
- 2 Removal of existing sidewalk using general construction equipment and scrapers.
- 3 Construction of a temporary sidewalk for the golf course to use while construction is occurring. Use of a plate compactor is understood to occur for this work.

#### Infrastructure Activities

- 4 Construction of a 4 m diameter tunnel for the 2.4 m sanitary sewer trunk. A large tunneling machine is understood to be used for this work. The tunnelling will occur 45 m below grade and about 40 m away from the Hunter House.
- 5 A drop structure is being built that will extend from at grade to approximately 47 m below grade; it is also 58 m southwest from the Hunter House. The first 10 m to 15 m of the structure will be built in the overburden and the remaining depth shall be built in bedrock. Use of an smaller excavators with buckets are understood to be used for work in the overburden. Hoe ramming will be used for work in the bedrock. A mobile crane shall lower and raise material and equipment out of the hole so no additional construction work is assumed for the crane. The exterior of the hole will be drilled secant piles when 16 m below grade. No percussive or vibratory methods for pile driving are anticipated.
- 6 A diversion structure will be built west of the drop structure, connecting to an existing 1.2 m sanitary sewer trunk. This structure will be built entirely in the overburden and conventional excavation methods are required. Drilled casions are understood to be used to for construction of the drop structure.
- 7 A 1.2 m sewer trunk connecting the drop structure and diversion structure will be built. It is understood this will be done by open trench with conventional excavation methods.

### SITE RESTORATION PHASE

This phase considers work associated with restoring the site in front of the Hunter House once the infrastructure activities are complete. A list of the activities related to the site restoration phase is provided below.

- 1 Site grading activities are to return the lands to their previous state. As part of this, general construction activities are expected. No compaction is assumed for this work.
- 2 The original sidewalk will be restored once construction is complete. Use of a vibratory roller is understood to be used for compaction of this work.
- 3 Removal of temporary sidewalk once construction is complete. Use of general construction equipment and scrapers were assumed for this work.

## VIBRATION ASSESSMENT

### VIBRATION ZOI

As discussed, a ZOI from construction boundary showing the area in which vibration has the potential to reach the lowest limits of **Table 1** (i.e. 3 mm/s) was established. For this purpose, the predictable worst-case construction activities were assumed. If the Hunter House is not within this ZOI the damage potential is considered unlikely.

**Figure 2** shows the ZOI for site construction phase and **Figure 3** shows the ZOIs for site restoration phase. As shown in both figures, the Hunter House is not within the ZOIs and therefore vibration control is not considered.

### BUFFER ZONE ASSESSMENT

The vibration buffer distance was also estimated considering an existing ambient vibration level of less than 1 mm/s. The assessment indicated activities occurring inside a distance of 40 m from the foundation/façade of the Hunter House has the potential to alter the ambient vibration. Therefore, vibration monitoring is recommended for all activities within 40 meters from the foundation/façade of the Hunter House, to minimize and address any future complaints.

The 40 m buffer zone from the foundation/façade of the Hunter House is shown in **Figure 2** and **Figure 3**. A list of construction activities that may be expected within the 40 m buffer zone is provided below:

- East portion of construction of the temporary sidewalk;
- Some compaction during site maintenance activities of the main construction area and construction driveway;
- East portion of removal of the temporary sidewalk during site restoration; and
- Some general construction activities for the site and compaction of the driveway during site restoration

It should be noted that while tunneling appears to fall within the buffer zone (i.e. a horizontal distance of 37 m) on **Figure 2**, due to the tunneling depth of 45 m it is interpreted as outside the buffer zone.

## RECOMMENDATIONS

The following recommendations are provided:

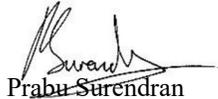
- 1 Vibration monitoring near the closest façade or directly on the foundation of the Hunter House is recommended for all activities (construction and site restoration) occurring within 40 meters from the Hunter House;
- 2 The above noted vibration monitoring shall be completed using the guideline provided as attachment in this report;
- 3 Rock breaking, or slamming the bucket of the excavator or hoe ramming or any percussive methods of construction shall be excluded within 40 metres of the Hunter House.

## CONCLUSION AND CLOSURE

WSP prepared this letter report solely for the use of the intended recipients the Region of Peel and Jacobs Engineering Inc., in accordance with the agreed upon professional services agreement. This letter report detailed a vibration Zone of Influence study for the work occurring near the Hunter house as part of the Region of Peel's East to West Wastewater Diversion Strategy. The study established applicable limits and found the expected impact of vibration was not estimated to reach the house. WSP further recommended vibration monitoring still be conducted for the house to protect the Region from any future claims or complaints and provided some general recommendations to further reduce the impact of construction.

The intended recipient is solely responsible for the disclosure of any information contained in this letter report. The content and opinions contained in the present letter report are based on the observations and/or information available to WSP at the time of preparation. If a third party makes use of, relies on, or makes decisions in accordance with this letter report, said third party is solely responsible for such use, reliance or decisions. WSP does not accept responsibility for damages, if any, suffered by any third party as a result of decisions made or actions taken by said third party based on this letter report. This limitations statement is considered an integral part of this letter report.

Yours truly,



Prabu Surendran  
Acoustic, Noise and Vibration Specialist



Kana Ganesh, M.A.Sc., PhD., P.Eng.  
Senior Technical Director, Acoustics and Vibration

PS/KG

Encl. Figures, Guideline for Vibration Monitoring  
WSP ref.: 171-16801-03

# FIGURES





125 DON HILLOCK DRIVE, UNIT 2  
 MISSISSAUGA, ONTARIO L4X 1L3  
 TEL: 905-262-5880 FAX: 905-262-6181 WWW.WSP.COM

**LEGEND**

- STUDY AREA
- MAIN CONSTRUCTION AREA
- CONSTRUCTION DRIVEWAY



0 10 20 Meters

CLIENT:

REGION OF PEEL

PROJECT:

VIBRATION ASSESSMENT STUDY

PROJECT NO:

DATE:

171-18801-03

MAY 2020

DESIGNED BY:

-

DRAWN BY:

TP

CHECKED BY:

-

FIGURE NO:

1

SCALE:

1:12,000

TITLE:

STUDY AREA

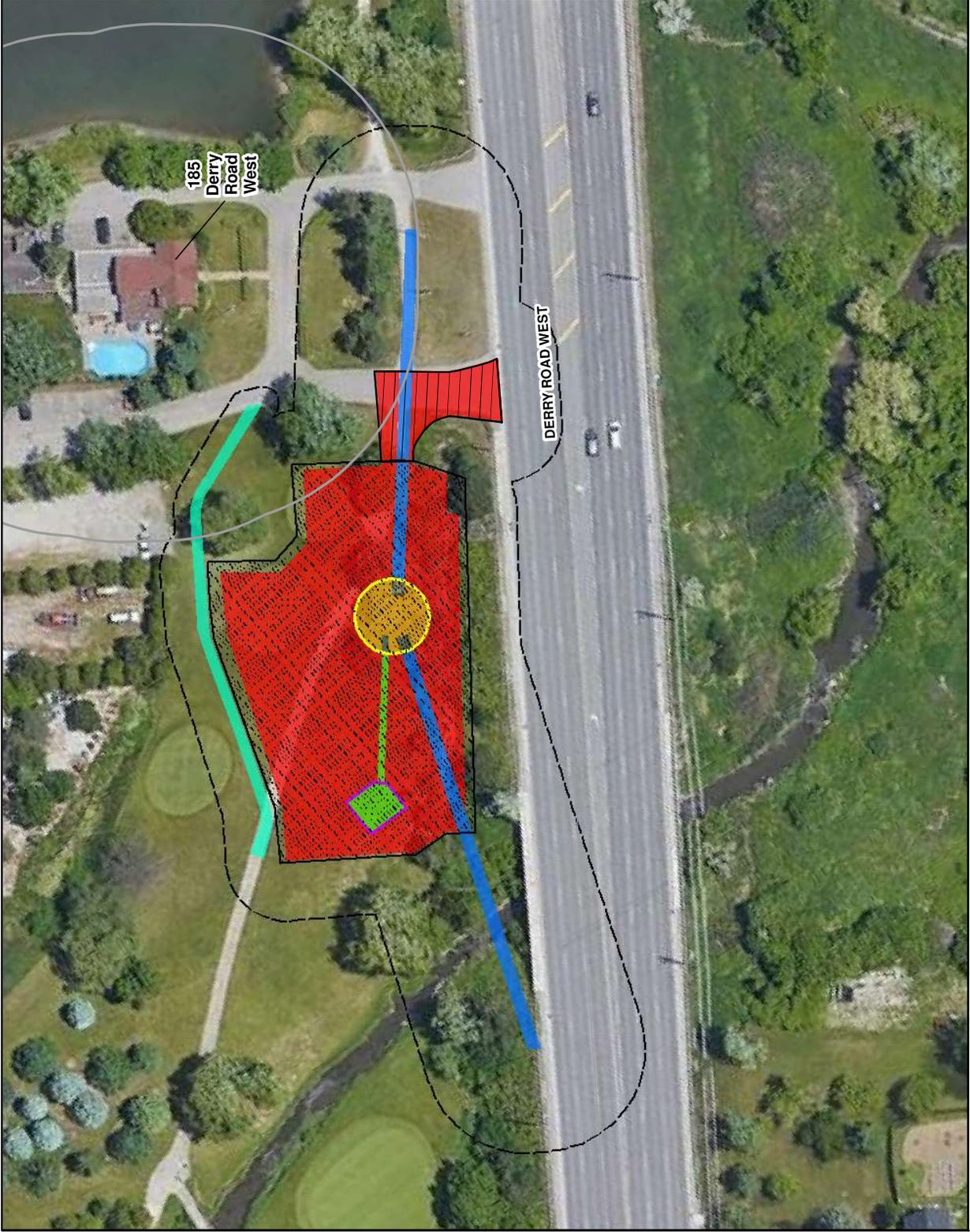
DISCIPLINE:

ENVIRONMENT

ISSUE:

REV:





125 DON HILLOCK DRIVE, UNIT 2  
 MISSISSAUGA, ONTARIO L4X 1L3  
 TEL: 905-276-5380 | FAX: 905-276-0811 | WWW.WSP.COM

**LEGEND**

- MAIN CONSTRUCTION AREA
- CONSTRUCTION DRIVEWAY
- SITE GRADING & MAINTENANCE ACTIVITIES**
- COMPACTION (VIBRATORY ROLLER)
- COMPACTION (COMPACTOR)
- INFRASTRUCTURE ACTIVITIES**
- EXCAVATION
- SECANT PILES
- TUNNELLING
- HOE RAMMING
- CASSION DRILLING
- VIBRATION ASSESSMENT**
- ZOI (3 mm/s)
- 185 DERRY RD. W. 40 m BUFFER



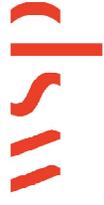
CLIENT

REGION OF PEEL

PROJECT

**VIBRATION ASSESSMENT STUDY**

PROJECT NO.	DATE
171-18801-03	MAY 2020
DESIGNED BY	
DRAWN BY	
CHECKED BY	
FIGURE NO.	SCALE
2	1:1700
TITLE	
CONSTRUCTION ZOI	
DISCIPLINE	ENVIRONMENT
ISSUE	REV.



235 DOW HILLOCK DRIVE, UNIT 2  
 MISSISSAUGA, ONTARIO L4X 1L3  
 TEL: 905-276-5280 | FAX: 905-276-0481 | WWW.WSP.COM

**LEGEND**

- █ GENERAL CONSTRUCTION ACTIVITIES
- █ REMOVAL OF TEMPORARY SIDEWALK
- █ COMPACTON (VIBRATORY ROLLER)
- - - VIBRATION ASSESSMENT
- - - GENERAL CONSTRUCTION ACTIVITIES ZOI (3 mms)
- - - COMPACTON (VIBRATORY ROLLER) ZOI (3 mms)
- - - 185 DERRY RD. W. 40 m BUFFER



0 4 8 16 20 METERS

CLIENT:

REGION OF PEEL

PROJECT:

VIBRATION ASSESSMENT STUDY

PROJECT NO.	DATE
171-18001-03	MAY 2020
DESIGNED BY	
DRAWN BY	
CHECKED BY	
TP	
FIGURE NO.	SCALE
3	1:800
TITLE	
SITE RESTORATION ZOI	
DISCIPLINE	ENVIRONMENT
ISSUE	REV.
	-

# GUIDELINE FOR VIBRATION MONITORING



## Guideline for Vibration Monitoring East to West Wastewater Diversion Strategy

### SCOPE

This guideline covers the requirements for vibration monitoring of existing Hunter House, primarily to monitor the construction and site restorations within 40 metres of the Hunter House measured from foundation footprint.

### APPLICABLE VIBRATION LIMITS

The applicable vibration limits monitoring is provided in **Table 1**, below:

*Table 1 Vibration Limits for the Hunter House*

FREQUENCY OF VIBRATION (HZ)	PEAK PARTICLE VELOCITY LIMITS [MM/S]
1 to 10	3
10 to 50	3 to 8
50 to 100 <sup>1</sup>	8 to 10

### INSTRUMENTATION

A seismograph configured to produce a continuous record shall be used for vibration monitoring that will record vibrations in three orthogonal directions in peak particle velocity. The equipment must be capable of monitoring from 1 to 100 Hz; recording at a minimum of 1024 samples per second.

### MONITORING LOCATIONS

The monitoring locations should be selected to capture expected worst-case vibration from construction activity at or near the Hunter House foundation.

Geophones shall be located on the side of the Hunter House or if subject activities are occurring simultaneously on both side, monitoring shall be conducted on both sides. In other words, no subject activities shall be undertaken on either side without the monitoring on the respective side.

### ON-SITE MONITORING PROCEDURE

The vibration meters should be actively monitored by either on-site personnel or via real time alert system established through a remote monitoring system. Further, continuous monitoring for the duration of the particular activity will be required.

When vibration levels reach the respective limits, the construction manager should be notified immediately, and steps outlined in Response Plans for Vibration Levels Exceeding the Limits below should be followed.

### REPORTING REQUIREMENTS

**Baseline** – baseline monitoring report and existing condition visual/photo documentation will be included with this package.

**During Construction** - Vibration monitoring shall be carried out during construction and site restoration occurring within 40 metres of the Hunter House measured from foundation footprint. A weekly vibration monitoring summary report shall be provided including details on monitoring locations, measured vibration levels, and any exceedances or complaints registered during the monitoring period.



## RESPONSE PLANS FOR VIBRATION LEVELS EXCEEDING THE LIMITS

Vibration limits provided in **Table 1** are not to be exceeded. Activities may be suspended in affected area with the exception of those actions necessary to avoid the exceedance of the vibration limits provided in **Table 1** or to make the work and affected properties safe and secure.

If the vibration limit is reached:

- 1** Stop work and inform the Contract Administrator (Jacob) immediately;
- 2** Investigate and report the cause of exceedance to the Contract Administrator;
- 3** Stop the particular construction activity that caused the exceedance and develop an Response Plan of Action and mitigation strategy;
- 4** Provide the Response Plan of Action and mitigation strategy for review and approval by the Contract Administrator;
- 5** Implement the reviewed and approved Response Plan of Action prior to proceeding with the activity that caused the exceedance;
- 6** Install and additional monitors as directed by the Contract Administrator.

## SAFETY AND PROTECTION

The above ground location of monitoring instrumentation shall be made clearly visible to avoid accidental damage at all times. Markings shall be of sufficient size to be visible to construction equipment operators.

Instruments shall be clearly labelled in the field, each instrument having a unique identifier. The labelling shall remain legible for the duration of the monitoring period.

All instruments shall be adequately protected by the Contractor such that they are not damaged during construction.

City of Mississauga  
**Corporate Report**



<p>Date: June 5, 2020</p> <p>To: Mayor and Members of Council</p>	<p>Originator's files:</p>
<p>From: Shari Lichterman, CPA, Commissioner of Community Services</p>	<p>Meeting date: July 8, 2020</p>

## Subject

Request to alter a Heritage Designated Property: 4300 Riverwood Park Lane (formerly 1447 Burnhamthorpe Rd) (Ward 6)

## Recommendation

That the request to alter the heritage designated property at 4300 Riverwood Park Lane (formerly 1447 Burnhamthorpe Rd), as per the Corporate Report from the Commissioner of Community Services, dated June 5, 2020 be approved.

## Background

The City designated the subject property, located at 4300 Riverwood Park Lane, under Part IV of the Ontario Heritage Act in 2004. Section 33 of the Act requires Council permission for alterations likely to affect the property's heritage attributes.

## Comments

The City of Mississauga has undertaken a project to replace and restore a deteriorated portion of existing metal bridge way, wood decking and vertical wood trim to improve its durability and accessibility to the heritage asset. The Heritage Impact Assessment indicates there will be minimal disruption and impact to the heritage attributes. Staff concurs with the recommendations of the report and with the hiring of a heritage consultant to further advise and oversee the project work.

## Financial Impact

The cost is covered under F&PM Capital Maintenance approved 2019 capital budget (PN B19768 and PN 19775). This report reflects only the execution of Council's responsibilities under the Ontario Heritage Act with relation to the approval of the alteration to the property.

## Conclusion

The City of Mississauga is undergoing a bridge replacement to ensure safety and durability of the connecting bridge to the heritage asset. The Heritage Impact Assessment found the impacts

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to be minimal however staff recommends that the recommendations are followed and a heritage professional is hired to oversee the work.

## **Attachments**

Appendix 1: Heritage Impact Assessment

Appendix 2: Designation Bylaw



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Shari Lichterman, CPA, Commissioner of Community Services

Prepared by: John Dunlop, Manager, Heritage Planning

## General – executive summary

Our firm was engaged by Stephenson Engineering to assist with heritage requirements related to its consultant contract regarding the repair/replacement of a deteriorated late 20<sup>th</sup> century pseudo-industrial style mild steel 'bridgeway' that forms part of added 2006 east ground floor entrance to the c.1950's extension of the c.1914 vernacular stone cottage. Recent photographs and a few excerpts of detail drawings, prepared by dTAH, were provided by the City, unfortunately with no access to full record drawings or archival photography of the house.

On 22 April 2020 we conducted a visual condition review and photo-documentation of the bridge/entrance structure, the exterior of the stone cottage (MacEwan House), and its context including immediately adjacent buildings, landscape, and vistas. The bridge/entrance elements are necessary for the current use and context, as a public park and visual arts centre, but do not contribute to the character-defining elements. Our review photos are available upon request with selected images in **Appendix B**.

The subject c. 2006 bridge and entrance interventions are omitted from the 'character-defining elements' at Historic Places.ca confirming that they do not contribute to heritage value; however, the 'bridgeway' is mentioned in the municipal designation statement description without qualification. As one end of the bridge structure is currently embedded in historic masonry, the proposed repair/replacement will require localized masonry cutting-out and patching (and galletting) with appropriate mortar as well as repair/replacement of adjacent deteriorated wood trim. The Heritage Application Guideline includes masonry repairs or replacement in 'alterations that require a heritage permit'.

The Proponent's proposed scope of work is limited to necessary maintenance, specifically repair or replacement-in-kind of the bridge element. This scope varies from the existing design only in upgrades to the durability of replacement materials and details, and is intended to include no significant alteration of the heritage character-defining elements. In this context, a related heritage impact assessment (HIA) may be 'scoped' or limited to the detail design, execution, quality assurance, and quality control, related to alteration of the physical connection to the masonry historic fabric. The proposed primary conservation treatment is *rehabilitation* (according to the *Standards and Guidelines for the Conservation of Historic Places in Canada*) and applies to required minor alterations of the character-defining masonry to accommodate the replacement of the non-contributing steel bridge and related wood decking and trim.

The proposed 'repair' work provides an opportunity to correct certain bridge details that may have contributed to evident premature deterioration, steep transition limiting accessibility, and potential damage to the adjacent heritage character-defining elements of the stone cottage. We therefore recommended amendment of the connection detail at masonry pockets to mitigate impact on the heritage asset, and other minor refinements.

## Heritage Status

The MacEwan House is located in Riverwood Park, an assembly of three adjacent properties owned by the City of Mississauga at 4300 Riverwood Park Lane, (formerly, designated as, 1447 Burnhamthorpe Road, Mississauga, City of, Ontario, L5C, Canada). The property received Municipal Heritage Designation (Part IV), under By-law 505-2004 dated 2004/12/15. Adjacent properties on the Municipal Heritage Register: 1455 Burnhamthorpe Rd W (designated under Part IV), 1477 Burnhamthorpe Rd W (listed), 1469 Burnhamthorpe Rd W (listed). Related Character-Defining Elements (ref. Historic Places .ca) include: "vernacular style of the MacEwan House, with its stone construction, pitched roof and concrete basement floor ...[and] .... location on the bank of the Credit River".



Image 1: 2006 photo from Historic Places.ca, image 2 of 130, City of Mississauga; location given as 1465 Burnhamthorpe Road West; unpainted woodwork visible here, along with aerial photos, confirm construction year of new' entrance/bridgeway.

### Location, Current Use, and Context

The Mac Ewan House is part of *Visual Arts Mississauga* ("VAM") responsible for the management and operation of lands and premises known as the *VAM Building and MacEwan House, 4170 and 4300 Riverwood Park Lane (formerly 1475 & 1465 Burnhamthorpe Road West)* which is located on the north side of Burnhamthorpe Road West, west of Creditview Road and east of Mississauga Road, City of Mississauga, Regional Municipality of Peel, in Ward 6.



Image 2: Context Map showing MacEwan House location.



Image 3: Google Sat view marked to show bridge.

**Existing conditions**

The original bridge design appears to have been conceived as a cantilevered structure to span the five foot wide basement exit landing, perhaps intended to minimize impact on the old stone wall of the house, with supporting length spanning over a planter to reach a paved asphalt path. However, the potentially cantilevered end of the bridge's structural channel beams is rigidly embedded in the old masonry and appears to 'virtually' support the heavy steel plate doorway canopy/surround. Bearing pads, between the under-side of bridge beams and top of concrete retaining wall, were not visible for review.

The bridge/wall connection points exhibited localized masonry efflorescence and rust stain, darker grey mortar, rotted wood trim, and more intensely corroded steel elements. Rust staining also marked the concrete retaining wall and basement landing below. Wood, steel, and concrete elements appear to be in direct contact with stone masonry without normal isolation membrane, mastic, or bitumen-impregnated joint filler. Such observations suggest potential hard mortar, masonry rust-jacking, cracking, and water infiltration into surrounding stone masonry resulting in premature deterioration of bridge and heritage fabric.

Existing bridge abutment connections and transitions, at both the old masonry wall and new bearing plates on concrete pads at grade, appear to be designed without due consideration of thermal or differential movement of the long structural steel channels and rigid steel guard railings, nor mitigation of corrosion of these painted steel components, infiltration at masonry embedment of rust-jacking of ferrous metal, nor drainage/drying of adjacent wood trim

Open mortar joints were observed in historic masonry adjacent to basement level concrete steps and landing with no isolation/sealant joint to protect masonry from migrating moisture and de-icing salts.

The bridge spans a planter[planting appears designed to screen the basement walk-out] in which the top of soil and mulch has been permitted to rise above the under-side of the bridge and covered most of the bottom flange. The poorly vented concealed space beneath the deck above the planter may trap moisture and be attractive to small rodents.

**Recommendations** (draft)

Repair, or remove and replace, deteriorated portions of existing metal bridgeway, and related wood decking and vertical wood trim, generally to match existing, except refine design to improve durability and accessibility as follows (item 1 requires a heritage permit):

- 1) a) revise bridge connection & beam pockets at masonry wall and b) repoint open joints at walk way with salt resistant hydraulic mortar c) using CAHP-accredited heritage contractor;
- 2) upgrade painted steel to H.D. galvanized steel;
- 3) provide more durable replacement decking & trim;
- 4) lower grade in planter below bridge beams;
- 5) raise level of asphalt path at bridge landing.

Provide above work in accordance with attached drawings & specifications prepared by Stephenson Engineering with comments from heritage consultant allan killin architect inc.

End of recommendations

**Bibliography**

*Standards and Guidelines for the Conservation of Historic Places in Canada*, available at:  
<https://www.historicplaces.ca/media/18072/81468-parks-s+g-eng-web2.pdf>

*Canadian Register of Historic Places*:  
<https://www.historicplaces.ca/en/rep-reg/place-lieu.aspx?id=14143>

*Ontario Heritage Act, R.S.O. 1990, c. 0.18*, available at:  
[http://www.mtc.gov.on.ca/en/heritage/heritage\\_act.shtml](http://www.mtc.gov.on.ca/en/heritage/heritage_act.shtml)

*Ontario Heritage Tool Kit*, available at:  
[http://www.mtc.gov.on.ca/en/heritage/heritage\\_toolkit.shtml](http://www.mtc.gov.on.ca/en/heritage/heritage_toolkit.shtml)

*Ontario Standards and Guidelines for Conservation of Provincial Heritage Properties*, available at:  
[http://www.mtc.gov.on.ca/en/heritage/heritage\\_s\\_g.shtml](http://www.mtc.gov.on.ca/en/heritage/heritage_s_g.shtml)

*Mississauga Heritage property applications, HIA terms of ref, S&G*, available at:  
<http://www.mississauga.ca/portal/discover/culture-planning-heritage>

*Mississauga Heritage Register* available at:  
[https://www7.mississauga.ca/documents/culture/heritage/2018-07-01\\_Mississauga\\_Heritage\\_Register\\_Web.pdf](https://www7.mississauga.ca/documents/culture/heritage/2018-07-01_Mississauga_Heritage_Register_Web.pdf)

*4300 Riverwood Park Lane, Property Heritage Details*, available at:  
[https://www.mississauga.ca/portal/services/property/?paf\\_portalId=default&paf\\_communityId=200005&paf\\_pageId=2700006&paf\\_dm=shared&paf\\_gear\\_id=6500016&paf\\_gm=content&paf\\_gear\\_id=6500016&action=heritage&heritageTab=yes&propDetailsTab=no&id=60702&addressId=402003&pin=null&rollNumber=210504015403100000&redirectPage=1](https://www.mississauga.ca/portal/services/property/?paf_portalId=default&paf_communityId=200005&paf_pageId=2700006&paf_dm=shared&paf_gear_id=6500016&paf_gm=content&paf_gear_id=6500016&action=heritage&heritageTab=yes&propDetailsTab=no&id=60702&addressId=402003&pin=null&rollNumber=210504015403100000&redirectPage=1)

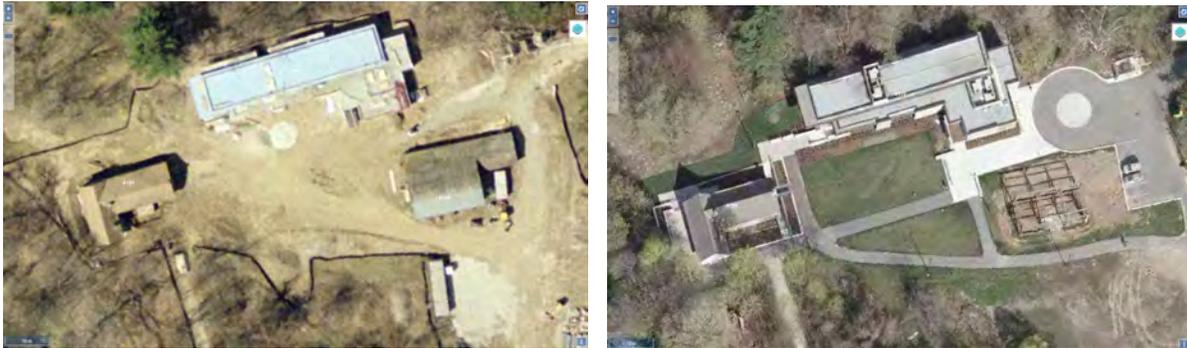
*MacEwan House, Mississauga Heritage Designated Properties*, image 2 of 130, available at:  
[http://www.mississauga.ca/portal/discover/heritagedesignatedproperties?paf\\_gear\\_id=13400033&imageId=42200011&index=1&returnUrl=%2Fportal%2Fdiscover%2Fheritagedesignatedproperties](http://www.mississauga.ca/portal/discover/heritagedesignatedproperties?paf_gear_id=13400033&imageId=42200011&index=1&returnUrl=%2Fportal%2Fdiscover%2Fheritagedesignatedproperties)

*Context Map & Aerial photos, 4300 Riverwood Park Lane, Mississauga Maps*, available at:  
<http://www6.mississauga.ca/missmaps/maps.aspx#map=17/-8869021.12/5398246.92/0.9075712110370514>

*Mississauga General Committee Minutes*, June 30, 2009, page 30 [confirming use and address].

## **Appendix A**

**Aerial photography** from Maps – selected details from 2005(left) and 2006 (right)



### **Image 1, 2006 photo of MacEwan House, description:**

“W.R. Percy Parker built this stone cottage from the remains of an old pickling plant. His daughter, Margaret MacEwan later purchased the home from her widowed mother.”

### **Designation Statement** - excerpts related to MacEwan House

*The property known as Riverwood, 1447 Burnhamthorpe Road West, has been recommended for heritage designation for reasons of its historical, architectural and contextual significance.*

...

#### *Historical Background:*

...

*The original patent from the crown for Lots 4 and 5, Range 4, went to Peter McDougall in 1833. The adjacent Lot 6 was a patent from the crown to William MacGrath, who owned property south of Burnhamthorpe Road. The properties changed hands several times until June of 1913, Lots 4, 5 and 6 were bought by W.R.P Parker, from Allen Case. In 1913 the Parkers, who resided in Toronto, built a stone cottage from what existed of a former stone building on the site. The Parkers used this cottage, now known as the MacEwan house, for six years as a summer home.*

...

*Archaeological studies conducted on the property have also proven the lands to be of native prehistorical significance dating from the Middle to Late Iroquoian Periods. For the most part these components have been removed through archaeological investigations, but a high archaeological potential remains throughout the site for historic archaeological resources.*

...

#### *Architectural and other Heritage Resources:*

...

*The MacEwan House is a single storey Credit River stone structure, the original portion dating to approximately the mid nineteenth century. It is an elongated "T" shape, the top of the "T" being the original portion of the building. Due to the grade differences surrounding the building, much of the cellar portion is fully exposed. The windows are multi-paned casement. The medium pitched roof has stuccoed gable ends. On the original portion, or west side of the house, the roof has a very slight bellcast to it. On the east facade a **small bridgeway** connects the house to the upper ground level several feet away from the east wall. The house rests not too far from the top of bank and would have a dominant view of the river valley when the grounds were clear of trees. Interior features of particular note include the fireplace in the main room, which was part of the original structure, and the horseshoe imprints in the cellar floor that belonged to a winner of the Queen's Plate. Directly to the east of the MacEwan House is the MacEwan Barn.*

...

end of appendix A

**Appendix B – selected condition review photographs** by Allan Killin, MRAIC, OAA, CAHP



**Appendix B** – page 2 of 3 pages





end of Appendix B - page 3 of 3 pages



THE CORPORATION OF THE CITY OF MISSISSAUGA

BY-LAW NUMBER . 0505.2004

A by-law to designate the property located at 1461, 1465 and 1475 Burnhamthorpe Road West as being of historical, architectural and contextual significance

WHEREAS the Ontario Heritage Act, R.S.O. 1990, Chapter 0.18, as amended, authorizes the Council of a municipality to enact by-laws to designate real property including all the buildings and structures thereon, to be of architectural value or interest;

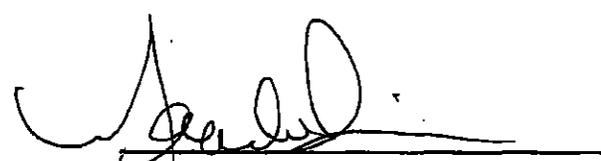
AND WHEREAS Notice of Intention to so designate the property located at 1461, 1465 and 1475 Burnhamthorpe Road West, in the City of Mississauga, has been duly published and served, and no notice of objection to such designation has been received by the Clerk of The Corporation of the City of Mississauga;

AND WHEREAS the reasons for the said designation are set out as Schedule 'A' hereto;

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

1. That the real property located at 1461, 1465 and 1475 Burnhamthorpe Road West, City of Mississauga, and legally described in Schedule 'B' attached hereto, is hereby designated as being of historic value under Part IV of the Ontario Heritage Act, R.S.O. 1990, Chapter 0.18, as amended.
2. That the City Clerk is hereby authorized to cause a copy of this by-law to be served upon the owner of the aforesaid property, and upon the Ontario Heritage Foundation and to cause notice of this by-law to be published in a newspaper having general circulation in the City of Mississauga.
3. That Schedules "A" and "B" form an integral part of this by-law.
4. That the City Solicitor is hereby directed to register a copy of this by-law against the property located at 1461, 1465 and 1475 Burnhamthorpe Road West in the proper land registry office.

ENACTED AND PASSED this 15th day of December, 2004.

  
ACTING MAYOR

  
CLERK

RECEIVED  
BY-LAW FORM  
  
MEM  
30 11 04

SCHEDULE "A" TO BY-LAW NO. 0505-2004

## STATEMENT OF THE REASONS FOR DESIGNATION

"Riverwood", 1465, 1461 & 1475 Burnhamthorpe Road West  
(Also known as the Parker, Chappell, and MacEwan Estates)

The property known as Riverwood, 1447 Burnhamthorpe Road West, has been recommended for heritage designation for reasons of its historical, architectural and contextual significance.

The Reasons for Designation were written in the context of the completed Garden Park Master Plan and the Garden Park Cultural Resource Management Plan.

Historical Background:

The original patent from the crown for Lots 4 and 5, Range 4, went to Peter McDougall in 1833. The adjacent Lot 6 was a patent from the crown to William MacGrath, who owned the property south of Burnhamthorpe Road. The properties changed hands several times until June of 1913, when Lots 4, 5 and 6 were bought by W.R.P Parker, from Allen Case.

From 1913 onwards the Parkers, who resided in Toronto, gradually rebuilt a stone cottage from what existed of a former stone building on the site. The Parkers then used this cottage, now known as the MacEwan house, as a summer home. In 1919 Mr. Parker hired A.S. Mathers, later of the firm Mathers and Haldenby, to design an elegant Arts-and-Crafts residence on the property. The new home, called "Riverwood," was designed to blend with its impressive natural surroundings, and soon became a centre for entertaining and relaxation. Mr. Parker was a Toronto lawyer and businessman and was politically well-connected, and among many of the celebrated guests to stay at Riverwood was a close family friend, William Lyon Mackenzie.

North of Riverwood was the "upper farm," now known as the Zaichuk property. The farm was then operated by the Plumb family, who assisted the Parkers in managing the estate, and Harry Plumb was also responsible for much of the construction throughout the property, perhaps including supervision of the building of Riverwood itself.

In 1931 Mr. Parker died and, due to the stock market crash of 1929, left his widow with scant financial resources. The house was then rented out to Jim Rattray, who later owned the large Rattray Estate on the shores of Lake Ontario. Mrs. Parker sold off the upper farm to the Zaichuk family and the old stone house to her daughter, Margaret MacEwan. Eventually the financial strain forced Mrs. Parker to sell the main house in 1956 to Hyliard and Grace Chappell.

Mr. Chappell, also a lawyer and politician, resided in the house for many years. In 1986 Mrs. Chappell, then a widow, sold the property to the Credit Valley Conservation Authority, in conjunction with the City of Mississauga.

Archaeological studies conducted on the property have also proven the lands to be of native prehistoric significance, dating from the Middle to Late Iroquoian Periods. These components have been removed through archaeological investigations.

Architectural and other Heritage Resources:

The Riverwood property is recognized to be organized into four areas: the Bird terrace, the MacEwan Estate, the Chappell Estate, and the Zaichuk property.

The Bird terrace is located on the floodplain adjacent to the Credit River and immediately north of the Burnhamthorpe Road West Bridge. The name derives from the surname of the last inhabitants on this property. The residence and outbuildings have all been removed, though the oldest foundations of the house, which may date from the mid-nineteenth century, probably remain. The only visible remnants of these former residential structures are the landscape features of a stone retaining wall and terrace at the top of the valley, and a nearby stone wall which runs orthogonal to the valley. It is believed that the Norway Spruce Allé was created to provide a windbreak for the orchard which was planted southeast of the allé on the terrace and up the hill to the MacEwan terrace. A few remnants of the orchard remain.

SCHEDULE "A" TO BY-LAW NO. 0505-2004

Along the north side of Burnhamthorpe Road West is the stone wall and drive entrance which was a defining landscape feature that denoted this property as a private estate. Although the wall and gates have been relocated and altered over time, they provide a significant cultural landscape on Burnhamthorpe Road West. It is recognized that portions of this wall may be altered or removed as the park develops.

The MacEwan House is a single-storey, Credit River stone structure, parts of the original portion believed to date from the mid-nineteenth century. It is an elongated "L" in plan, the bottom of the "L" being the rebuilt older portion. As a result of grade differences around the building, much of the cellar portion is fully exposed. This situation is also the reason for a small stone bridge at the east facade, which connects the upper floor to the adjacent grade level. The windows are multi-paned casement units, and the medium-pitched roof has stucco gable ends with mock-Tudor work over the porch. In the earlier portion of the house, the roof (formerly shingled) has a slight bellicast. The house rests not far from the top-of-bank and would have had a dominant view of the river valley when the grounds were clear of trees. An interior feature of particular note is the fireplace in the main room, which was part of the original structure.

Directly to the east of the MacEwan House is the MacEwan Barn. The barn is typical of a small English-style barn and dates from the mid-nineteenth century. The barn is built in two phases, the later addition having a shed roof and poured concrete floor. The roof pitches now have a variety of cladding materials, with the north pitch of the older portion now clad horizontal boards, which presumably replace original wooden shingles.

The main house, named "Riverwood" by the Parker family, was built in 1919 of Credit Valley stone collected on the property. This Arts-and-Crafts style structure was designed by W.S. Mathers (later of Mathers and Haldenby, which company also worked here), who took a holistic view of the property and had walkways, gardens, woodland pool, and patios all designed to integrate into the marvelous landscape. The one-and-a-half storey stone house is designed in a "U" shape, with two wings extending from a dominant central core. The original landscaping adjacent the house was designed by Harries and Hall, Landscape Architects and Engineers (of Toronto and Buffalo), in association with Arthur M. Kruse, and is an important example of their work.

The high, pitched, wood-shingled roof with flanged eaves provides a dominant feature, broken at the front facade by a massive stone chimney with a decorative, hand-carved stone shield indicating the date "1919". This main chimney served the living room and upper storey fireplaces. The house was built for entertaining, which provided for a separate bedroom wing, servants wing, and central dining and reception area.

The main living room has hand-hewn B.C. fir ceiling beams and a large walk-in fireplace built of red brick. Above the mantel is a hand-painted folk-art depiction of the property when it was fully developed, painted by Estelle Kerr about 1935.

The windows are multi-paned casement units and the doors leading onto the rear flagstone patio were formerly multi-paned French doors. On either side of the chimney on the front facade, the roofline is broken by two dormers. These provide light into the only room on the second floor, which also has a large single dormer at the rear of the structure. A second, less dominant internal chimney served the kitchen area, and a third chimney rises from the bedroom wing. From the bedroom wing there are exits to the garden by a north door of the original master bedroom, with its many multi-paned windows, and a second exit onto the rose garden on the east facade of the house.

A full cellar extends throughout the house, and includes a large walk-in safe under the front entrance.

The house and grounds are surrounded by many landscape features. At the front is the courtyard, with circular drive around the central lily pond and with stone wall and trellis to the south. This stone wall forms the wall for the garage, which is set below grade. There are walkways that lead away from the house into the gardens. To the southeast of the garage is an above-ground stone cistern associated with the woodland pool and (lost) fountain. An extant, but unused set of stone steps leads from the house rear lawn down to the river valley. A second stairway leads from the rear yard to the woodland pool, now in poor condition, but once a major garden and landscape feature on the property, fed by the waters of MacEwan Creek. Throughout the entire site are remnants of earlier landscape features such as bridge abutments, old roadways, and numerous fence lines and paths.

SCHEDULE "A" TO BY-LAW NO. OSOS-2004Contextual Significance:

The "Riverwood" site, comprised of its four major components, MacEwan House and Barn, Bird Terrace, Chappell Estate, and Zaichuk property, has numerous built and natural heritage resources. The property is bordered on the south by Burnhamthorpe Road West, to the east is the rail line, on the west is the Credit River and to the north, Highway 403. The most significant feature of this property is its relationship to the Credit River corridor and the related creeks that feed into this river. The site has been the location of human habitation for hundreds of years, whereby its occupants have always had a respect for the natural landforms and unique qualities between upper table lands and low valley floodplain. The site is noted for its natural heritage features and provides a significant green space within the urban context, while also reflecting on the cultural development of the property over time. It is the careful integration of open space, forest, gardens and built forms that make this property a significant cultural landscape.

SCHEDULE 'B' TO BY-LAW 0505-2004

Description: Part of Lots 3, 4, 5, 6 and 7, Range 4 North of Dundas Street  
(To be designated under the Ontario Heritage Act)

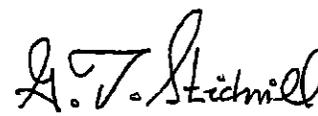
(Ward 6, City Zone 31, in the vicinity of Burnhamthorpe Road West and Creditview Road)

In the City of Mississauga, Regional Municipality of Peel, (Geographic Township of Toronto, County of Peel), Province of Ontario and being composed of:

FIRSTLY: Part of Lots 4, 5, 6 and 7, Range 4 North of Dundas Street, of the said Township, designated as Parts 1, 2, 3, 4 and 5 on a plan of survey deposited in the Land Registry Office for the Registry Division of Peel (No. 43) as Plan 43R-13158 and Parts 2, 3, 4, 5, 6, 7, 8, 9, 10 and 11 on a plan of survey deposited in the said Registry Office as Plan 43R-9772.

SECONDLY: Part of Lots 3, 4 and 5, Range 4 North of Dundas Street, of the said Township, designated as Part 1 on a plan of survey deposited in the said Registry Office as Plan 43R-19545, Part 1 on a plan of survey deposited in the said Registry Office as Plan 43R-5061, Part 1 on a plan of survey deposited in the said Registry Office as Plan 43R-5821, Part 5 on a plan of survey deposited in the said Registry Office as Plan 43R-9773 and Part 1 on a plan of survey deposited in the said Registry Office as Plan 43R-5550, save and except Part 3 on a plan of survey deposited in the said Registry Office as Plan 43R-6228.

THIRDLY: Part of Lots 5 and 6, Range 4 North of Dundas Street, of the said Township, as described in Instrument Number RO499454, save and except Parts 1, 2 and 3 on a plan of survey deposited in the said Registry Office as Plan 43R-6252.

  
G. T. Stidwill, P. Eng.  
Ontario Land Surveyor

<p>Date: June 11, 2020</p> <p>To: Mayor and Members of Council</p>	<p>Originator's files:          MG.23.REP          RT.10.Z-8</p>
<p>From: Geoff Wright, P.Eng, MBA, Commissioner of          Transportation and Works</p>	<p>Meeting date:          July 8, 2020</p>

## Subject

**All-way Stop – Glenburnie Road and Donnelly Drive (Ward 1)**

## Recommendation

That an all-way stop control not be implemented at the intersection of Glenburnie Road and Donnelly Drive (north intersection) as outlined in the report from the Commissioner of Transportation and Works, dated June 11, 2020 and entitled “All-way Stop - Glenburnie Road and Donnelly Drive (Ward 1)”.

## Background

The Transportation and Works Department has been requested by the Ward Councillor to submit a report to Council regarding the implementation of an all-way stop at the intersection of Glenburnie Road and Donnelly Drive (north intersection).

Currently the intersection of Glenburnie Road and Donnelly Drive operates as a three-leg intersection with a stop control for eastbound traffic on Donnelly Drive. A location map is attached as Appendix 1.

## Comments

Both A.M. and P.M. turning movement counts were completed on May 21, 2020 to determine the need for an all-way stop based on traffic volumes. The results are as follows:

<u>Glenburnie Road and Donnelly Drive (north intersection)</u>		<u>Warrant Value</u>
Part “A”	Volume for All Approaches	15%
Part “B”	Minor Street Volume	100%

As per the criteria for all-way stops outlined by the Ministry of Transportation, in order for an all-way stop to be warranted, both parts “A” and “B” must equal 100%. A review of the study results

revealed an average of 32 total vehicles per hour entering the intersection, approximately 1 vehicle every two minutes.

A review of the collision history at this intersection revealed no reported collisions within the past three years. For an all-way stop control to be warranted based on collision frequency, at least five collisions must occur in a 12-month period, provided the collisions are of the type considered correctable by the use of an all-way stop (i.e. turning movement, angle collisions).

An all-way stop is therefore not warranted based on the turning movement count results and collision history.

## **Financial Impact**

In the event that an all-way stop is approved, the cost for the signs installation and pavement markings can be accommodated in the 2020 Operating Budget.

## **Conclusion**

Based on the manual turning movement count results and collision history of this intersection, the Transportation and Works Department recommends against the installation of an all-way stop at the intersection of Glenburnie Road and Donnelly Drive (north intersection).

## **Attachments**

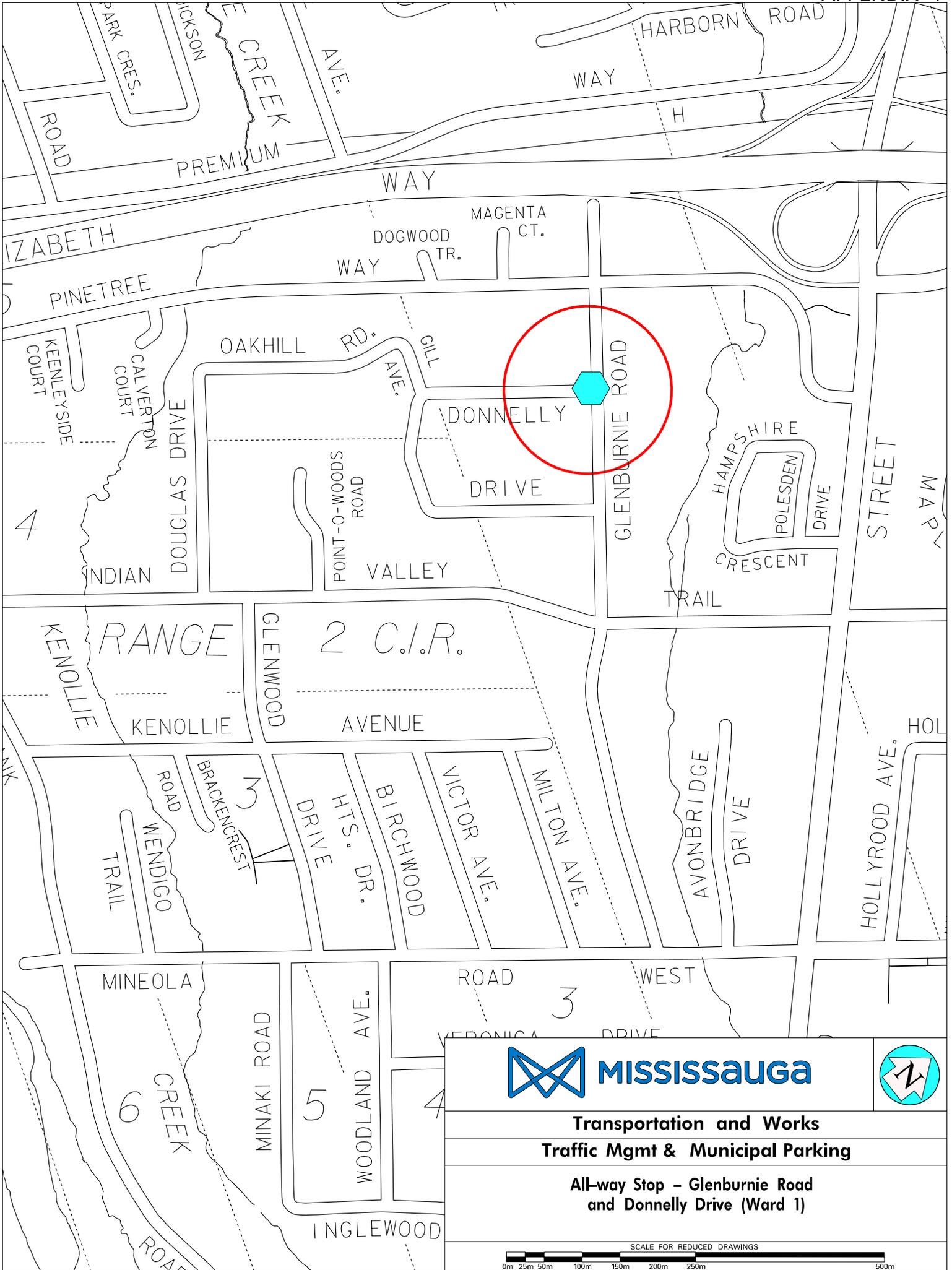
Appendix 1: Location Map - All-way Stop - Glenburnie Road and Donnelly Drive (Ward 1)



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

Prepared by: Ouliana Drobychevskaia, Traffic Operations Technologist



**MISSISSAUGA**



**Transportation and Works  
Traffic Mgmt & Municipal Parking**

**All-way Stop - Glenburnie Road  
and Donnelly Drive (Ward 1)**



<p>Date: June 23, 2020</p> <p>To: Mayor and Members of Council</p> <p>From: Geoff Wright, P.Eng, MBA, Commissioner of Transportation and Works</p>	<p>Originator's files:</p> <hr/> <p>Meeting date: July 8, 2020</p>
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## Subject

**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**

## Recommendation

That a by-law be enacted to authorize the Commissioner of Transportation and Works and the City Clerk to enter into a Cost Sharing Agreement with Metrolinx and any amendments and/or ancillary documents thereto, to undertake the Preliminary Design and Environmental Assessment / Transit Project Assessment Process (TPAP) for the Dundas Bus Rapid Transit Corridor, all in a form satisfactory to the City Solicitor.

## Background

As recommended in 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, the City has submitted an application for implementation funding to the Public Transit Stream of the Investing in Canada Infrastructure Program (ICIP) focussed on developing bus priority infrastructure on a 2 km segment of the Lakeshore Road Corridor and on a 7 km segment of the Dundas Street Corridor.

The report titled "Request for Authority to Enter into Letters of Intent with Metrolinx for Rapid Transit Corridor Preliminary Design and Transit Project Assessment Process Studies" from the Commissioner of Transportation and Works and approved by Council on April 22, 2020, supported the development of an administrative/cost sharing agreement with Metrolinx to be brought back to Council at a future date for approval.

Based on the executed Letter of Intent for the Dundas BRT dated April 30, 2020, the City's Rapid Transit Office has been working closely with Metrolinx Project Planning staff and released a cooperative procurement for the Dundas BRT Preliminary Design and TPAP on June 19, 2020. Concurrently, the Metrolinx and City teams have developed a Cost Sharing Agreement for the project. This report is seeking authority to enter into this Cost Sharing Agreement.

## Comments

The City of Mississauga (the “City”) had identified through the 2019 to 2022 Roads Service Area Capital Program, funding requirements to undertake preliminary design work and complete environmental assessment approvals for the Dundas BRT, Lakeshore HOT and Downtown Mississauga Terminal and Transitway Connection.

The Dundas BRT corridor was identified as a priority transit project for the City, as well as a priority in Metrolinx’s ‘2041 Regional Transportation Plan’. Metrolinx has recently completed an Initial Business Case for the Dundas corridor from Kipling Station, in the City of Toronto, through the City of Mississauga, Halton Region, to the Village of Waterdown in the City of Hamilton.

The City and Metrolinx share a mutual interest in advancing approvals for the Dundas BRT based upon our respective priorities. As the boundaries and study requirements overlap, a joint approach was supported and a Cost Sharing Agreement has been developed to support jointly undertaking the Preliminary Design and securing TPAP approvals for the Dundas BRT. While the overall work is to be undertaken based on the full Metrolinx corridor, the City will cost share the components and manage the study elements associated with the Mississauga segment to ensure they satisfy our ICIP application requirements and timelines of reaching substantial completion by March 31, 2027.

This collective study approach will ensure a consistent review of the entire corridor and will build upon existing similar procurement work recently undertaken by Metrolinx to expedite anticipated procurement timelines and result in a cost sharing approach that benefits both parties. Based upon negotiations with Metrolinx, the City will be responsible for 21.25% of the overall study costs which represents approximately half of the costs associated with the Mississauga segment. The Metrolinx procurement also advances some costly eligible elements such as detailed utility mapping and topographical survey work within the shared budget envelope to better position this project for the ICIP funding and timelines.

The City and Metrolinx have also been working together on the details of the study procurement documents which have now been released to the market by Metrolinx. The procurement process is expected to be completed by the end of the summer.

In order to support the tight ICIP timelines and in advance of selecting the overall study vendor, Metrolinx is commencing some early environmental investigation studies and the City will be undertaking some topographical survey work.

## Financial Impact

In the 2019 Capital Budget and Forecast, the Roads Service Area received initial funding of \$3.5 million in project PN19-107 and multi-year funding (2021-2022) of \$7.5 million for total funding of \$11 million to conduct preliminary design and Environmental Assessment/TPAP

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Studies for the Dundas BRT Corridor. The Cost Sharing Agreement with Metrolinx could result in a potential 50% savings that will reduce the City's funding contribution.

## Conclusion

The City of Mississauga and Metrolinx have developed a cooperative procurement package to undertake the next phase of work for the Dundas BRT corridor that satisfies the various requirements and timelines. Based upon the executed LOI, the procurement process for the Dundas BRT Preliminary Design/TPAP Study has commenced.

This Corporate Report is seeking the authority to execute a Cost Sharing Agreement with Metrolinx to undertake the Preliminary Design and TPAP study for the Dundas BRT. The procurement process for the study is expected to be completed by the end of the summer.



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

Prepared by: Matthew Williams, Project Leader of Rapid Transit

Date: June 12, 2020	Originator's files:
To: Mayor and Members of Council	
From: Geoff Wright, P.Eng, MBA, Commissioner of Transportation and Works	Meeting date: July 8, 2020

## Subject

Noise Control Program Review

## Recommendation

1. That the report from the Commissioner of Transportation and Works, dated June 12, 2020 entitled "Noise Control Program Review" be approved.
2. That a by-law be enacted to amend the Noise Control By-law 360-79, as amended, to implement Phase 1 recommendations relating to the City's Noise Control Program Review as outlined in the report from the Commissioner of Transportation and Works, dated June 12, 2020 entitled "Noise Control Program Review."
3. That the Nuisance Type Noise By-law 785-80, as amended, be repealed.
4. That staff report back to Council at a future date on Phase 2 recommendations relating to the City's Noise Control Program Review as outlined in the report from the Commissioner of Transportation and Works, dated June 12, 2020 entitled "Noise Control Program Review."

## Report Highlights

- Staff conducted a comprehensive review of the Noise Control Program Review, in order to identify and develop program improvements that will better meet the needs of the City.
- Community engagement on the Noise By-laws resulted in 130 residents attending in person sessions and 4,015 completing the online survey.
- The report identifies 25 recommendations for changes to the by-law, noise exemption periods, enforcement of vehicle noise and public awareness activities.
- Staff recommend implementing a priority response model to deliver onsite noise investigation services with existing resources.

- Given the financial pressures resulting from COVID-19, a phased implementation is recommended with the introduction of decibel limits and full implementation of service level changes occurring in Phase Two.

## Background

Beginning in early 2019, several Councillor enquiries regarding matters related to noise were received by staff. In response to these enquiries a comprehensive review of the Noise Control Program was initiated.

### **COVID-19 Financial Constraints**

The financial impact of COVID-19 on the City is an evolving situation. Given this financial uncertainty, staff have changed the original approach of this review and will be reporting to Council in two phases:

- Phase 1: All recommendations with no financial impacts such as by-law amendments, policy and process changes.
- Phase 2: All recommendations with a financial impact such as consulting services, changes to service levels and staffing levels.

This report includes all Phase 1 recommendations. The Phase 2 recommendations will be brought forward at a later date following the recovery phase of COVID-19.

### **By-laws and Legislation**

There are two separate independent noise by-laws in the City: Nuisance Type Noise By-law 785-80 (“Nuisance Type Noise By-law”) and Noise Control By-law 360-79 (“Noise Control By-law”).

Noise is managed and regulated through municipal, provincial and federal laws, regulations and guidelines (See Appendix 1). *The Municipal Act, 2001* empowers municipalities to prohibit and regulate noise.

In response to COVID-19, the Province passed Regulation 70/20 on March 19, 2020 pursuant to s. 451.1 of the *Municipal Act, 2001*, which provides that a municipality does not have the power to prohibit and regulate with respect to noise made in connection with the delivery goods in a municipality. Regulation 70/20 is revoked on September 19, 2021.

The Province also passed Regulation 131/20 on April 7, 2020 pursuant to s. 451.1 of the *Municipal Act, 2001*, which provides that a municipality does not have power to prohibit and regulate with respect to noise made in connection with the following:

1. Construction projects and services in a municipality associated with the healthcare sector, including new facilities, expansions, renovations and conversion of spaces that could be repurposed for health care space, at any time of the day or night.

2. Any other construction activity in a municipality between the hours of 6 a.m. and 10 p.m. Regulation 131/20 is revoked on October 7, 2021.

Both Regulations 70/20 and 131/20 supersede the time periods noted in the City's Noise Control By-law in relation to delivery of goods and construction activities.

## Present Status

### Noise Control Program Elements

The Noise Control Program consists of four primary program elements:

1. By-Laws: This includes the legal and administrative activities related to periodic by-law amendments and assessment.
2. Enforcement Operations. This includes the receipt and investigation of public complaints as well as proactive and joint enforcement operations. There are currently 18 Municipal Licensing and Enforcement Officers (MLEOs) who enforce the Noise Control By-law and the Nuisance Type Noise By-Law.
3. Noise Exemptions. Noise exemptions are managed and administered by eight divisions and nine business lines within the City. Noise exemption types include construction, road and capital work, film, residential, community events and festivals, and events at City facilities such as Celebration Square.
4. Program Development and Awareness. This includes public education & awareness initiatives, performance metrics, reporting and continuous improvement projects.

### Public Complaints

In 2019, there were 1,451 noise complaints and 631 inquiries about noise which did not lead to a service request. Noise complaints represented 13% of the total complaint volume in 2019. The most common noise complaints received by the City were about amplified sound, which received 463 service requests, barking dogs, which had 363, and construction equipment, which had 194 (See Appendix 2). However, it is important to note that it is likely that this does not represent the true scope of noise complaints in the City due to a lack of public awareness of the noise by-laws and service levels. Complaints do not always represent violations.

## Comments

### Review Methodology

Each of the four preceding program elements were assessed through a six step process:

1. Jurisdictional Scan
2. Community Engagement
3. Assessment of Current State
4. Options Development and Gap Analysis
5. Identification of Short Term Improvement Opportunities
6. Identification of Medium and Long Term Improvements Opportunities

Below are the key findings for steps one and two. Following that, each of the four program elements are addressed separately for steps three to six.

### **JURISDICTIONAL SCAN**

Staff conducted a jurisdictional scan of noise control programs in 11 jurisdictions; Brampton, Burlington, Calgary, Edmonton, Hamilton, Newmarket, Oakville, Ottawa, Toronto, Vancouver, and Vaughan (Appendix 3).

The City of Mississauga's Noise Control By-law is the oldest dated by-law of all the jurisdictions benchmarked. Mississauga does not use a level of measurement to enforce types of noise emitted but does have prohibited times for noise types. This is not consistent with the jurisdictions benchmarked as seven of 11 jurisdictions have both a level of measurement and prohibited times to enforce noise related issues.

Six of nine jurisdictions equip officers with various forms of noise measuring devices. Mississauga is consistent with four jurisdictions which have a response rate greater than three days. However five jurisdictions aim to respond to noise complaints the same day or in less than three days, though the response window is dependent on the nature of the complaint.

After a four year review, the City of Toronto updated its Noise By-law (Municipal Code Chapter 591) in 2019. The revised by-law includes new and updated definitions to improve clarity and consistency in the interpretation of the by-law, and quantified noise level limits for amplified sound and motorcycles to enhance objectivity. The revised by-law also includes the introduction of an "Unreasonable and Persistent Noise" provision to be applied only when noise is not captured by a specific prohibition, and a more streamlined exemption permit process, with the ability to revoke permits and impose conditions when necessary.

In conjunction with the revised by-law, Toronto also made changes to the enforcement of noise such as the implementation of a priority response model, updating the policy and standard operating procedures for noise investigations, and changing the By-law enforcement hours of coverage to allow for 19 hour daily coverage and 21 hour daily coverage during peak season. To ensure effective implementation, the City of Toronto's Municipal Licensing and Standards Division introduced a dedicated noise team, composed of 24 By-law Enforcement Officers, along with management and administrative support.

### **COMMUNITY ENGAGEMENT**

Between December and February 2020, staff conducted community engagement, which was composed of six facilitator lead community sessions, three targeted focus group sessions with key stakeholders from Ratepayer Associations, the construction industry and Business Improvement Areas (BIAs) and an online survey (See Appendix 4).

The facilitated sessions allowed residents to share their concerns with the current noise by-law program in a neutral setting. Participants were asked to provide their input on types of noise in their neighbourhoods, communication preferences, by-law provisions and service levels.

Several common themes emerged from the 105 residents who attended the community sessions and 23 community representatives who attended the focus group sessions. Vehicle and construction noise were identified as the most common kind of noise impacting residents. Residents expressed that there is a need for increased enforcement and investigation of noise complaints, increased service levels and quantitative measurement. Participants were generally supportive of updating the permitted periods.

The online survey was completed 4,015 times. Respondents were asked about their knowledge of the current noise by-laws, and for their opinions on potential changes to the permitted periods and noise categories and the introduction of quantitative measures (Appendix 5). Responses were polarized with few strong conclusions, although a number of questions highlighted a lack of awareness of the current Noise Control By-law and permitted periods.

Key results included:

- Respondents said that they were most impacted by noise from motor vehicles, construction, and music.
- There was little awareness of current by-law provisions: 49.6% didn't know where to look to find out when noise is permitted.
- There was support for simplifying the by-law: 60% of respondents supported simplifying the by-law by consolidating periods.
- There was opposition to expanding the hours when construction is permitted. 62% of respondents didn't support extending the time frame when construction is permitted.
- There was limited support for allowing additional noise on Sundays: 52% of respondents strongly disagreed or disagreed with aligning Sunday construction to the rest of the week.

These results demonstrate the need for broader public awareness and taking a balanced approach to updating the Noise Control by-law.

### **PROGRAM ASSESSMENT AND IMPROVEMENT OPPORTUNITIES**

Each of the four program elements are assessed below and recommendations are provided.

#### **PROGRAM ELEMENT #1 – BY-LAWS**

In addition to the proposed housekeeping amendments, which are summarized in Appendix 6, the following changes are recommended:

##### **a. Consolidation of By-laws**

The Noise Control By-law contains the general prohibitions, noise categories and outlines the exemption process. The Nuisance Type Noise By-law is intended to supplement the Noise Control By-law and identifies three specific prohibitions. Thus, it does not stand on its own.

*Recommendation 1 – That the Nuisance Type Noise By-law be repealed and consolidated into the Noise Control By-law.*

**b. Introduction of Persistent Sound Provision**

Nuisance Type Noise causes confusion since the provisions in the Nuisance Type Noise By-law prohibit certain activities at all times but are similar to the categories of noise in the Noise Control By-law, which have permitted periods of time. A more objective and consistent means to address these issues is required in the by-law.

‘Persistent sound’ will be defined as noise continuously heard for a period of at least ten consecutive minutes or intermittently over a period of at least one hour. This will capture the types of noise that the Nuisance Noise By-law was intended to address, while also providing the flexibility for it to address other types of noise not captured in the other categories or unreasonable noise that occurs during the permitted periods.

*Recommendation 2 - That a new definition for ‘persistent sound’ be added to the Noise Control By-law to replace the current types of noises included in the Nuisance Type Noise By-law.*

**c. Introduction of Decibel Limits**

Decibel levels provide a quantifiable measurement of sound, allowing for a more objective approach. It is recommended that decibel limits be adopted for select noise types that can be appropriately measured. This is consistent with Toronto’s approach.

*Recommendation 3 - That decibel limits for “Amplified Sound” and “Stationary Motor Vehicles” (formerly “The operation of any motorized conveyance” other than on a highway or other place intended for its operations”) be introduced in the second phase of implementation.*

**d. Changes to the Exemption Process**

This section of the By-law allows for the issuance of exemptions for any source of sound or vibration outside of the permitted periods. The current noise exemption process has no automatic exemption for City work and the process does not have the flexibility to meet the needs of the City.

There are eight divisions within the City that are responsible for administering Noise Control by-law exemptions, each with varying levels of administration. It is proposed that a provision be added to the Noise Control By-law to allow divisions not covered by Schedule Three to have their own noise exemption procedures. (See Program Element #3 - Noise Exemptions).

*Recommendation 4 - That Section 7 of the Noise Control By-law be updated to outline the updated exemption application process and application requirements.*

**e. Fines and Penalties**

The current fines in the Noise Control and Nuisance Type Noise By-laws, which are set under *the Provincial Offences Act*, are a fine of no more than \$5,000 and a set fine of \$305 respectively. When the By-laws are consolidated, new fines and penalties will be required to be established. Staff recommend that the same fine amounts be included in the new Noise Control By-law.

*Recommendation 5 - That staff apply to the Ministry of the Attorney General for permission to establish a fine in the Noise Control By-law of no more than \$5,000 and a set fine of \$305 in the By-law pursuant to the provisions of the Provincial Offences Act.*

**f. Changes to Schedule One- Vehicle Noise**

In order to conduct joint vehicle enforcement with Peel Regional Police, staff need to have the ability to charge motorists under the By-law. In the interim, staff will use the Nuisance Type Noise By-law, but it is recommended that Schedule One be updated with a provision addressing loud engine noise (See Program Element #2-Enforcement Operations).

*Recommendation 6 - That Schedule One of the Noise Control By-law be updated to include a provision prohibiting drivers from making unreasonable or unnecessary noise: "A person having the control or charge of a motor vehicle shall not sound any bell, horn or other signalling device so as to make an unreasonable noise, or install a modified muffler or exhaust with the express intention to create unreasonable noise, nor shall the driver at any time operate or cause the motor vehicle to make any unnecessary noise or noise likely to disturb an inhabitant of the City of Mississauga."*

**g. Changes to Schedule Two- Prohibited Periods of Time**

Schedule Two of the Noise Control outlines the activities included in the by-law and their prohibited periods of time. The current provisions are summarized in Appendix 7 and proposed revisions, including housekeeping amendments, are highlighted in Appendix 8.

*Recommendation 7 - That redundant categories in Schedule Two of the Noise Control By-law be removed and other categories consolidated.*

**h. Amplified Sound**

Amplified Sound refers to sound made by any electronic device or a group of connected electronic devices incorporating one or more loudspeakers or other electro mechanical transducers, and intended for the production, reproduction or amplification of sound. The current permitted period for amplified sound is from 7:00 a.m. to 5:00 p.m.

Based on the community engagement, jurisdictional scan and other permitted periods, it is recommended that the permitted period for Amplified Sound be updated to 9:00 a.m. to 7:00 p.m. Monday-Thursday, Sunday and Statutory Holidays and 9:00 a.m. to 10:00 p.m. on Friday and Saturday. This approach aligns with the permitted periods for other common noise categories while also allowing for flexibility on weekends. It is also more in line with resident expectations.

*Recommendation 8 - That the permitted period for Amplified Sound in Schedule Two of the Noise Control By-law be updated from 7:00 a.m. to 5:00 p.m. to 9:00 a.m. to 7:00 p.m. Monday-Thursday, Sunday and Statutory Holidays and 9:00 a.m. to 10:00 p.m. on Friday and Saturday.*

**i. Auditory Signalling**

Auditory signalling refers to the operation of auditory signalling devices, such as the ringing of bells or gongs and the blowing of horns or sirens or whistles. It is recommended that this permitted period be aligned with the permitted period for Amplified Sound since they are similar noise types.

*Recommendation 9 - That the permitted period for Auditory Signalling in Schedule Two of the Noise Control By-law be updated from 7:00 a.m. to 7:00 p.m. to 9:00 a.m. to 7:00 p.m. Monday to Saturday and on Sundays and Statutory Holidays.*

**j. General Prohibition for Amplified Sound and Auditory Signalling**

Amplified Sound and Auditory Signalling differ from most noise types because they have the potential to disrupt many people and with the exception of signalling for safety purposes, the volume of noise can be adjusted by the group or individual(s) making the noise. It is recommended that amplified sound or auditory signalling for the purpose of reaching an audience outside of the property be prohibited in the By-law.

*Recommendation 10 - That the use of devices to amplify sounds for the purpose of reaching persons outside of the property from which the sound is originating, be prohibited.*

*Recommendation 11 - That the use of auditory signalling devices for the purpose of reaching persons outside of the property from which the sound is originating, be prohibited.*

**k. Sports Related Noise**

Sports related noise refers to noise from organized sport activities including whistling, shouting and cheering. The use of whistles to referee a game is considered to be a reasonable aspect of this activity, and is covered under auditory signalling. However, to reflect the multi-faceted nature of sport activities, it is proposed that this noise type be

included under the Yelling and Shouting Category. This aligns with the permitted periods and approved use of sports fields.

*Recommendation 12 - That noise from sports activities be added to the category of Yelling and Shouting in Schedule Two of the Noise Control By-law.*

**I. All Selling or Advertising by Shouting or Amplified Sound**

Selling or advertising by shouting or amplified sound refers to individuals operating a business who promote their business verbally, such as newspaper sellers. This category can be addressed through the Amplified Sound and Yelling and Shouting categories.

*Recommendation 13 - That the category of Selling or advertising by shouting or amplified sound be removed from Schedule Two of the Noise Control By-law.*

**m. Loading, Unloading and Deliveries**

Due to Ontario Regulation 70/20, this permitted period is not enforceable until September 19, 2021. At this time, it is recommended that the permitted period for loading and unloading return to 7:00 a.m. to 7:00 p.m. Monday to Saturday.

*Recommendation 14 - That the permitted period for loading and unloading noise in Schedule Two of the Noise Control By-law return to 7:00 a.m. to 7:00 p.m. Monday to Saturday once O.Reg 70/20 expires.*

**n. Construction**

During the Review, residents were vocal about the prevalence of construction noise and expressed a desire to maintain the permitted period of 7:00 a.m. to 7:00 p.m. Monday to Saturday, with no construction permitted on Sundays. Due to Ontario Regulation 131/120 this is not enforceable until October 2021. At that time, it is recommended that the permitted period for Construction noise return to 7:00 a.m. to 7:00 p.m. Monday to Saturday.

*Recommendation 15 - That the permitted period for construction noise in Schedule Two of the Noise Control By-law return to 7:00 a.m. to 7:00 p.m. Monday to Saturday once O.Reg 131/20 expires.*

**o. Firearms**

It is recommended that this category be removed as firearm use is better addressed through the Criminal Code.

*Recommendation 16 - That the Firearms category be removed from Schedule Two of the Noise Control by-law.*

**p. The operation of any powered or non-powered tool for domestic purposes other than snow removal**

This category allows for the use of power tools, including loud devices like lawn mowers and leaf blowers until 11:00 p.m., which is more permissive than the construction noise category. Based on the community engagement, jurisdictional scan and other permitted periods, it is recommended that the permitted period for this category be updated to 7:00 p.m. to 7:00 a.m. (9:00 a.m. Sundays).

*Recommendation 17 - That the permitted period for “The operation of any powered or non-powered tool for domestic purposes other than snow removal” be changed from 7:00 a.m. to 7:00 p.m. (9:00 a.m. Sundays) to 7:00 a.m. to 7:00 p.m.(9:00 a.m. Sundays) in Schedule Two of the Noise Control By-law.*

**q. Persistent barking, calling or whining by a domestic pet**

The current permitted period of “at any time” creates unrealistic expectations since it is not possible for dog owners to completely eliminate barking since it is a method of communication for dogs. It is recommended that permitted periods be added to address barking in the evening and early morning.

*Recommendation 18 - That the permitted period for “Persistent barking, calling or whining by a domestic pet” in Schedule Two of the Noise Control By-law be changed from “at any time” to 7:00 a.m. to 10:00 p.m.*

The preceding recommendations will make the Noise Control By-law easier to understand and interpret, which may result in higher compliance.

## **PROGRAM ELEMENT #2 – ENFORCEMENT OPERATIONS**

### **Current Service Levels**

Noise complaints are rarely investigated by an MLEO. When a complaint is reported, a letter is sent to the person(s) creating the noise advising them that they are required to restrict the noise. A letter and package is also sent to the complainant which includes a noise log sheet to document the time the noise starts and ends, the dates and type of noise for three to four weeks. If the matter proceeds to legal action, the complainant is often required to serve as the witness to the violation.

One of the strongest themes that emerged from the community engagement sessions was a desire for increased enforcement and investigation of noise complaints. Residents are dissatisfied with the current service levels and indicated that they would like quicker response times and on-site investigation of complaints.

Increasing the current service level to provide MLEO onsite response and investigation services would require a significant financial investment. The current staff (18 MLEOs) and coverage (weekday business hours) would be required to be expanded to allow for evening & weekend coverage as well as a 10% increase in case file volume. Given the current financial impacts resulting from COVID-19, investment opportunities will not be recommended or pursued at this

time. The short term result will be that service levels will not fully satisfy the public demand for enforcement services.

***Recommendation 19** - That staff report back in Phase 2 with the staff requirements necessary to expand the current service levels.*

However, introducing a Priority Response Model will partially satisfy the public demand for onsite noise enforcement services. The model will also inform future resourcing needs to be included in a Phase 2 report.

### **Priority Response Model**

Prioritizing complaints rather than treating all noise complaints the same will allow for the introduction of onsite investigation services in a gradual and measured approach. With a priority response model and improved data management practices, MLEOs will begin to conduct more onsite complaint investigations with existing resources. The proposed response model is summarized below:

<b>Priority Level</b>	<b>Description</b>	<b>Response Time</b>	<b>Example</b>
Priority One	An urgent matter that requires an MLEO to conduct an on-site investigation. This is a matter that it outside of the permitted hours. <ul style="list-style-type: none"> <li>• HIGH Likelihood of reoccurrence; AND</li> <li>• HIGH impact to residents</li> </ul>	Within 24 hours	<ul style="list-style-type: none"> <li>• Construction excavation creating noise outside of permitted hours.</li> <li>• Commercial and industrial loading/unloading noise.</li> </ul>
Priority Two	A non-urgent matter that requires an MLEO to conduct an on-site investigation. It is a matter that is either outside of the permitted hours or an instance of persistent noise. <ul style="list-style-type: none"> <li>• HIGH Likelihood of reoccurrence; OR</li> <li>• HIGH impact to residents</li> </ul>	Within 5 Business Days	<ul style="list-style-type: none"> <li>• Noise occurring from a malfunctioning air conditioner.</li> <li>• Persistent amplified sound from a residence within the permitted times.</li> <li>• Dog barking – multiple complaints from multiple residents.</li> </ul>
Priority Three	An non-urgent matter that does not require an on-site investigation by an MLEO. <ul style="list-style-type: none"> <li>• LOW Likelihood of reoccurrence; OR</li> <li>• LOW impact to residents</li> </ul>	Letter may be sent out to the subject of the complaint.	<ul style="list-style-type: none"> <li>• An isolated noise event such as a backyard wedding where a complaint is entered on the following business day.</li> </ul>

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Priority Level	Description	Response Time	Example
			<ul style="list-style-type: none"> <li>• Dog barking – single complaint.</li> </ul>

It should be noted that the subject of a complaint may progress through all three priority levels over time. As the number of complaints and the number of complainants increases, so will the priority level. For example a house party, on a first occurrence, would typically be a priority three complaint. However, if the location had a second house party, with multiple complainants in each instance, the occurrence would be escalated to a priority one or two depending on the impact level.

Data collection and analysis will be a critical factor in tracking and classifying complaints. If done properly, patterns of non-compliance will emerge over time and an appropriate level of enforcement action will be more likely to occur.

#### **Priority Response Model Implementation**

In order to assess the feasibility of adopting the priority response mode, staff analyzed 2019 service request data to determine how the 2019 complaints would have been classified using the recommended priority response model:

Category	Projected Number of Complaints
Priority One	389 (21.5%)
Priority Two	573 (31.7%)
Priority Three	847 (46.8%)

Based on historical data, it is estimated (conservatively) that 1,000 annual onsite noise investigations would be required. This represents 10% of the total annual complaint volumes for Compliance and Licensing Enforcement. On average, a priority one or two complaint will require four to eight hours of total staff time.

Achieving a 100% service level for onsite response service will not be possible with the existing staff level. However, establishing the response model and service levels will allow staff to establish a baseline and at least begin to deliver services where staff capacity exists.

*Recommendation 20 - That staff implement the priority response model and begin to deliver onsite investigative services with existing resources.*

### **Decibel Limits**

Another common theme that emerged through the community engagement was objectivity. Objective rules, noise thresholds and investigative processes were all identified as areas that should be addressed.

Decibel limits are recommended to be added to a future noise by-law for “Amplified Sound” and “stationary motor vehicles” (Formerly “The operation of any motorized conveyance other than on a highway or other place intended for its operations” ) noise categories as they are best suited to a quantifiable measure. However, as a first step, technical expertise is required to establish the appropriate decibel limits, determine investigative practices, identify equipment needs and train staff.

Many residents communicated a vision of Enforcement Officers responding to a location equipped with sound level meters. If the sound meter reading exceeded the threshold stated in the by-law, fines or charges would be issued. Unfortunately, there are many steps required to implement this vision. Taking an accurate and consistent decibel reading that would be admissible as court evidence is highly technical and must be conducted by properly trained individuals under precise circumstances. Further consulting, equipment and training is required prior to equipping MLEOs with sound level meters for field enforcement operations.

*Recommendation 21 - That staff seek the consulting services of an acoustical engineering firm through the Phase 2 report in order to determine appropriate decibel limits and enforcement practices.*

### **Joint Enforcement: Vehicle Noise**

Throughout the community engagement, loud vehicles were cited by many residents as the noise that most impacts them. While MLEOs can address noise from stationary vehicles, moving vehicles are regulated through the *Highway Traffic Act* and are the responsibility of Peel Regional Police. Historically, Peel Regional Police have conducted enforcement blitzes in response to community concerns regarding excessively loud vehicles in Mississauga, but it is not a top priority.

Staff have engaged Peel Regional Police and are currently developing a joint enforcement strategy which will see Peel Officers and Bylaw Officers riding together and utilizing the *Highway Traffic Act* as well as the Noise Control and Nuisance Type Noise By-laws as tools to educate and enforce in an effort to reduce vehicle noise within the city.

*Recommendation 22 - That Municipal Licensing Enforcement Officers participate in joint enforcement actions with Peel Regional Police Road Safety Services, where Municipal Licensing Enforcement Officers will ride in police cars with Peel Officers and utilize the Noise Control By-law to enforce unnecessary vehicle noise.*

**Vehicle Noise Enforcement: Technology**

Although some jurisdictions, such as Edmonton, have piloted the use of automatic technology to enforce vehicle noise, it is not recommended at this time. The current technology being utilized cannot identify the particular vehicle emitting the noise, resulting in officers having to be present to identify the non-compliant vehicle.

**Vehicle Noise Enforcement: Decibel Limits**

Decibel limits are not recommended for vehicle noise because acceptable decibel limits for vehicles are not included in the *Highway Traffic Act*. The *Highway Traffic Act* relies on the observations and opinion of the Officer completing the investigation.

Additionally, many fleet vehicles such as buses or work trucks would be above the typical dBa range of 85-90 dBa implemented by other jurisdictions.

**PROGRAM ELEMENT #3 – NOISE EXEMPTIONS**

Noise exemptions are required to be sought by residents or organizations that are planning on making noise outside of the permitted periods. The current noise exemption process was identified by stakeholders as being onerous and difficult to navigate.

**Noise Exemption Types**

There are six divisions, eight sections and ten types of noise exemptions administered by the City:

<b>Division and Group</b>	<b>Noise Exemption Type</b>	<b>Example</b>
Culture, Culture Services, Creative Industries	Film permit exemptions	Film shoots outside of City facilities
Culture, Meadowvale Theatre and Celebration Square	Automatic (Schedule Three) exemption	Events at Celebration Square
Culture, Museums and Small Arms Building	Automatic (Schedule Three) exemption	Events at museums or the Small Arms Building
Recreation, Sport and Community Development, Community and Neighbourhood Development	Automatic (Schedule Three) exemptions, Parks exemptions	Community events and festivals
Parks and Forestry, Parks Operations	Parks booking permits	Organized events in City parks
Enforcement, Compliance and Licensing Enforcement	Commercial construction exemptions	Construction noise exemption for condominium construction
Enforcement, Compliance and Licensing Enforcement	Residential exemptions	Amplified sound exemption for a backyard wedding
Enforcement, Compliance and	Other noise category	Amplified sound

<b>Division and Group</b>	<b>Noise Exemption Type</b>	<b>Example</b>
Licensing Enforcement	(Schedule Two) exemptions	exemption for a restaurant patio
Infrastructure Planning and Engineering, Capital Works Delivery	Capital works construction exemptions (facilitated through Traffic Operations)	Water main construction project outside of the permitted period for construction
Traffic Management and Municipal Parking, Traffic Services and Road Safety	Road construction exemptions	Road re-paving outside of the permitted period for construction

Due to the number of processes and the wide variety of activities they encompass, there are inconsistencies between processes and deviations from the prescribed by-law provisions, which in many instances are limiting to the Divisions. Therefore, it is recommended that the Noise Control By-law allow Divisions to have their own exemption procedure. These procedures will adhere to the requirements outlined in the Noise Control By-law, but be determined, and administered by Divisions. This will allow Divisions the flexibility to create procedures that work for their clients and prevent inconsistencies. Noise exemptions will be centrally tracked through 311.

*Recommendation 23 - That City Divisional Directors be delegated the authority by the Commissioner T&W to create and administer noise exemption procedures specific to their respective lines of business.*

### **Noise Exemption Application Process and Requirements**

Directors will be delegated the authority to grant exemptions by the Commissioner of Transportation and Works. All of the divisional procedures will, at a minimum, be required to detail the following in their applications:

Activity and Type of Exemption Required:

Applicants will be required to provide a description and location of the activity as well as the sources of sound that an exemption is being sought for. For instance, a community street festival may include amplified sound, loading and unloading and yelling and shouting. This requirement will allow applications to be directed to the appropriate Division for review and approval.

Period of time:

Divisions will be allowed to determine the period of time the exemption will be valid for, but it will be limited to no more than six months.

Public notification process:

This requirement will be determined by the Divisions and will allow them to identify a process that works with their exemption type and stakeholder group. Requirements may include distribution of a flyer to all residents within a 500 metre radius, posting a notification in a local paper for two consecutive days or displaying the notification at the exemption location in advance of the exemption date. For instance, for filming exemption permits, it may only be necessary to notify residents on the street where the filming is taking place, but for water main construction a larger notification area may be required.

Application Fees:

Divisions will have the authority to determine their fees and charges, based on the amount of work required to process an application. Fees will be added to the User Fees and Charges By-law.

Application Evaluation Process:

Divisions will determine criteria to evaluate applications on a case by case basis, enabling them to use their discretion and determine what is reasonable for their exemption type. This criteria may include, depending on the exemption type: consultation with the affected Ward Councillor, consideration of proximity of the sound to a residential area, and identification of noise mitigation measures. Regardless of whether the local Ward Councillor is consulted, they must be notified in advance of the exemption date. However, they will not be required to approve the exemption application unless the Division deems it necessary.

Criteria will be tailored and proportional relative to the potential impact of the noise. For instance, a low impact, one-time event application would only require notifying the direct area around the application site, while a high impact, high frequency event application would require a study by a Sound Engineer, a sound mitigation plan, distribution of notices within 500 metres of the application site and consultation with the Ward Councillor.

Terms and Conditions:

Directors will have the authority, as delegates, to determine whether terms and conditions should be imposed on an exemption. Terms and conditions could include noise mitigation strategies, time restrictions and exemption revocation processes.

**Automatic (Schedule Three) Exemptions**

The Noise Control By-law has a schedule of community events and festivals and City facilities which receive automatic exemptions to the Schedule Two permitted periods. Council approval in the form of a corporate report from the Division administering the exemption will be required for addition to the Schedule.

**PROGRAM ELEMENT #4 – PROGRAM DEVELOPMENT AND AWARENESS**

This includes public education & awareness initiatives, performance metrics, reporting and continuous improvement projects.

**Public Education and Awareness**

Community engagement activities revealed that residents have a limited understanding of the current by-law provisions and permitted times. It is recommended that awareness and education activities be undertaken to improve public awareness of the permitted periods and complaint process, and to encourage residents to be courteous of their neighbours.

These activities will take a phased approach and begin with digital materials, then printed materials and if necessary, materials specific to certain activities, such as vehicle noise or weekend construction. Activities in Phase One will be undertaken using existing budget.

*Recommendation 24 - That free or low cost public awareness activities be undertaken to improve awareness of the new Noise Control by-law, with more comprehensive activities introduced in Phase Two as required.*

**Continuous Improvement**

During the Review it was determined that more detailed data is required to obtain a better understanding of current noise service requests. Staff are in the process of implementing changes that will allow for better data collection. With increased data on types of complaints and complaint locations, staff will be able to use this data to make service level decisions, inform their response and conduct targeted public education.

Enforcement staff also reviewed existing processes related to noise investigations and enforcement to streamline efforts and to ensure consistency in response. Changes being implemented include changing the language and process of submitting noise complaints to make it more straightforward and easier to do online, updating standard operation procedures for closing complaints and updating the noise Knowledge Base so complaints are properly directed.

**Mediation**

Mediation is a form of alternative dispute resolution where individuals or groups resolve a dispute with the help of a neutral third party who serves as a mediator. Since 2012, the City has funded a Community Mediation Service run through the Dixie Bloor Neighbourhood Centre. In 2019, the Centre mediated 420 cases on a wide variety of subjects using volunteer mediators. Mediation is often an appropriate tool to address noise complaints, particularly when the noise is occurring during permitted periods, or in the case of disputes between neighbours. Currently, information about mediation is included in the package that is sent to the complainant, but there is often low uptake because both parties need to be willing to participate.

*Recommendation 25 - That staff promote the Community Mediation Service to residents as a method of resolution, when appropriate.*

### **Summary of Recommendations**

<b>Program Element</b>	<b>Recommendation</b>
By-law	1- That the Nuisance Type Noise By-law be repealed and consolidated into the Noise Control By-law.
	2- That a new definition for 'persistent sound' replace the current 'nuisance' definition in the By-law.
	3- That decibel limits for "Amplified Sound" and "stationary vehicles" (Formerly "The operation of any motorized conveyance other than on a highway or other place intended for its operations") be introduced in the third phase of implementation.
	4- That section 7 of the Noise Control By-law be updated to outline the updated exemption application process and application requirements.
	5- That staff apply to the Ministry of the Attorney General for permission to establish a fine in the Noise Control By-law of no more than \$5000 and a set fine of \$305 in the By-law pursuant to the provisions of the Provincial Offences Act.
	6- That Schedule One of the Noise Control By-law be updated to include a provision prohibiting drivers from making unreasonable or unnecessary noise: "A person having the control or charge of a motor vehicle shall not sound any bell, horn or other signalling device so as to make an unreasonable noise, or install a modified muffler or exhaust with the express intention to create unreasonable noise, nor shall the driver at any time operate or cause the motor vehicle to make any unnecessary noise or noise likely to disturb an inhabitant of the City of Mississauga."
	7- That redundant categories in Schedule Two of the Noise Control By-law be removed and other categories consolidated.
	8- That the permitted period for Amplified Sound in Schedule Two of the Noise Control By-law be updated from 7:00 a.m. to 5:00 p.m. to 9:00 to 7:00 p.m. Monday-Thursday, Sunday and Statutory Holidays and 9:00 a.m. to 10:00 p.m. on Friday and Saturday.
	9- That the permitted period for Auditory Signalling in Schedule Two of the Noise Control By-law be updated from 7:00 a.m. to 7:00 p.m. to 9:00 a.m. to 7:00 p.m. Monday to Saturday and on Sundays and Statutory Holidays.
	10- That the use of devices to amplify sounds for the purpose of reaching persons outside of the property from which the sound is originating, be prohibited.
	11- That the use of auditory signalling devices for the purpose of reaching

Program Element	Recommendation
	<p>persons outside of the property from which the sound is originating, be prohibited.</p> <p>12- That noise from sports activities be added to the category of Yelling and Shouting in Schedule Two of the Noise Control By-law.</p> <p>13- That the category of Selling or advertising by shouting or amplified sound be removed from Schedule Two of the Noise Control By-law.</p> <p>14- That the permitted period for loading and unloading noise in Schedule Two of the Noise Control By-law return to 7:00 a.m. to 7:00 p.m. Monday to Saturday once O.Reg 70/20 expires.</p> <p>15- That the permitted period for construction noise in Schedule Two of the Noise Control By-law return to 7:00 a.m. to 7:00 p.m. Monday to Saturday once O.Reg 131/20 expires.</p> <p>16- That the Firearms category be removed from Schedule Two of the Noise Control By-law.</p> <p>17- That the permitted period for "The operation of any powered or non-powered tool for domestic purposes other than snow removal" be changed from 7:00 a.m. to 11:00 p.m. (9:00 a.m. Sundays) to 7:00 a.m. to 7:00 p.m. (9:00 a.m. Sundays) in Schedule Two of the Noise Control By-law.</p> <p>18- That the permitted period for "Persistent barking, calling or whining by a domestic pet" in Schedule Two of the Noise Control By-law be changed from "at any time" to 7:00 a.m. to 10:00 p.m.</p>
Enforcement Operations	<p>19- That staff report back in Phase 2 with the staff requirements necessary to expand the current service levels.</p> <p>20- That staff implement the priority response model and begin to deliver onsite investigative services with existing resources.</p> <p>21- That staff seek the consulting services of an acoustical engineering firm through the Phase Two report in order to determine appropriate decibel limits and enforcement practices.</p> <p>22- That Municipal Licensing Enforcement Officers participate in joint enforcement actions with Peel Regional Police Road Safety Services, where Municipal Licensing Enforcement Officers will ride in police cars with Peel Officers and utilize the Noise Control By-law to enforce unnecessary vehicle noise.</p>
Noise Exemption Permits	<p>23- That City Divisional Directors be delegated the authority by the Commissioner T&amp;W to create and administer noise exemption procedures specific to their respective lines of business.</p>
Awareness and Development	<p>24- That free or low cost public awareness activities be undertaken to improve awareness of the new by-law, with more comprehensive activities introduced in Phase Two as required.</p> <p>25- That staff promote the Community Mediation Service to residents as a method of resolution, when appropriate.</p>

### **Timeline for Noise Control By-law Amendment**

Staff intends to bring forward the proposed Noise Control By-law amendment recommended as part of Phase 1 to the September 16, 2020 Council meeting for Council approval.

### **Financial Impact**

There is no financial impact associate with the current recommendations. Staff will provide a future Phase 2 report at a later date with financial impacts.

### **Conclusion**

The primary purpose of the Noise Control Program Review was to identify and develop program requirements to better meet the needs of Council and the community. Thorough community engagement revealed that noise is a significant issue for many residents. A modernized by-law will provide clarity and allow for more effective enforcement. Enhanced service levels are required to fully meet resident expectations but there are many short and medium term actions that can be implemented to improve the program model in the interim.

### **Attachments**

Appendix 1: Federal and Municipal Noise Regulations

Appendix 2: 2019 Noise Complaints

Appendix 3: Noise Control Jurisdictional Scan

Appendix 4: Community Engagement Summary

Appendix 5: Online Survey Key Results

Appendix 6: Summary of Proposed Housekeeping Amendments to Noise Control By-law 360-79

Appendix 7: Current Schedule Two: Permitted Periods

Appendix 8: Recommended Changes to Schedule Two: Permitted Periods



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

Prepared by: Alexandra Schwenger, Policy Analyst, Enforcement

## Appendix 1: Federal Municipal and Provincial Noise Regulations

### Federal Municipal and Provincial Noise Regulations

Noise is managed and regulated through municipal, provincial and federal guidelines and regulations:

Federal Government	Provincial Government	Municipal Government
<ul style="list-style-type: none"> <li>• National guidelines and regulations for various types of noise, including general guidelines for exposure in the workplace, noise from aircraft, transportation, federal infrastructure projects, federal railways and wind turbines</li> <li>• The <i>Canadian Transportation Act</i>- Includes regulations for aircraft noise management, aviation regulations for noise, as well as guidelines for complaints over railway noise and vibration</li> <li>• Motor Vehicle Safety Regulations set noise emissions standards for motor vehicles</li> <li>• Noise under federal regulation includes federal infrastructure projects, federal railways, airports and aircraft</li> </ul>	<ul style="list-style-type: none"> <li>• <i>Occupational Health and Safety Act</i>- Noise protection requirements from workplaces, including construction, health care, schools and fire/police services</li> <li>• <i>Highway Traffic Act</i>- Provisions to manage noise from the operation of motor vehicles</li> <li>• <i>Environmental Protection Act</i>- Regulates environmental noise emissions by establishing sound level limits for stationary industrial and renewable energy sources, and setting requirements for noise impact studies for land use planning decisions</li> <li>• Noise under provincial regulations includes provincial infrastructure project, provincial railways, highways and wind turbines</li> </ul>	<ul style="list-style-type: none"> <li>• <i>The Municipal Act, 2001</i> empowers municipalities to enact noise by-laws to control sound (noise)</li> </ul>

## 2019 Noise Complaints

In 2019, there were 1451 noise complaints and 631 inquiries about noise which did not lead to a service request. 1300 of the 1451 noise complaints were analyzed to determine noise type. Due to data inaccuracies not all complaints had sufficient information to be classified.

<b>Noise Types</b>	<b>Description</b>	<b>Number of Complaints in 2019</b>
Auditory signalling	Ringling of bells or gongs and the blowing of horns or sirens or whistles	20
Amplified Sound	Amplified sound (for example, music emanating from speakers from bars, night clubs, restaurants, cafes/patios, buskers or concerts)	463
Power Device Noise	Power devices (for example, leaf blowers, chain saw, lawn mowers, grass trimmers).	16
Commercial and Industrial including Loading and Unloading Noise <sup>1</sup>	Noise from loading, unloading, delivering, packing, unpacking and otherwise handling any containers, products or materials.	195
Stationary Source Noise	A sound from a stationary source or residential air conditioner	49
Motor Vehicle Noise	Clearly audible noise from vehicle repairs, rebuilding, modifying or testing	25
Construction noise	Includes erection, alteration, repair, dismantling, demolition, structural maintenance, land clearing, earth-moving, grading, excavating, the laying of pipe and conduit whether above or below ground level, street and highway building, application of concrete, equipment installation and alteration and the structural installation of construction components and materials in any form or for any purpose, and includes any work in connection with these activities	194
Animal Noise	Persistent noise, including barking, calling or whining or other similar persistent noise, made by any animal kept or used for any purpose	363
Yelling or shouting or other human noises	Yelling, screaming, shouting, singing, loud parties, children playing	123

<sup>1</sup> Includes five categories- Loading and unloading, stationary powered rail cars, venting, release or pressure release of air, steam or other gaseous material, the operation of a solid waste bulk lift or refuse compacting equipment and the operation of a commercial car wash

## Noise Control Jurisdictional Scan

Category	Brampton	Burlington	Hamilton	Newmarket	Oakville	Ottawa	Toronto	Vaughan	Calgary	Edmonton	Vancouver	Mississauga
<b>Is there a Noise By-law?</b>	Noise By-law 93-84	The Nuisance and Noise Control By-law 19-2003	Noise Control By-law 11-285	Noise By-law 2017-76	Noise By-law 2008-098	Noise By-law 2017-255	Toronto Municipal Code Chapter 591, Noise	The Noise Control By-law 062-2018	Community Standards By-law 5M2004 Part 9 – Regulation of Noise	Community Standards By-law 14600 Part III – Noise Control	Noise Control By-law No. 6555	Noise Control By-law 360-79
<b>Is there a Nuisance By-law?</b>	Public Nuisance By-law 136-2018	Yes	No	No	Nuisance By-law 2007-143	No	No	The Nuisance By-law 195-2000	No	No	No	Nuisance Type Noise By-law 785-80
<b>Does it apply to noise enforcement ?</b>	Yes. unreasonable noise, including loud music is included in the definition of public nuisance.	Yes			Yes			Yes				
<b>What is the date of the Noise By-law</b>	2014 – Amended	2019 – Amended	2017 – Amended	2017 – Enacted	2016 – Amended	2019 – Amended	2019 – Updated	2019 – Amended	2017 – Amended	2019 – Consolidated	2020 – Consolidated	1980 – Passed
<b>Are noise levels listed in the Noise By-law?</b>	No Noise levels are not used	No Noise levels are not used	No Noise levels are used only	No Noise levels are not used	Yes A decibel level is used	Yes A decibel level is used	Yes A decibel level is used	Yes A decibel level is used	Yes A decibel level is used	Yes A decibel level is used	Yes A decibel level is used	No Noise levels are not used

Category	Brampton	Burlington	Hamilton	Newmarket	Oakville	Ottawa	Toronto	Vaughan	Calgary	Edmonton	Vancouver	Mississauga
		References are made to the Ministry of Environment s (NPC's) Noise Pollution Control publications which use dBA levels.	for exemptions		to measure noise (dBA)	to measure noise (dBA)	to measure noise (dBA & dBC) for amplified noise, "A" weighted sound levels(dBA) are used to enforce stationary sources, motorcycle noise and noise exemption permits.)	to measure noise (dBA)	to measure noise (dBA)	to measure noise (dBA)	to measure noise (dBA)	
<b>Are prohibited times listed within the Noise By-law?</b>	No Prohibited times are not listed	Yes Prohibited times for noise types are listed in Schedule 2 of the By-law  8 prohibited periods depending on the type of noise	No Prohibited times are only listed for exemptions	Yes Prohibited times for noise types are listed in Schedule A of the By-law  13 prohibited periods depending on the type of noise	Yes Prohibited times for noise types are listed in Schedule 2 of the By-law  6 prohibited periods depending on the type of noise	Yes Prohibited times for noise types are listed within the By-law  13 prohibited periods depending on the type of noise	Yes Prohibited times for noise types are listed within the Municipal Code  7 prohibited periods depending on the type of noise	Yes Prohibited times for noise types are listed in Schedule 2 of the By-law  7 prohibited periods depending on the type of noise	Yes Prohibited times for noise types are listed within the By-law  5 prohibited periods depending on the type of noise	Yes Prohibited times for noise types are listed within the By-law  5 prohibited periods depending on the type of noise	Yes Prohibited times for noise types are listed within the By-law  8 prohibited periods depending on the type of noise	Yes Prohibited times for noise types are listed in Schedule 2 of the By-law  7 prohibited periods depending on the type of noise

Category	Brampton	Burlington	Hamilton	Newmarket	Oakville	Ottawa	Toronto	Vaughan	Calgary	Edmonton	Vancouver	Mississauga
<b>What are the associated penalties for noise?</b>	Provincial Offences Act	Provincial Offences Act	APS then a Provincial Offences Notice	Provincial Offences Act	POA fines Range from \$115-\$255  Note: currently looking at amending the noise by-law to include APS. Once this is approved, the fine amount will be \$300.	APS then a Provincial Offences Notice	POA – Part I for some offences, and Part III for remaining. Orders can be written for non-compliance.	AMPS and Provincial Offences Act	Typically a fine between \$250-\$500 is issued	Typically a fine between \$250-\$500 is issued	Fine not more than \$10,000 and not less than \$250.00	Provincial Offences Act
<b>What is the complaint process for noise?</b>	Noise complaints can be registered by phone or online  Reporting package is available online	Noise complaints can be registered by phone, email or online	Noise complaints can be registered by phone or online	Noise complaints can be registered by phone or online  Receive most complaints through customer service phone line	Noise complaints can be registered by phone or email through ServiceOakville  As of June 1, the following Noise complaints can be	Noise complaints can be registered by phone or online 24 hours a day.	Noise complaints can be registered by phone or online	Noise complaints can be registered by phone, online, or Access Vaughan App	Noise complaints can be registered by phone, online, or through the City's 311 App	Noise complaints can be registered by phone, online, or through the City's 311 App	Noise complaints can be registered by phone via 311.	Noise complaints can be registered by phone or online  Many complaints received by Peel Police  Most noise complaints register

Category	Brampton	Burlington	Hamilton	Newmarket	Oakville	Ottawa	Toronto	Vaughan	Calgary	Edmonton	Vancouver	Mississauga
					submitted online: Barking Dog Construction Event/party							outside the operating hours of Compliance

Category	Brampton	Burlington	Hamilton	Newmarket	Oakville	Ottawa	Toronto	Vaughan	Calgary	Edmonton	Vancouver	Mississauga
<b>What is the enforcement process for noise?</b>	<p>No noise equipment or training is administered</p> <p>Officers typically respond to a registered complaint the same or next day but it depends on the nature of the complaint</p> <p>Residents can call 311 or report on line using app. Anonymous caller will not be accepted</p> <p>Full details of the noise, dates, times, type of noise... is required</p> <p>If sufficient grounds to suspect an offence has taken place, a Notice of violation may</p>	<p>Noise equipment is outdated and not used.</p> <p>3 of the 5 Officers are certified in noise by the MLEOA</p> <p>Officers typically respond to registered complaints within 2 days</p> <p>2 business days IF during seasonal noise enforcement program with Halton</p> <p>Regional Police Services</p> <p>Bylaw response went from 2 days to approximately 10 minutes and HRPS when from 2+ hours to approx. 2 mins as dedicated</p>	<p>Officers receive training from MLEOA and carry decimal readers but do not use them</p> <p>Officers typically respond to registered complaints the same day</p> <p>Typically an officer is assigned to noise complaints</p> <p>Police may deal with some noise complaints depending on the nature of the matter</p> <p>Thursday-Sunday an Officer will ride with local police to respond to noise complaints</p> <p>Sometimes a team is assembled for special events</p>	<p>No noise equipment or training is administered</p> <p>Officers typically respond to registered complaints within 1-3 days</p> <p>Complaints are received by customer service, a reporting package is then sent to the resident and once it is completed it is sent back to the town where it is then provided to the area officer for investigation</p>	<p>Officers use a noise reading device called Larsen Davis LXT1 and receive MLEO noise training</p> <p>Officers typically respond to a registered complaint within 5 days depending on the nature of the complaint</p> <p>If the location is a party, they may refer the call to the police</p> <p>Priority placed on party noise, construction, deliveries, pool/pumps.</p> <p>Longer investigations include stationary source complaints such as</p>	<p>Officers receive in-house training and carry decimal readers</p> <p>Officers typically respond to a registered complaint the same day but it could depend on the nature of the complaint</p> <p>If a complaint comes in after hours, the next available officer will pick up the case in the morning.</p> <p>Service operating hours: Sunday-Thursday: 6AM-2AM Friday-Saturday: 6 AM-4 AM</p>	<p>There is a dedicated Noise Enforcement Team who is trained on subjective and objective (e.g. decibel limits) measurement. They respond on a priority basis. For example, within 24 hours for Priority One, 3 days for Priority 2, and 5 days for Priority 3. Priority 4 requests receive no investigative action from an Officer.</p>	<p>Officers recertified their training for noise in November 2018, they also purchased Piccolo noise meters but do not carry them</p> <p>Officers typically respond to a registered complaint between 3-5 days if it is a non-emergency and depending on the nature of the complaint</p> <p>Special events are monitored the day of by Officers</p>	<p>Officers use a noise decimal device and receive informal training</p> <p>Officers do not base a noise offence charge on a measurement but rather focus on complaints and investigation</p> <p>If a charge requires a noise level measurement it is referred to a noise expert outside of the City</p> <p>Officers typically respond to a registered complaint between 7-10 days depending on the nature of the complaint</p> <p>High priority (3-5 day)</p>	<p>Officers use a noise reading device called Bruel &amp; Kjaer no extensive training is provided or needed</p> <p>During the course of an investigation Officers do not typically use the noise reader to measure noise but rather use their own observations and/or witness statements</p> <p>Officers typically respond to a registered complaint between 1-4 days depending on the nature of the complaint and work load of the officers</p>	<p>The operator will take the complaint, our clerk will then receive the complaint and open a case file which is then assigned to the district inspector to investigate</p> <p>Noise complaints are handled as quickly as possible not unlike other complaints they receive</p> <p>Try to contact the complainant within 2-3 days of receiving the complaint</p> <p>Many layers to the</p>	<p>No noise equipment or training is administered</p> <p>Officers typically respond to registered complaints within 5 days</p> <p>Officer discretion and complaint logs are the primary forms of evidence used to address noise complaints</p>

Category	Brampton	Burlington	Hamilton	Newmarket	Oakville	Ottawa	Toronto	Vaughan	Calgary	Edmonton	Vancouver	Mississauga
	<p>be issued to defendant</p> <p>If noise continue, charges may laid</p> <p>We typically need two separate complaints to proceed with charges</p>	<p>personnel available to respond</p> <p>Noise Enforcement program from May-September with Halton Police has an approximately 10 min response time</p>			<p>delivery noise etc.</p> <p>Low priority calls are barking dogs</p>				<p>response)</p> <p>Standard Priority (5-7 day response)</p> <p>Emergency (24 hour response) Noise does not fall under emergency response</p>		<p>enforcement process and how its carried out; what type of noise, where the noise comes from and received, when it is occurring, our inspectors if need be will do noise readings to see if it is in compliance</p> <p>The noise meters are from Quest Technologies , Model 2200, type 2. Our training was from a gentleman by the name of Eric Zwerling (Director, Rutgers Noise technical Assistance</p>	

Category	Brampton	Burlington	Hamilton	Newmarket	Oakville	Ottawa	Toronto	Vaughan	Calgary	Edmonton	Vancouver	Mississauga
											Center) from Rutgers University. Eric has made his way to Vancouver (on our request) on two occasions. We have also sent some of our inspectors to Seattle when he had an engagement down there to have the training as well.	

**Community Engagement Summary**

**City of Mississauga  
Enforcement Division  
Noise Control By-law Review  
Community Engagement Summary**

**Community Consultations**

- January 20<sup>th</sup>, 2020 Huron Park Recreation Centre** ----- Page 3  
 Ward 7  
 6-8pm  
 Approximately five participants
- January 21<sup>st</sup>, 2020 Malton Victory Hall** ----- Page 6  
 Ward 5  
 6-8pm  
 Zero participants
- January 22<sup>nd</sup>, 2020 Clarke Memorial Hall** ----- Page 7  
 Ward 1  
 6-8pm  
 Approximately 80 participants
- January 23<sup>rd</sup>, 2020 Meadowvale Theatre** ----- Page 12  
 Ward 9  
 6-8pm  
 Approximately five participants
- January 29<sup>th</sup>, 2020 South Common Community Centre** ----- Page 16  
 Ward 8  
 6-8pm  
 Approximately 10 participants
- January 30<sup>th</sup>, 2020 Tomken Twin Arena** ----- Page 21  
 Ward 3  
 6-8pm  
 Approximately five participants

## Focus Group Sessions

**February 4<sup>th</sup>, 2020 Rate Payers Associations ----- Page 25**

Mississauga Civic Centre

6-8pm

Approximately six participants

**February 6<sup>th</sup>, 2020 Construction Industry ----- Page 28**

Mississauga Civic Centre

10-12pm

Approximately 10 participants

**February 12<sup>th</sup>, 2020 Business Improvement Areas ----- Page 30**

Mississauga Civic Centre

10:30-12:30pm

Approximately seven participants



**Noise Control By-law Review Community Consultation 1**  
**Monday, January 20, 2020**  
**6:00 - 8:00pm**  
**Huron Park Recreation Centre**  
**830 Paisley Boulevard West**

## Participants

Approximately five participants attended this community consultation.

## Welcome / Project Background

Chris Giles, Manager, Compliance and Licensing provided some opening remarks.

Alex Schwenger, Project Lead for the Noise Control By-law Review welcomed people to the consultation, introduced Karyn Stock-MacDonald, Facilitator and her role to this project, and gave a brief presentation to the participants. This presentation included some background information about the by-laws pertaining to noise, types of noise the by-laws do and do not address, current state and response processes, changes under consideration and next steps.

Due to the attendance this community consultation did not follow the World Café model where tables were created based on four main themes; Types of Noise, Communication Preference, By-law Exemptions, and Service Levels. Rather this consultation followed an open table discussion regarding the Noise Control By-law guided by Karyn Stock-MacDonald while staff took notes. The feedback from this community consultation based on the open table discussion is captured below.

## Open Table Discussion

- A quiz regarding facts of the Noise Control By-law was completed by the participants and answers were discussed.
  - What surprised you the most about the information provided by the quiz?
    - The prohibited time periods
    - Music playing not permissible past 5pm
    - No mention of motor vehicles
- What are some of the main noise issues for you?
  - Motor vehicles
  - Noise being persistent
    - home modification needed to be done in attempt to mitigate the noise
  - Unable to sleep
  - City vehicles, especially buses are sometimes the loudest emitters of noise
  - Getting cooperation from Police and Provincial or Federal governments
  - Motor vehicles
    - Modified

- Idling
    - Violating Highway Traffic Act but no consequences
  - Construction work
  - 7am is too soon to allow noise and should reflect regular business hours
  - Sports field
    - Leads to
      - Swearing,
      - Whistle blowing; and
      - Many related issues up until 11pm
- What are some of your ideas? How do you suggest noise be dealt with?
  - More quiet zones or a development of more types of zones which limit the types of noise permitted
  - Decibel levels for objective enforcement
  - Use of technology to enforce and monitor noise
  - A recognition that noise is pollution and requires a mind shift
  - City is spending a lot of money on noise walls and they don't do anything
  - Toronto is doing a noise program to enforce vehicle noise while we just pay Peel Police who are not enforcing vehicles that violate laws
  - Why do Police say it is a "City Issue"
- What brought you here today?
  - Was affected by noise at 3am and was extremely angry and came across the survey and community consultations while online researching
  - Filed a complaint to their Councillor and the Mayor, who forwarded the consultation schedule to them
  - Director of Enforcement emailed the information
- Best way to communicate to the public?
  - City website
  - Mayor and councillor newsletters
  - Insauga
  - Associations like condo boards
- Key themes for you?
  - Vehicle noise
  - Different groups of governments need to come together
  - Enforcement or lack there of
  - If enforcement cannot follow up right away then what help does that provide
  - Constant shouting on the sports field in their neighbourhood
  - Location issues
    - More noise in some areas compared to others
  - Construction happening at 1am
  - Noise needs to be dealt with right away
  - Use of technological equipment to enforce noise
  - Establishing decibel levels for objective enforcement
  - A review of the prohibited periods and quiet zones
  - Limiting times and loud noise emitted from religious institutions

- General time restrictions should be consistent rather than varying by type or day
- Noise is pollution

## **Closing Remarks**

Karyn Stock-MacDonald provided closing remarks and thanked the participants for taking the time to attend and provide their feedback. Staff remained at the session to take personal questions from participants and provide information to those requesting it.

## **Feedback from Participants**

Participants were asked to fill out a feedback form at the conclusion of the community consultation. Participants were asked to rate the consultation on a scale from 1 (strongly disagree) to 4 (strongly agree) based on varying statements. Participants who completed the feedback forms mostly agreed/strongly agreed that this community consultation was effective and were happy with the result. Some participants added further comments and are captured below:

- The low turnout rates at community consultations or for the online survey should not be discouraging and rather the feedback provided by those who have participated should be taken into greater consideration when developing options/approaches
- Would like to know about the outcomes of this by-law review
- Would like to know how the community consultations will be used
- Provide a non-online option for the survey

## **Main Themes**

The main themes that emerged from the Huron Park Community Centre Noise Community Consultation are captured below:

- Enforcement
  - Enforcement Officers are not available when noise issues are the most prominent
  - No cooperation between Peel Police, Government of Ontario and Enforcement
- Noise Issues
  - Both vehicle and motorcycle noise,
    - Includes City vehicles like buses
  - Noise emitted from parks and sport fields
  - Construction
- Solutions
  - Prohibited / permitted times are not equitable and need to change
  - Complaint process should be clearer and deliver a resolution immediately
  - Vehicle noise is a top complaint but it is outside the City's authority so how do we solve this?



**Noise Control By-law Review Community Consultation 2**  
**Tuesday, January 21, 2020**  
**6:00 - 8:00pm**  
**Malton Victory Hall**  
**3091 Victory Crescent**

## **Participants**

No participants attended this community consultation.



**Noise Control By-law Review Community Consultation 3**  
**Wednesday, January 22, 2020**  
**6:00 - 8:00pm**  
**Clarke Memorial Hall**  
**161 Lakeshore Road West**

## Participants

Approximately 80 participants attended this community consultation.

## Welcome / Project Background

Councillor Dasko, who was present for this community consultation, provided some opening remarks.

Alex Schwenger, Project Lead for the Noise Control By-law Review welcomed people to the consultation, introduced Karyn Stock-MacDonald, Facilitator and her role to this project, and gave a brief presentation to the participants. This presentation included some background information about the by-laws pertaining to noise, types of noise the by-laws do and do not address, current state and response processes, changes under consideration and next steps.

The community consultation followed a World Café model where tables were created based on four main themes; Types of Noise, Communication Preference, By-law Exemptions, and Service Levels. Participants would spend time at each table and generate a discussion based on each theme. Enough time was allotted to allow participants to contribute in discussion at each table for each theme. Each table had a facilitator (a member of the City's Innovation Coaches group) who facilitated the discussion by asking some guiding questions and took detailed notes. Once the exercise was complete, Karyn Stock-MacDonald asked each facilitator to discuss the main topics of discussion at their tables. The feedback from the community consultation based on four main themes is captured below.

## Types of Noise

- What are some of the issues around noise in your neighbourhood?
  - Construction noise both due to vehicles and power tools being used, especially outside of the permitted times
  - Motor vehicle and motorcycle noise, due to vehicle modifications and racing
  - Domestic units; gas powered leaf blowers, A/C units, lawn mowers, and pressure washers
  - Live music events; those occurring in restaurants/bars or public parks
  - Highway traffic, aircrafts, and water crafts
- What kinds of noise may come from your home/yard that can be heard by other neighbours?

- Domestic units; lawn maintenance tools, A/C units
- Pets
- Small backyard events
- Music
- How loud or frequent do you think noise needs to be before it becomes a nuisance?
  - Traffic noise
  - Regular partying
  - Fireworks
  - Noise after 11:00 p.m. or before 7:00 a.m.
  - Intentionally trying to cause a disturbance
  - Unable to sleep or open your windows
- What are some of your ideas on how noise could be handled in your neighbourhood?
  - Guidelines for businesses regarding noise level and possible penalties
  - Objective criteria like decibel levels
  - Officers equipped with noise measurement tools
  - Better availability of Enforcement Officers during “off-peak” hours
  - Pro-active policing
  - Reviewing the hours for noise

### **Communication Preference**

- How did you hear about this meeting and why did you attend?
  - Facebook
  - City Signs
  - Councillor newsletter
  - Family friend
  - Town Of Port Credit Association (TOPCA) email
  - Lakeview Rate Payer Association
  - Lack of enforcement
  - Noise is a disturbance
  - No resolutions or penalties for offenders
- If you had a noise complaint, what would you do?
  - Call 3-1-1
  - Call the Councillor’s office
  - Call the MPP
  - Speak to the individual(s) emitting the noise
  - Call police
- What is the best method of communication for the City to use moving forward with this project?
  - Councillor mass emails
  - Community association groups, their social media and/or email accounts
  - Signage in City facilities
  - Door-to-door flyers or personal mail
  - Local newspapers

## By-law Exemptions

- A quiz on the Noise Control By-law was completed by the participants and their responses guided the discussion of this theme.
- What stood out or surprised you about the Noise Control By-law?
  - Periods for music
  - Firework restriction in quiet zones
  - Advertisement or shouting
  - Whistling
  - Operation of combustible engines
- What changes may you recommend to the By-law?
  - Increase availability of Officers
  - Both an increase in fines and stricter enforcement
  - Change in timeframes
  - Enforcement of vehicles
  - Updating the by-law to remove things that no longer apply
  - Develop decibel limits
  - Enforcement in quiet zones

## Service Levels

- List the types of noise complaints you think may warrant on-site intervention?
  - Persistent noise
  - Time noise is occurring (e.g. evening)
  - Loud parties
  - Speeding or modified vehicles
  - Construction
- Based on the different types of noise, where do you think Enforcement staff should focus their resources?
  - Have dedicated noise officers
  - Immediate response
  - Extending Officer availability
  - Vehicle noise
  - Permit allowance / exemptions
  - Construction
  - Restaurant / bar noise
- What expectations do you have or what changes would you like to see?
  - Permit changes
  - Response times
  - Collaboration with police
  - Establishing decibel levels
  - Use of technology for enforcement
  - Heavier fines
  - Quick turnaround time for resolutions

## Feedback from Participants

Participants were asked to fill out a feedback form at the conclusion of the community consultation. Participants were asked to rate the consultation on a scale from 1 (strongly disagree) to 4 (strongly agree) based on varying statements. Participants who completed the feedback forms mostly agreed that the community consultations were effective and were happy with the result. Some participants added further comments and these are captured below.

- Staff should have provided the information regarding Noise Community Consultations to more residents
- Enforcement Officers are usually off -duty when noise is an issue
- The facility did not met accessibility needs
- Use complaint data to inform where noise enforcement should occur
- Would like to know about the outcomes of this by-law review
- Would like to know how the community consultation will be used
- Not enough discussion on enforcement practices
- Heavier punishments

## Closing Remarks

Chris Giles, Manager, Compliance and Licensing provided closing remarks and thanked the participants for taking the time to attend and inform our approaches moving forward. Staff remained at the facility to answer any further questions.

## Main Themes

The main themes that emerged from the Clarke Memorial Hall Noise Community Consultation are captured below:

- Enforcement
  - Enforcement Officers are not available when noise issues are the most prominent
  - There is no enforcement of noise violations
  - No cooperation between Peel Police and Enforcement for noise
- Noise Issues
  - Both vehicle and motorcycle noise has increased over time and is a prominent issue in Port Credit. This includes;
    - Vehicle modifications
    - Racing or revving engines
    - Vehicles traveling in large groups
  - Construction noise relating to tools and vehicles, especially during times when it is not permitted
  - Lawn maintenance tools
  - Live events at restaurants and bars during late hours of the night into early hours of the morning
- Solutions

- Increasing the availability of Enforcement Officers or dedicated Officers for noise
- Use of technological equipment to enforce noise
- Establishing decibel levels for objective enforcement
- A review of the prohibited periods and quiet zones
- Guidelines for businesses
- 'Edmonton model' of vehicle enforcement



**Noise Control By-law Review Community Consultation 4**  
**Thursday, January 23, 2020**  
**6:00 - 8:00pm**  
**Meadowvale Theatre**  
**6315 Montevideo Road**

## Participants

Approximately five participants attended this community consultation.

## Welcome / Project Background

Councillor Saito, who was present for this community consultation, provided some opening remarks.

Alex Schwenger, Project Lead for the Noise Control By-law Review welcomed people to the consultation, introduced Karyn Stock-MacDonald, Facilitator and her role to this project, and gave a brief presentation to the participants. This presentation included some background information about the by-laws pertaining to noise, types of noise the by-laws do and do not address, current state and response processes, changes under consideration and next steps.

Due to the attendance this community consultation did not follow the World Café model where tables were created based on four main themes; Types of Noise, Communication Preference, By-law Exemptions, and Service Levels. Rather this consultation followed an open table discussion regarding the Noise Control By-law guided by Karyn Stock-MacDonald while staff took notes. The feedback from this community consultation based on the open table discussion is captured below.

## Open Table Discussion

- What noise issues pertain to you?
  - House backs on to railway tracks, but acknowledges he knew when buying the house that this could be an issue
  - Neighbours who play music or refuse to even turn down the bass
  - People not acknowledging that their noise affects others
  - Loud mufflers
  - Industrial noise like rooftop units
  - Fireworks
  - 2am phone conversations taken by neighbours outdoors
  - Vehicle noise
- What types of noise may you cause?
  - Occasional gathering
  - Pets
  - Music

- What consists of a nuisance type noise?
  - Rather than the type of noise
    - Frequency
    - Noise level; and
    - Time are of much greater concern
- What are your ideas for noise?
  - Central place for people to do fireworks
  - By-law officers available right away
  - Letter or poster to remind people of the rules
  - Increase awareness to regulation and the particular by-laws
  - If we have quite zone restrictions we should/need to enforce them
  - People may/can be receptive to informing them that the noise they are emitting is creating a nuisance
  - Why do animal noise calls require an address?
  - Simplified version of the by-law (this is what you are and are not permitted to do)
- What types of noise warrant an on-site intervention?
  - Anything intermittent
  - Continuous noises
  - If it is a health hazard
- What are the most serious noise emitters?
  - Animal noise (in the case that an animal is in danger)
  - Noise occurring at night
  - Prioritizing types of noise is not an effective way as people might have different issues with the level of noise or the frequency of it
  - People can be affected in different ways by the same type of noise
  - Planes
    - Acknowledges it is not in the scope of this project
  - Lawn maintenance
- Communication methods
  - Councillor newsletter
  - Through community organizations and/or groups
  - Personal mail
  - Banners on popular Mississauga websites
  - YouTube ads; Utilizing location settings
  - Automated calls
    - But can be a nuisance to some
  - Email
    - Sometimes when you provide your email nothing is ever sent regarding progress or completion of the particular project
  - Ads on websites and/or social media platforms
- How have you or how would you file a noise complaint?
  - Talk to person(s) emitting the noise
  - Called 3-1-1
  - Called Councillor
  - Call police non-emergency number

- Councillor informed the group that waiting to report a by-law violation is not a good method and rather than waiting months or even years residents should call as soon as possible to document the issue

## **Closing Remarks**

Karyn Stock-MacDonald provided closing remarks and thanked the participants for taking the time to attend and provide their feedback. Staff remained at the session to take personal questions from participants and provide information to those requesting it.

## **Feedback from Participants**

Participants were asked to fill out a feedback form at the conclusion of the community consultation. Participants were asked to rate the consultation on a scale from 1 (strongly disagree) to 4 (strongly agree) based on varying statements. Participants who completed the feedback forms mostly strongly agreed that this community consultation session was effective and were happy with the result. Some participants added further comments and are captured below:

- Happy to see active participation from City staff on multiple nights and locations
- Not clear on what the by-law consists of or deals with
- Would enjoy more follow-up from staff during or after the completion of a project
- What are the health impacts of noise?
- How do we determine what is an urgent noise complaint and what is not?

## **Main Themes**

The main themes that emerged from the Meadowvale Theatre Noise Community Consultation are captured below:

- Enforcement
  - Lack of enforcement from by-law or police
  - Availability of officers
  - How animal noise complaints are dealt with in comparison to other noise complaints
- Noise Issues
  - Loud and persistent music
  - Placing an importance on the level and/or frequency of noise as opposed to the particular type or form of noise emitted
  - Industrial noise
  - Fireworks
  - Noise caused late at night and/or early morning
- Solutions
  - Increased public education of the Noise Control By-law
  - Simplified version of the Noise Control By-law
  - On-site interventions for noise issues

- Ways to report urgent noise complaints compared to low priority complaints
- Use of Ping Street for noise complaints
- Method for audio and/or visual evidence submission
- Re-thinking of reasonable time periods
- Police blitz for vehicle noise



**Noise Control By-law Review Community Consultation 5**  
**Wednesday, January 29, 2020**  
**6:00 - 8:00pm**  
**South Common Community Centre**  
**2233 South Millway Road**

## Participants

Approximately 10 participants attended this community consultation.

## Welcome / Project Background

Ross Spreadbury, Supervisor, Compliance and Licensing provided some opening remarks.

Alex Schwenger, Project Lead for the Noise Control By-law Review welcomed people to the consultation, introduced Karyn Stock-MacDonald, Facilitator and her role to this project, and gave a brief presentation to the participants. This presentation included some background information about the by-laws pertaining to noise, types of noise the by-laws do and do not address, current state and response processes, changes under consideration and next steps.

Due to the attendance this community consultation did not follow the World Café model where tables were created based on four main themes; Types of Noise, Communication Preference, By-law Exemptions, and Service Levels. Rather this consultation followed an open table discussion regarding the Noise Control By-law guided by Karyn Stock-MacDonald while staff took notes. The feedback from this community consultation based on the open table discussion is captured below.

## Open Table Discussion

- What are some of the noise issues pertaining to you?
  - Construction noise
    - Late at night
    - Early morning
  - Many of the older homes in the area are being renovated and contractors may be violating the by-law(s)
  - Dogs, especially dogs left outside in backyards which are constantly barking
  - Not calling 3-1-1 for noise issues is a problem because then the City doesn't have relevant data
  - Having to call the City and Police, however neither are able to resolve the issue
  - Parties at late hours
    - Multiple times a week
  - Police are not informed of the noise by-laws
  - On weekends everyone is cutting grass and/or hosting parties
    - communal noise
  - Becoming victim to retribution for filing a noise complaints

- Some feared attending the event
  - Not having an immediate response from enforcement
  - Increase in backyard outdoor living areas and pools
  - Leaf blowers
  - Automobiles
    - Modified RAM 1500 in the neighbourhood
- What would warrant an on-site intervention?
  - 3am in the morning
  - Blatant offenders of the by-law
  - Issue of moving cars
    - This can lead to vehicle lights shining in homes, causing a nuisance
  - If officers can't respond to complaints issue can arise between neighbours
  - Lighting nuisance is linked with noise
  - Not the event but the on-going persistence of noise
  - What would be the availability of an officer?
  - Friday - Sunday night issues
  - The time of the event
  - Length of time
  - Short term accommodation issues like noise by-law violations
  - Noise levels
- Communication Preferences
  - Email
  - Websites
  - Councillor newsletters or emails
  - Rate payer associations groups
  - Ping street usage
- Noise Log
  - Keep it simple and use old office templates (Word 2000)
  - It needs to be accessible
  - Both hand written forms and electronic
  - Logs can have more direction on how they are organized and
  - Completing the noise log can be very difficult
  - Don't understand how valuable or invaluable it is to achieving a resolution
  - More education on the log to understand how they need to be filled out
  - Many choose not to do it due to confusion
  - How to submit supporting evidence
    - Video and audio
- General Input
  - Educating contractors on by-law requirements, especially with regards to construction
  - Can't assume that people know the by-laws or possible violations –
  - Animal services education brochures are great
  - Noise is a health hazard and it effects everyone
    - Especially kids or older adults
  - Hiring companies that do too many houses in one area/neighbourhood

- Want police present at these meetings
- Daycares and home babysitting continue to open in residential areas
- Development and intensification in the area and allowing developments to do whatever they like
- Noise should be considered pollution and wants Peel Public Health to start taking this issue seriously
- Complainants need to be present as a witness in courts and this is where charges “fall in the cracks” because they often do not want to be identified or can take the time off work
- Officers need support from police and the court system
- If particular noise issues are outside the jurisdiction of the City then make it clear in the by-law
- The by-law needs to be clear as to what and why certain things are not included
- Sometimes Federal or Provincial governments may have the resolution processes but even these still require support from the City and often times the City does not support residents in these processes that involve multiple levels of government
- Try to help prosecutions to substantiate a charge
- Questions
  - What do you mean about bundling types of noise together?
  - How do you regulate/enforce noise when its permitted to occur but may be causing a disturbance?
  - Why are we permitting so many houses to add additions to their home which directly contribute to noise issues?
  - What kind of noise is considered a public safety issue so police will respond?
  - Will we see the recommendations before they go to council?
  - What will be the difference between the new and old by-law?
  - Will the “new” by-law have a chart within it to inform people what is and is not allowed?
  - Rate payer associations are upset and would like to have an increased presence in these processes and would like to know why there is a lack of acknowledgement and inclusion of these groups by the City/Council?
  - Feeling that these meetings generate discussion but then in the final stages the end result does not reflect the input that was provided by residents

## Closing Remarks

Karyn Stock-MacDonald provided closing remarks and thanked the participants for taking the time to attend and provide their feedback. Staff remained at the session to take personal questions from participants and provide information to those requesting it.

## Feedback from Participants

Participants were asked to fill out a feedback form at the conclusion of the community consultation. Participants were asked to rate the consultation on a scale from 1 (strongly disagree) to 4 (strongly agree) based on varying statements. Participants who completed the feedback forms mostly agreed that this community consultation was effective and were happy with the result. Some participants added further comments and are captured below:

- Disagreed with the statement “Information provided by the City helped me to prepare for the engagement”
- Hope the comments are taken seriously
- Not many people attended. Maybe 7-9pm is a better time
- Did not agree with being asked to identify a statement that applied to them (i.e visible minority, person with a disability, Indigenous person, etc.)
- Excellent session, looking forward to seeing the results
- Why is the Noise Control By-law being reviewed?
- Concerned with Airbnb’s operating in their neighbourhoods and the corresponding by-law violation renters may cause
- Complainants are often attacked or threatened by the accused and are in fear of the retribution from making a complaint
- Direction by the City and Council regarding intensification and development is not aligned with what the citizens want

## Main Themes

The main themes that emerged from the South Common Community Centre Noise Community Consultation are captured below:

- Enforcement
  - Greater punishment
  - Communication between Officers and complainant
  - Quicker response/resolution times
  - By-law awareness/education for public but also for contractors operating in the City
  - Complainants are often attacked or threatened by the accused and are in fear of the retribution from making a complaint
  - Greater cooperation between police, enforcement and the courts to effectively enforce noise
  - Need objective measurements
- Noise Issues
  - Parties
    - Causing loud music
    - Multiple times a week
  - Dogs barking
  - Late night/early morning noise

- Frequent and persisting noise
- Multiple vehicles on a property
  - Noise and lighting nuisances caused when all those vehicles are moved/rearranged
- Construction
  - Home renovations
- Solutions
  - Noise log needs to be updated
    - Accessible format
    - Written and online submission methods
    - Ability to add audio or visual evidence
    - Clear instructions or guidelines on how to complete a log
  - Greater availability of Enforcement Officers on weekends and late at night
  - By-law regulation and penalty awareness
  - Noise should be considered/recognized as a health issue by government agencies



**Noise Control By-law Review Community Consultation 6**  
**Thursday, January 30, 2020**  
**6:00 - 8:00pm**  
**Tomken Twin Arena**  
**4495 Tomken Road**

## Participants

Approximately five participants attended this community consultation.

## Welcome / Project Background

Councillor Fonseca was present for this community consultation.

Ryan Regent, Municipal Law Enforcement Officer, Compliance and Licensing provided some opening remarks.

Alex Schwenger, Project Lead for the Noise Control By-law Review welcomed people to the consultation, introduced Karyn Stock-MacDonald, Facilitator and her role to this project, and gave a brief presentation to the participants. This presentation included some background information about the by-laws pertaining to noise, types of noise the by-laws do and do not address, current state and response processes, changes under consideration and next steps.

Due to the attendance this community consultation did not follow the World Café model where tables were created based on four main themes; Types of Noise, Communication Preference, By-law Exemptions, and Service Levels. Rather this consultation followed an open table discussion regarding the Noise Control By-law guided by Karyn Stock-MacDonald while staff took notes. The feedback from this community consultation based on the open table discussion is captured below.

## Open Table Discussion

- Types of noise affecting you?
  - Vehicles
    - Street racing
    - Modification of vehicles
  - Soccer field that installed light fixtures in their neighbourhood
  - Construction
    - City led road construction
    - Water main repair/construction
      - Councillor Fonseca spoke on construction noise
        - City age and water main issues need to be done in order to deal with City centre growth
    - High concentration of projects in a small area
    - Need a rest from constant construction noise

- Vehicle reverse safety sound
  - Increase in high-rise construction and intensification causes more people in the area with vehicles and attempting to find parking and general traffic
  - Fireworks
- What warrants an on-site visit?
  - Fireworks –
    - People have courts and it becomes a firework central
  - Cherry bombs
  - Swearing and shouting
- How would you file a complaint?
  - 3-1-1
  - Police
  - Depending on the noise they would make a choice on who should be called
    - Police
    - 3-1-1
- Solutions for noise issues?
  - Enforcement is nonexistence especially for fireworks
  - Enforcement blitz in areas that are known for high firework usage on prohibited days/times
  - Create/increase public education and awareness
  - Administer strict penalties and report these charges in local media to create fear
  - Automated update on complaint
    - Complainants could input their service request # and can receive a status update
  - Would like to actually have officers respond on scene or maintain communication with complainant
- Communication preferences?
  - City websites
  - Mississauga local news outlets
  - Ads in local papers
  - Hard copy to everyone
    - Mailing
  - City signs
- General input
  - Question 10 of the public survey that asks if the City should allow construction on Sundays implied the City was working with construction companies and not thinking about residents
    - Wording on question 10 could be better
  - Having construction for seven days is unfair and residents need a break
  - Noise is pollution and it hinders people's health
  - No construction past 7pm
  - There was no acknowledgement or thank you after submitting a completed survey entry
  - How long would a complaint via a noise log take for a response or resolution?
  - Will decibel measurements be used?

- Lights are a nuisance and may be separate from this review but large industrial lights do create noise
- No special by-law privileges for school, companies, and/or contractors
- People can complain about dogs or parties but not about noise created on an adjacent sports field?
- Resident put up their own DIY signs about fireworks not being permitted in the park
- Audio and video submission for noise logs
- No follow-up on complaints when they are made –
- Should have a feature for 3-1-1/call centre to inform officers that complainant wants an update on the situation and its progress
- Having outcome information sent to complainant
- Online forum
- Greater control on the expansion and intensification of the City especially since Enforcement Officers have not increased
- A sense of apathy and people not contributing because they feel that they are not being acknowledged or heard
- Intensification should be halted until we can respond to it accordingly
- How are officers divided
  - Their hours
  - Availability
  - City areas
- Afraid of retribution
- How does the City allow the school board to set up a sports field or any other developments that they know will cause noise or nuisances
- Tiny dogs left in the backyard and they are barking in the backyard and not being let in
- People's common sense and knowing the rules seems to be lacking
- Why is the City trying to compact so much in such small areas
- Support an emergency water main construction that may cause noise but not proactive construction all the time without breaks for residents
- What is the priority level of the water main construction or all City lead construction projects?
- Construction causes many to not be able to enjoy outdoor activities
- Police not directing traffic or helping people on scene of those construction projects

## **Closing Remarks**

Karyn Stock-MacDonald provided closing remarks and thanked the participants for taking the time to attend and provide their feedback. Staff remained at the session to take personal questions from participants and provide information to those requesting it.

## Feedback from Participants

Participants were asked to fill out a feedback form at the conclusion of the community consultation. Participants were asked to rate the consultation on a scale from 1 (strongly disagree) to 4 (strongly agree) based on varying statements. Participants who completed the feedback forms mostly agreed that this community consultation was effective. Some participants added further comments and are captured below:

- Was not satisfied with the engagement process
- There should be better advertisement of events
  - Newspapers
  - Flyers
- City intensification and development is not aligning with resident's desires
- As a white female, believes she is a visible minority
- High density of the City is leading to an increase in issues, in this case by-law related issues
- Seniors are increasingly being forgotten in the City
- By-laws need to be more specific and not broad in nature

## Main Themes

The main themes that emerged from the Tomken Twin Arena Noise Community Consultation are captured below:

- Enforcement
  - Lack of response
  - Don't know when Officers would be available
  - Retribution for contacting making a complaint
  - School boards or contractors receiving special privilege to cause noise in the City
  - No staffing increase for Enforcement Officers
- Noise Issues
  - Fireworks
  - Sports field
  - Shouting and swearing
  - Construction
  - Dog barking
- Solutions
  - Limiting City construction
  - More of a response from Enforcement Officers
  - Enforcement Officers providing updates on the status of complaints
  - Enforcement blitz of firework usage during prohibited periods



**Noise Control By-law Review Focus Group Session 1**  
**Tuesday, February 4, 2020**  
**6:00 - 8:00pm**  
**Mississauga Civic Centre, Committee Room A**  
**300 City Centre Drive**

## Participants

Approximately six participants representing various Rate Payer Associations attended this focus group session.

## Welcome / Project Background

Ross Spreadbury, Supervisor, Compliance and Licensing provided some opening remarks.

Alex Schwenger, Project Lead for the Noise Control By-law Review welcomed people to the consultation and gave a brief presentation to the participants. This presentation included some background information about the by-laws pertaining to noise, key themes from the community consultations, preliminary survey results, and next steps. The focus group session also included a Noise Control By-law Schedule Two Permitted Period consolidation activity that asked participants to suggest how the 16 activity types in Schedule Two could be consolidated. The feedback from this focus group is captured below.

## Feedback

- Noise Control By-law
  - The different classification for Prohibited Periods of Time is confusing ( A / B / C / D / E / F)
  - Having to flip back and forth to understand which letter corresponds to which timeframe and sound type is bothersome
  - Would prefer is clapping, the instrument of a whistle, and air horns be included in the by-law (referring to noise emitters at sporting events)
  - Do Ice Cream Truck Vendors fall under the by-law?
  - If activity types are consolidated into general categories there would need to be a description of what the category would include or what would be in scope
  - Remove the different types of zones and have the by-law apply to every area the same
  - Sundays should remain separate from other days of the week in regards to noise regulation
- Enforcement Process
  - If resident only call police for noise complaints the City will not have any record of it. Thus a complaint should always be made to 3-1-1 either before or after submitting a noise complaint to the police

- People may not want to complete a noise log in fear of being identified as the complainant
- Use of Ping Street Application
- Modification of motor vehicles
- How are Ice Cream Trucks Vendors enforced?
- Complainant should receive a written follow-up to every complaint made.
- Questions Asked By Staff
  - Would you like to see objective measures in the by-law?
    - Yes
    - Apply a decibel limit
    - Have this apply to more than just 3 or 4 activities
  - Do you believe one-time live events should require a permit?
    - Yes
    - 500 metres is a large requirement
  - Would you support exemption zones for areas of the City where live music and festivals are common?
    - Unsure
- General input
  - The idling of city vehicles is concerning (especially Parks and Recreation)
  - If the by-law becomes very specific as to what is and is not permitted it may present a risk when attempting to enforce or lay charges for non-compliance
  - People who install sound systems should have to present evidence that they are not impeding on their neighbourhoods
  - Noise exemption require a 500 meter notification radius but construction only has a 60 meter requirement, why is that?
  - Memorial Park has increased the amount of events in recent years and residents are rarely notified. For example, the Ribfest
  - Less and less parking available in Port Credit
  - Celebration Square should be the only space to be considered an exemption area
  - Need an increase in enforcement officers
  - Desire for a more tangible result on complaints
  - Staff should of mailed notices for the community consultations
  - Afraid that reviewing the Noise Control By-law will result in more noise
  - Issues with Judges and Prosecutors being able to lay charges for non-compliance

### **Noise Control By-law Schedule Two Permitted Periods**

- An activity was undertaken with participants to identify types of noise that could be consolidated into one category under schedule two of the Noise Control By-law
  - Category A
    - 1. The operation of any auditory signalling device, including but not limited to the ringing of bells or gongs and the blowing of horns or sirens or whistles, or the production, reproduction or amplification of any similar

- sounds by electronic means except where required or authorized by law or in accordance with good safety practices
    - 16. Yelling, shouting, hooting, whistling or singing
  - Category B
    - 9. The operation of any powered rail car At Any Time A including but not limited to refrigeration cars, locomotives or self-propelled passenger cars, while stationary on property not owned or controlled by a railway governed by The Canada Railway Act
    - 10. The venting, release or pressure relief of air, steam or other gaseous material, product or compound from any autoclave, boiler, pressure vessel, pipe, valve, machine, device or system.
    - 14. The operation of a solid waste bulk lift or refuse compacting equipment
    - 15. The operation of a commercial car was with air drying equipment
- Activity types that could be removed
  - 7. The discharge of firearms
- Activity types that should remain its own category
  - 2. The operation of any electronic device or group of connected devices incorporating one or more loudspeakers or other electromechanical transducers, and intended for the production, reproduction or amplification of sound
  - 3. All selling or advertising by shouting or outcry or amplified sound
  - 4. Loading, unloading, delivering, packing, unpacking, or otherwise handling any containers, products, materials, or refuse, whatsoever, unless necessary for the maintenance of essential services or the moving of private household effects.
  - 5. The operation of any construction equipment in connection with construction
  - 6. The detonation of fireworks or explosive devices not used in construction
  - 8. The operation of a combustion engine
  - 11. The venting, release or pressure relief of air, steam or other gaseous material, product or compound from any autoclave. Boiler, pressure vessel, pipe, valve, machine, device or system
  - 12. Persistent barking, calling or whining or other persistent noise making by any domestic pet
  - 13. The operation of any powered or nonpowered tool for domestic purpose other than snow removal

## Closing Remarks

Alex Schwenger provided closing remarks and thanked the participants for taking the time to attend and provide their feedback. Staff remained at the session to take personal questions from participants and provide information to those requesting it.



**Noise Control By-law Review Focus Group Session 2**  
**Thursday, February 6, 2020**  
**10:00 - 12:00pm**  
**Mississauga Civic Centre, Committee Room A**  
**300 City Centre Drive**

## Participants

Approximately 10 participants representing various construction companies attended or phoned in for this focus group session.

## Welcome / Project Background

Sam Rogers, Director, Enforcement provided some opening remarks.

Alex Schwenger, Project Lead for the Noise Control By-law Review welcomed people to the consultation and gave a brief presentation to the participants. This presentation included some background information about the by-laws pertaining to noise, key themes from the community consultations, current state, response model, exemption process, and next steps. The focus group was asked three particular questions to facilitate the discussion. The feedback from this focus group is captured below.

## Questions asked to the group

- From your perspective what would be the advantages or disadvantages of decibel levels?
- Input:
  - If an exemption was granted could the project then be allowed to go over decibel limit in the by-law?
  - High-rise construction has different restrictions than a smaller scale construction project so how would decibel levels reflect that?
  - Would decibel levels be for all the time?
  - Decibel levels are very challenging in the construction industry
  - Technical aspects of measurements are very inconsistent
  - Other stakeholders are unsure about decibel levels
  - Toronto does not apply decibel limits to construction
  - A general No was expressed for this question due to many gaps in the regulation
- What are some options to mitigate construction noise and what role can Enforcement play?
- Input:
  - Toronto's exemption was to make all parties clear and have the information available (developer/city/resident)
  - Making information available and being able to inform residents of exemptions

- Maybe residents associate noise to construction and place blame on developers but this may be an error in assessing the source of the sound
- Pin pointing noise is an issue
- Identify the noise being emitted and assess if it is the construction industry
- There was no general answer provided to this question
- What changes would you like to see made to the noise exemption process?
- Input:
  - Asking about the role of the councillor in approving the exemption
  - Exemption has a six month duration starting at the commencement of the project
  - No provision of when you start but you only have six months when you begin
  - There was no general answer provided to this question

### **General Input**

- What are residents complaining about in regards to construction?
- Separate the type of construction complaints during the intake process
- Development vs homeowners vs City construction
- What is the construction noise?
- How does Enforcement respond to a complaint which has had exemption granted?
- Exemption process onerous?
- Road work gets a different exemption process
- Filming has a different process / Parks as well
- Is there an opportunity to see the draft of the report?
- Limited in the ability to try and mitigate noise for the industry
- Making people aware of the exemptions in place for projects
- Point of reception is extremely important if a decibel level would be implemented

### **Closing Remarks**

Alex Schwenger provided closing remarks and thanked the participants for taking the time to attend and provide their feedback. Staff remained at the session to take personal questions from participants and provide information to those requesting it.



**Noise Control By-law Review Focus Group Session 3**  
**Wednesday, February 12, 2020**  
**10:30 - 12:30pm**  
**Mississauga Civic Centre, Committee Room B**  
**300 City Centre Drive**

## Participants

Approximately seven participants representing various Business Improvement Area (BIA) attended this focus group session.

## Welcome / Project Background

Alex Schwenger, Project Lead for the Noise Control By-law Review welcomed people to the consultation and gave a brief presentation to the participants. This presentation included some background information about the by-laws pertaining to noise, key themes from the community consultations, current state, response model, exemption process, and next steps. The focus group was asked three particular questions to facilitate the discussion. The feedback from this focus group is captured below.

## Questions asked to the group

- Would you like to see 'exemption areas' in parts of the City where live music and festivals are common?
- Input:
  - Not many restaurants play live music in Streetsville
  - Door 55 used to have issues
  - Streetsville has a unique village aspect to it
  - Maybe some BIAs may benefit from it
  - There was no general answer provided to this question
- How can Enforcement help 'keep the peace' when it comes to continuous issues like music on outdoor patios where there are competing interests from businesses and local residents?
- Input:
  - Having events on the radar for 3-1-1 and discussing that the event they are calling about has been approved
  - Decibel levels could help enforcement (some BIAs try to monitor their events)
  - What about the availability of staff for enforcement
  - There was no general answer provided to this question
- What changes would you like to see made to the noise exemption process?
- Input:
  - Online option
  - There was no general answer provided to this question

## **General Input**

- What is the tolerance for specific types of music
- Music festival once wanted to be allowed but too many residential homes
- Where can people access debrief from community input
- When is the report going to be finished
- How will you give updates to residents or tell them about the changes
- Will there be changes to the prohibited times for noise restrictions
- BIAs will be using the current by-law for their events this year

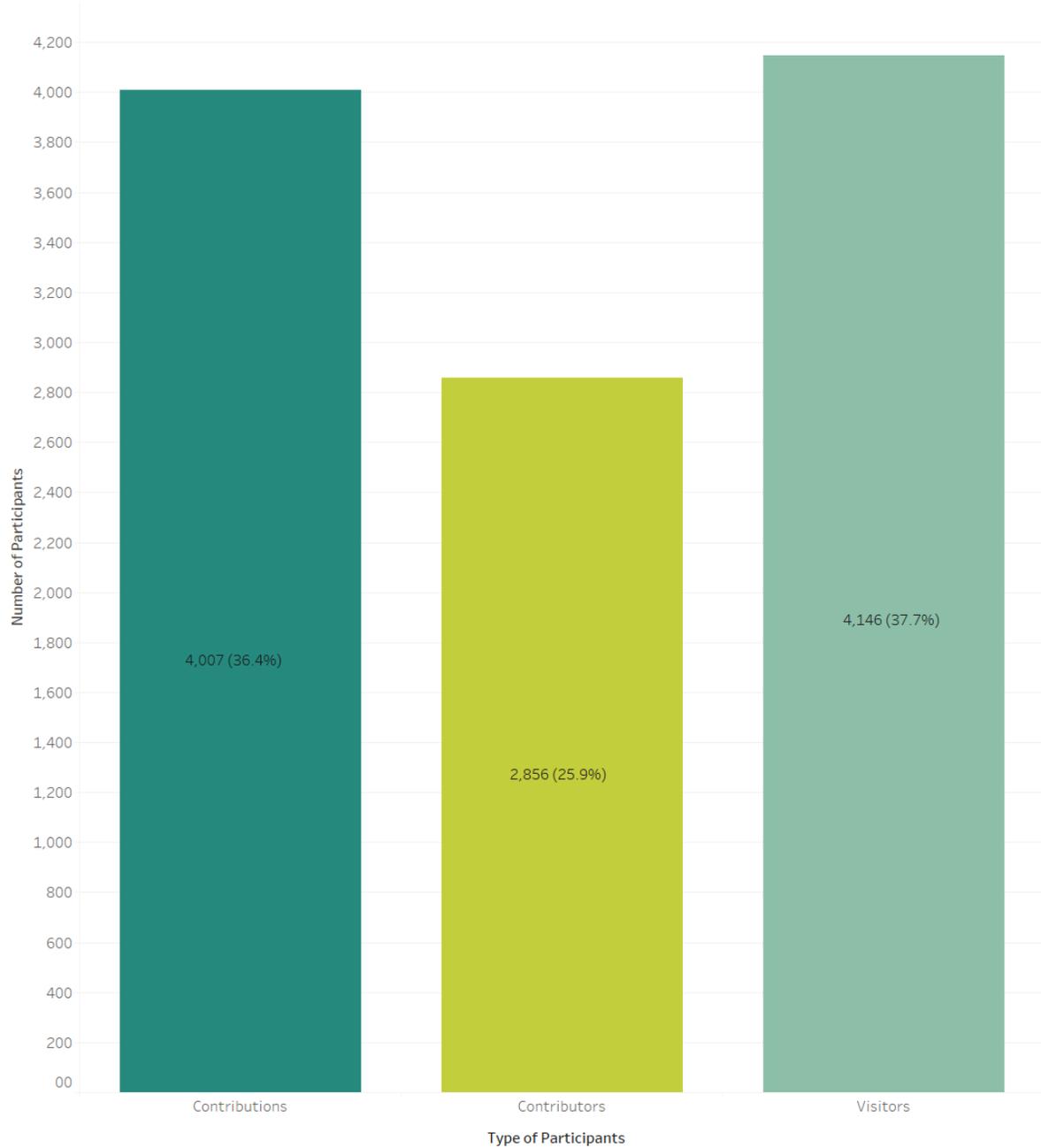
## **Closing Remarks**

Alex Schwenger provided closing remarks and thanked the participants for taking the time to attend and provide their feedback. Staff remained at the session to take personal questions from participants and provide information to those requesting it.

### Online Survey Key Results

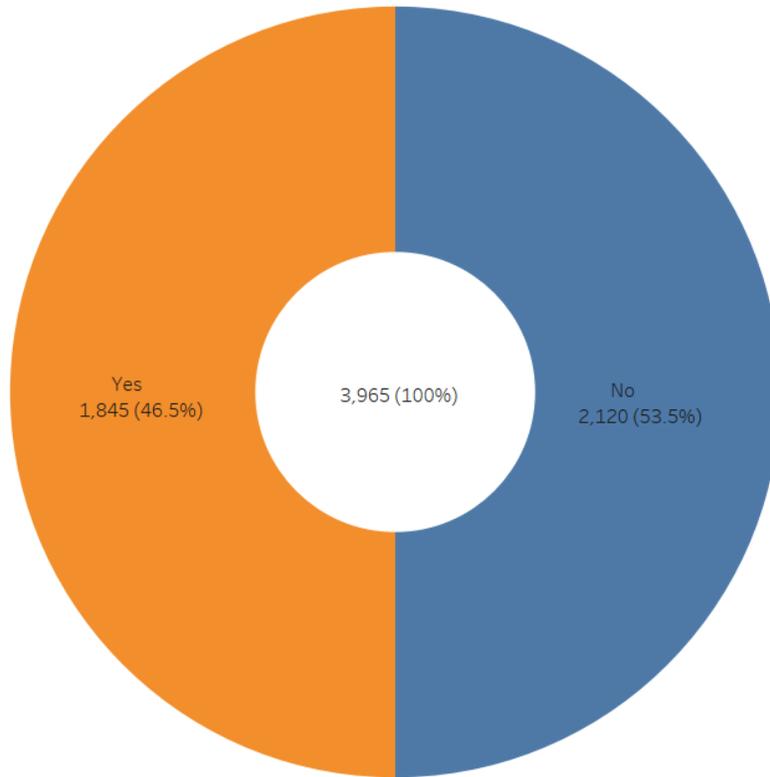
The online survey was also available between December 16<sup>th</sup> - February 29<sup>th</sup>. 4,015 residents completed the survey:

#### Noise Control By-law Review Survey Type of Participants



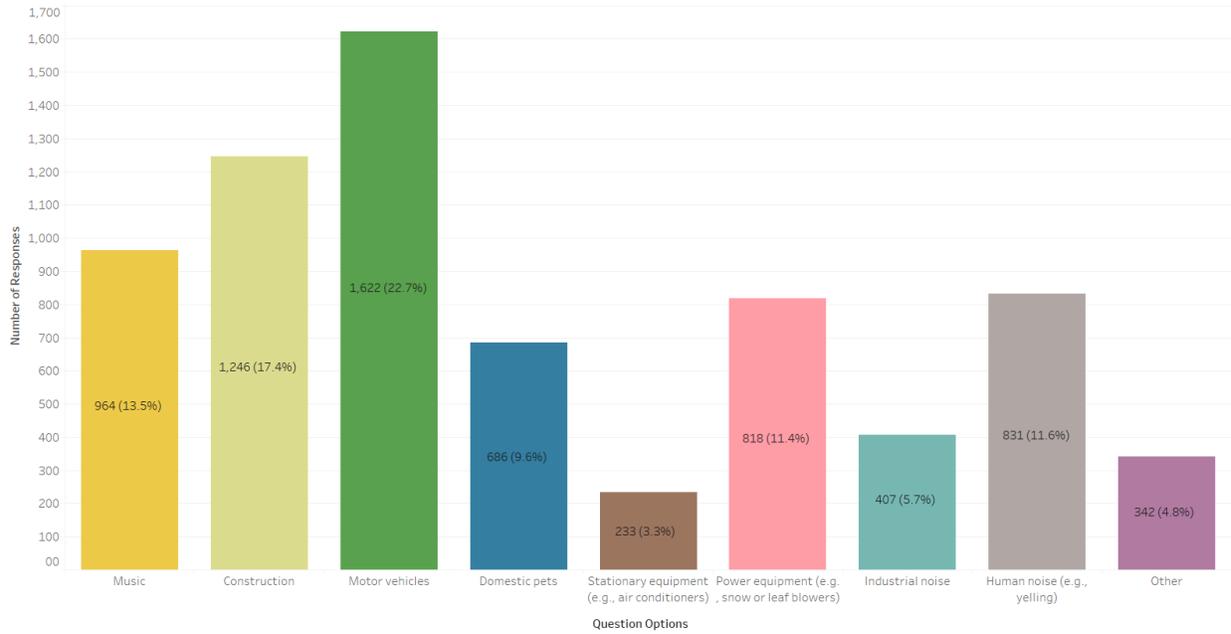
**Visitors** - The number of people who have visited the site.  
**Contributors** - The numbers of users who have responded to the survey. This includes registered and unregistered users and anonymous responses.  
**Contributions**: The total actions taken place within the project

Do you know that Mississauga has two noise By-laws, Noise Control 360-79 and Nuisance Type Noise 785-80?



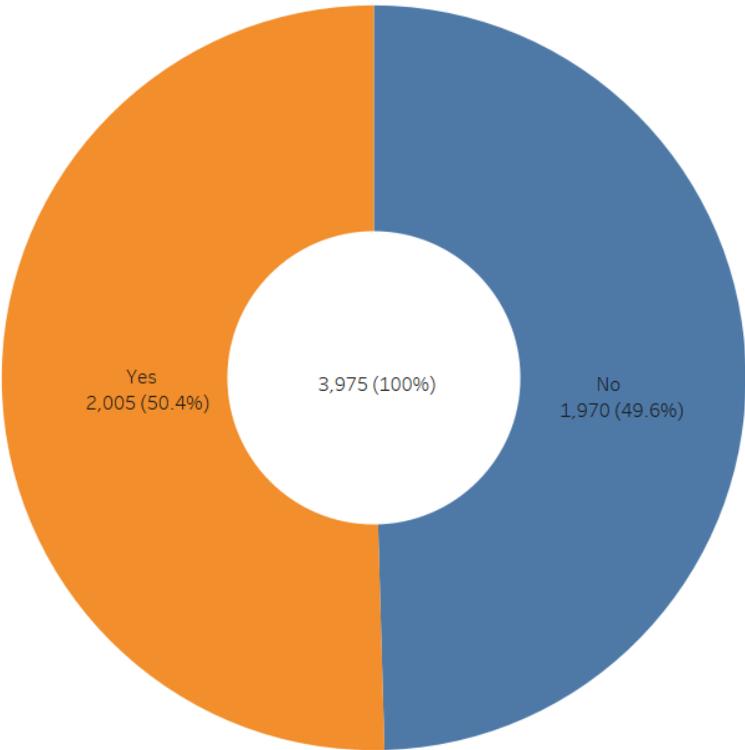
3,965 responses, 42 skipped

### Which of the following noise issues impact you?



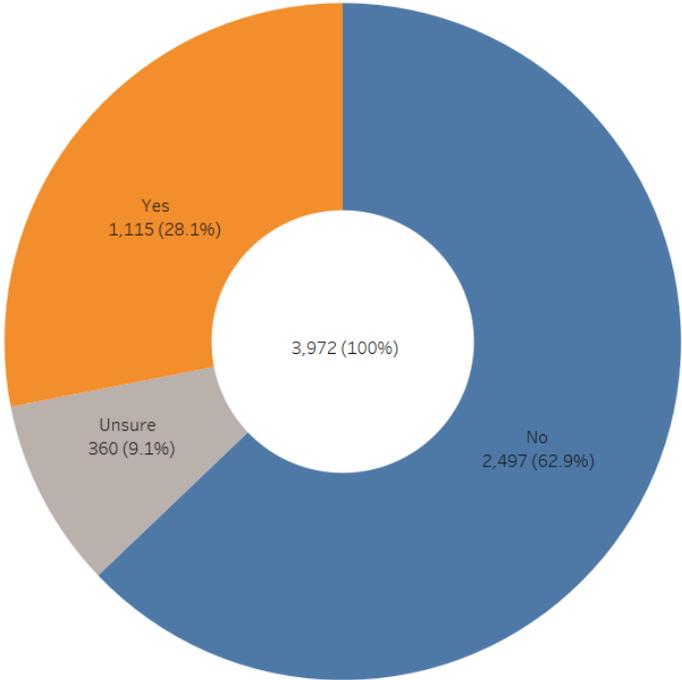
2,978 responses, 1,029 skipped

Do you know where to look to find out when noise is permitted?



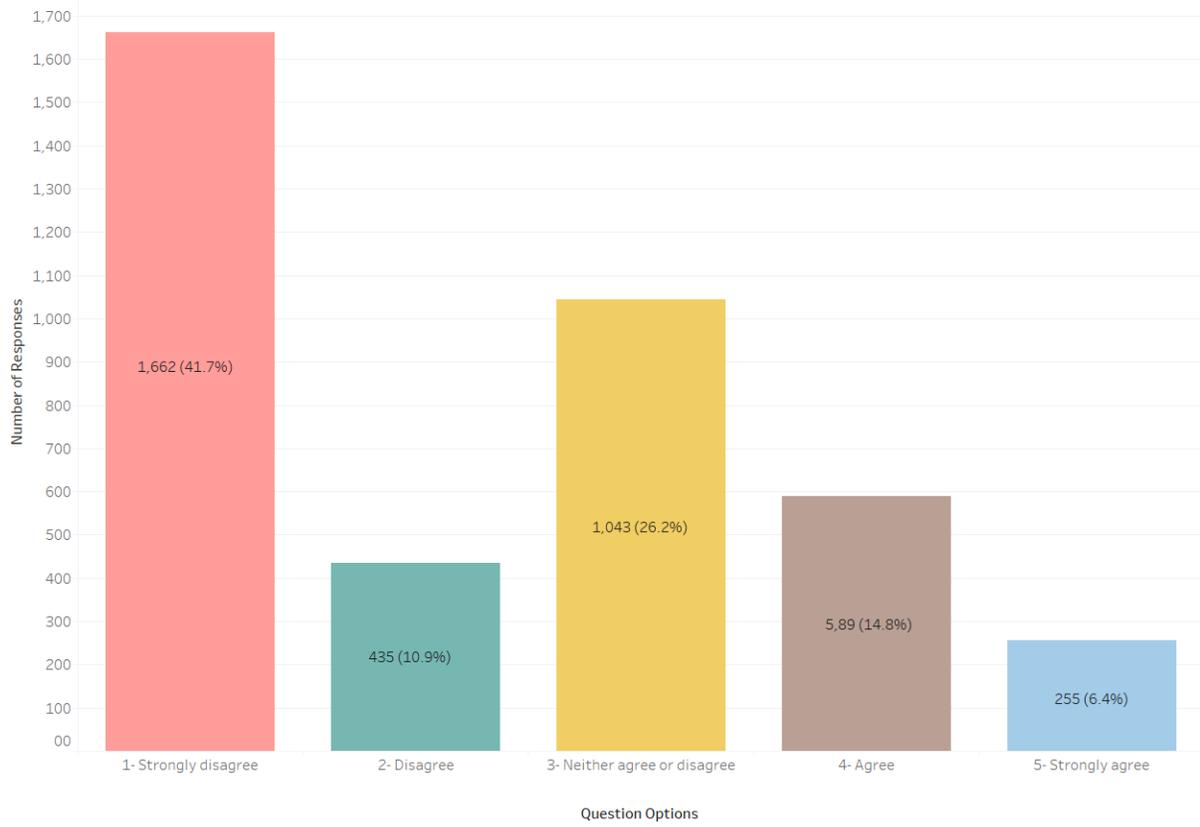
3,975 responses, 32 skipped

Do you support extending the time frame that construction noise is permitted?



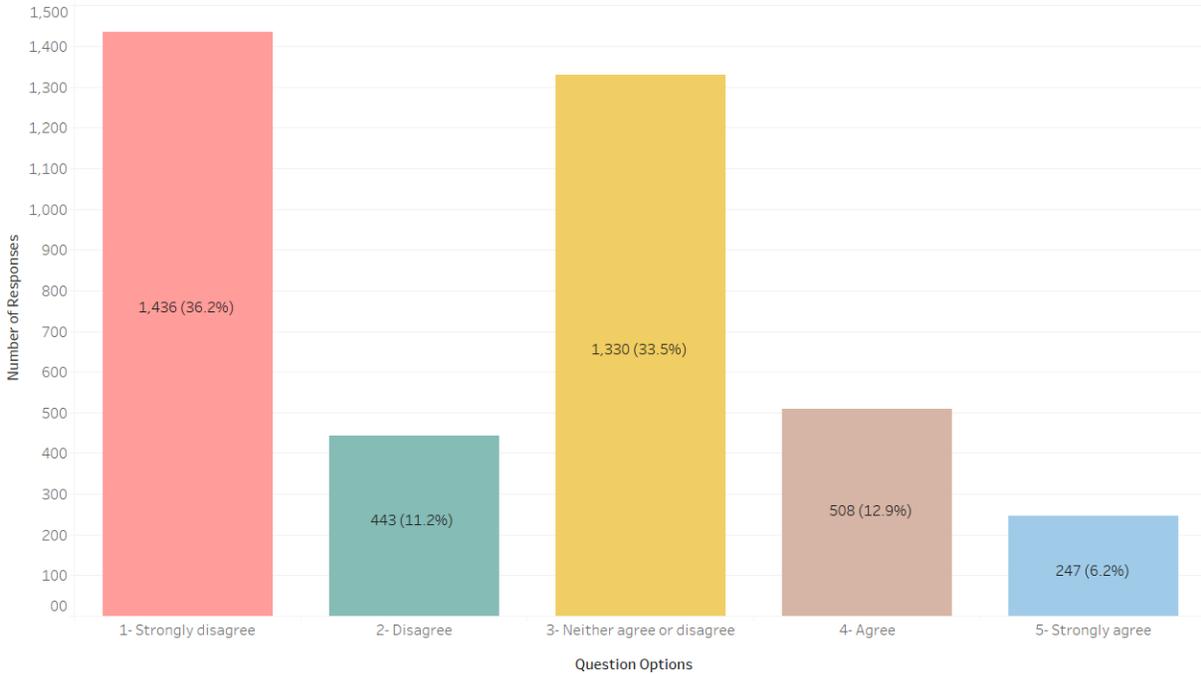
3,972 responses, 35 skipped

On a scale of one to five, with one being strongly disagree and five being strongly agree, please rate the following statement: I support aligning the Sunday construction noise periods with the permitted periods for all the other days of the week.



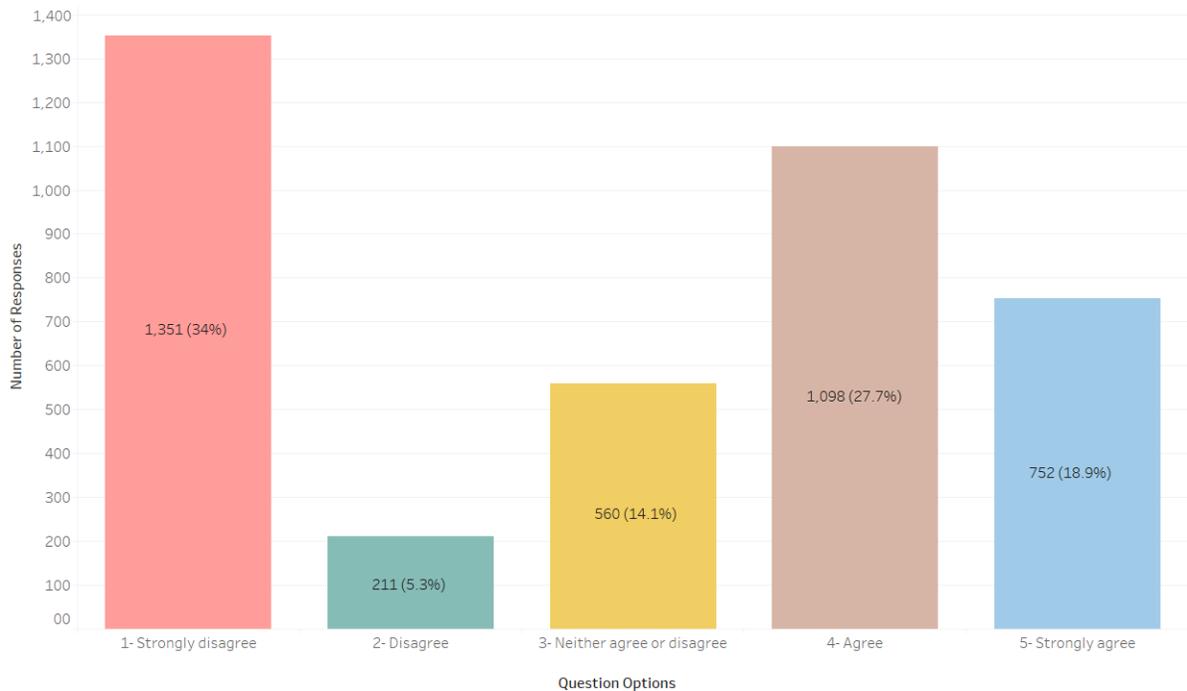
3,984 responses, 23 skipped

On a scale of one to five, with one being strongly disagree and five being strongly agree, please rate the following statement: I support aligning Sunday noise types with the types for all other days of the week.



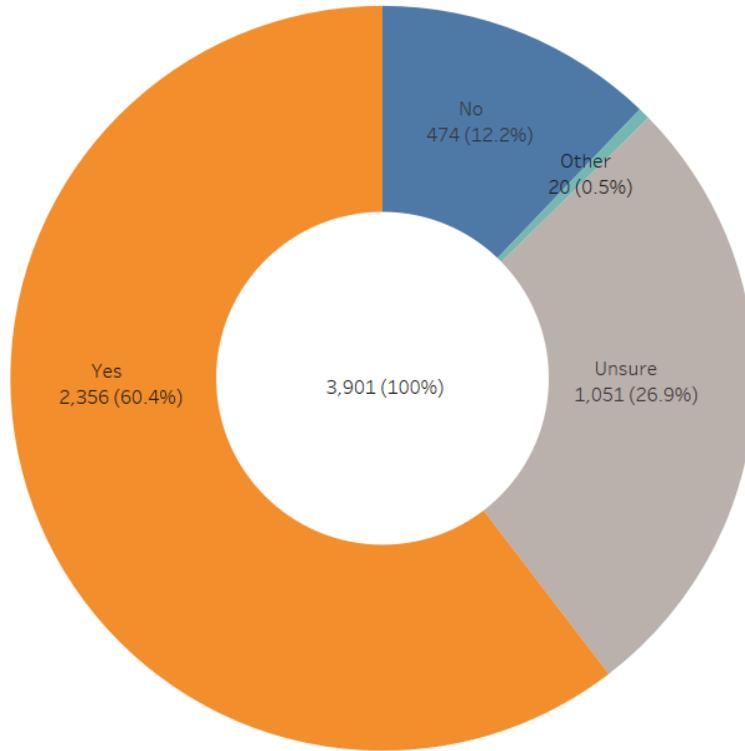
3,964 responses, 43 skipped

On a scale of one to five, with one being strongly disagree and five being strongly agree, please rate the following statement: I support introducing objective measures to the updated Noise By-law such as decibel limits.



3,972 responses, 35 skipped

Do you support simplifying the By-law by combining the 16 noise types?



3,901 responses, 106 skipped

Appendix 6:  
Summary of Proposed Housekeeping Amendments to Noise Control By-law 360-79

**Summary of Proposed Housekeeping Amendments to Noise Control By-law 360-79**

<b>By-law Provision</b>	<b>Recommendation</b>
Construction definition (1)	Update definition
Highway definition (1)	Update definition
Minister and Ministry definition (1)	Remove since no longer required
Auditory Signalling definition	Add definition to By-law
Amplified Sound definition	Add definition to By-law
Sports Noise definition	Add definition to By-law
Exemption for Higher Orders of Government	Add in an exemption for work conducted by the Region of Peel, and the provincial and federal governments. Formalizes the existing working relationships between the City, the region and the provincial government.
Schedule Two- Quiet Zone periods	Update the Quiet Zone periods to reflect the updates to the permitted periods
Schedule Two- "Yelling, shouting, hooting, whistling or singing"	Remove the term 'hooting'; no longer a commonly used term
Schedule Two- "The operation of any motorized conveyance" other than on a highway or other place intended for its operations"	Re-title to Stationary Motor Vehicles
Schedule Three- Activities to Which the By-law Doesn't Apply	Update to include the Small Arms Institute

## Appendix 7: Current Schedule Two: Permitted Periods

**Current Schedule Two: Permitted Periods**

<b>Activity</b>	<b>Prohibited Periods of Time</b>
<b>Auditory Signaling (Ringing of bells or gongs and the blowing of horns or sirens or whistles)</b>	Quiet zones- At any time
	Residential areas- 7:00 p.m. to 7:00 a.m. and all day Sundays and Statutory Holidays
<b>Amplified Sound</b>	Quiet zones- At any time
	Residential area- 5:00 p.m. to 7:00 a.m. (9:00 a.m. Sunday)
<b>All selling or advertising by shouting or amplified sound</b>	Quiet zones- At any time
	Residential areas- 7:00 p.m. to 7:00 a.m. (9:00 a.m. Sundays) and All day Sundays and Statutory Holidays
<b>Loading, unloading, delivering, packing, unpacking</b>	Quiet zones- 7:00 p.m. to 7:00 a.m. (9:00 a.m. Sundays)
	Residential areas- 7:00 p.m. to 7:00 a.m. and all day Sundays and Statutory Holidays
<b>Construction equipment</b>	Quiet zones- 5:00 p.m. to 7:00 a.m. and all day Sundays and Statutory Holidays
	Residential areas- 7:00 p.m. to 7:00 a.m. and all day Sundays and Statutory Holidays
<b>Fireworks or other non-construction detonation devices</b>	Quiet zones- At any time
	Residential areas- 11:00 p.m. to 7:00 a.m. (9:00 a.m. Sundays) unless permitted by By-law 160-74 ( <i>Fireworks: Residents</i> )
<b>Firearms</b>	Quiet zones-At any time
	Residential areas- At all times unless in accordance with the provisions of By-law 331-77 ( <i>Discharging of Firearms</i> )
<b>The operation of a combustion engine which is not used for conveyance</b>	Quiet zones- Ay any time
	Residential areas- 11:00 p.m. to 7:00 a.m. (9:00 a.m. Sundays)
<b>The operation of a powered rail car while stationary on property not owned or controlled by a railway governed by the Canada Railway Act</b>	Quiet zones- At any time
	Residential areas- 11:00 p.m. to 7:00 a.m. (9:00 a.m. Sundays)
<b>The operation of any motorized conveyance other than on a highway or other place intended for its operations</b>	Quiet zones- At any time
	Residential areas- 7:00 p.m. to 7:00 a.m. (9:00 a.m. Sundays)
<b>The venting, release or pressure release of air, steam, or other gaseous material product or compound</b>	Quiet zones- At any time
	Residential areas- 11:00 p.m. to 7:00 a.m. (9:00 a.m. Sundays)
<b>Persistent barking, calling or whining by a domestic pet</b>	Quiet zones- At any time
	Residential areas- At any time
<b>The operation of any powered or no powered tool for domestic purposes other than snow removal</b>	Quiet zones- 11:00 p.m. to 7:00 a.m. (9:00 a.m. Sundays)
	Residential areas- 11:00 p.m. to 7:00 a.m. (9:00 a.m. Sundays)
<b>The operation of solid waste bulk lift or</b>	Quiet zones- 7:00 p.m. to 7:00 a.m. (9:00 a.m. Sundays)

Activity	Prohibited Periods of Time
refuse compacting equipment	Residential areas- 11:00 p.m. to 7:00 a.m. (9:00 a.m. Sundays)
The operation of a commercial car wash with air drying equipment	Quiet zones- 7:00 p.m. to 7:00 a.m. (9:00 a.m. Sundays)
	Residential areas- 7:00 p.m. to 7:00 a.m. (9:00 a.m. Sundays)
Yelling, shouting, hooting, whistling or singing	Quiet zones- At any time
	Residential areas- 11:00 p.m. to 7:00 a.m. (9:00 a.m. Sundays)

## Appendix 8: Recommended Changes to Schedule Two: Permitted Periods

**Recommended Changes to Schedule Two: Permitted Periods**

<b>Activity</b>	<b>Prohibited Periods of Time</b>
<b>Auditory Signaling (Ringing of bells or gongs and the blowing of horns or sirens or whistles)</b>	Quiet zones- At any time
	Residential areas- 7:00 p.m. to 9:00 a.m. Monday to Saturday, Sundays and Statutory Holidays
<b>Amplified Sound</b>	Quiet zones- At any time
	Residential area- 7:00 p.m. to 9:00 a.m. Monday to Thursday, Sunday and Statutory Holidays; 10:00 p.m. to 9:00 a.m. Friday to Saturday
<b>Loading, unloading, delivering, packing, unpacking (Due to Regulation 70/20, not enforceable until September 2021)</b>	Quiet zones- 7:00 p.m. to 7:00 a.m. (9:00 a.m. Sundays)
	Residential areas- 7:00 p.m. to 7:00 a.m. and all day Sundays and Statutory Holidays
<b>Construction equipment (Due to Regulation 131/120, not enforceable until October 2021)</b>	Quiet zones- 5:00 p.m. to 7:00 a.m. and all day Sundays and Statutory Holidays
	Residential areas- 7:00 p.m. to 7:00 a.m. and all day Sundays and Statutory Holidays
<b>Fireworks or other non-construction detonation devices</b>	Quiet zones- At any time
	Residential areas- 11:00 p.m. to 7:00 a.m. (9:00 a.m. Sundays) unless permitted by By-law 160-74 ( <i>Fireworks: Residents</i> )
<b>The operation of a combustion engine which is not used for conveyance</b>	Quiet zones- At any time
	Residential areas- 11:00 p.m. to 7:00 a.m. (9:00 a.m. Sundays)
<b>Commercial/Industrial:</b> 1. The operation of a powered rail car while stationary on property not owned or controlled by a railway governed by the Canada Railway Act 2. The venting, release or pressure release of air, steam, or other gaseous material product or compound 3. The operation of solid waste bulk lift or refuse compacting equipment	Quiet zones- 1 and 2- At any time; 3- 7:00 p.m. to 7:00 a.m. (9:00 a.m. Sundays)
	Residential areas- 11:00 p.m. to 7:00 a.m. (9:00 a.m. Sundays)
<b>Stationary Motor Vehicles</b>	Quiet zones- At any time
	Residential areas- 7:00 p.m. to 7:00 a.m. (9:00 a.m. Sundays)
<b>Persistent barking, calling or whining by a domestic pet</b>	Quiet zones- At any time
	Residential areas- 10:00 p.m. to 7:00 a.m. (9:00 a.m. Sunday)
<b>The operation of any powered or no</b>	Quiet zones- 7:00 p.m. to 7:00 a.m. (9:00 a.m. Sundays)

Activity	Prohibited Periods of Time
<b>powered tool for domestic purposes other than snow removal</b>	Residential areas- 7:00 p.m. to 7:00 a.m. (9:00 a.m. Sundays)
<b>The operation of solid waste bulk lift or refuse compacting equipment</b>	Quiet zones- 7:00 p.m. to 7:00 a.m. (9:00 a.m. Sundays)
	Residential areas- 11:00 p.m. to 7:00 a.m. (9:00 a.m. Sundays)
<b>The operation of a commercial car wash with air drying equipment</b>	Quiet zones- 7:00 p.m. to 7:00 a.m. (9:00 a.m. Sundays)
	Residential areas- 7:00 p.m. to 7:00 a.m. (9:00 a.m. Sundays)
<b>Yelling, shouting, whistling or singing (Including the noise from sports activities)</b>	Quiet zones- At any time
	Residential areas- 11:00 p.m. to 7:00 a.m. (9:00 a.m. Sundays)

City of Mississauga  
**Corporate Report**



<p>Date: June 3, 2020</p> <p>To: Mayor and Members of Council</p>	<p>Originator's files: CD.05.POR</p>
<p>From: Andrew Whittemore, M.U.R.P., Commissioner of Planning &amp; Building</p>	<p>Meeting date: July 8, 2020</p>

## Subject

**Proposed Expansion to the Port Credit Business Improvement Area (BIA) Boundary**

## Recommendation

1. That the report titled "Proposed Expansion to the Port Credit Business Improvement Area (BIA) Boundary" dated June 3, 2020 from the Commissioner of Planning and Building, be received.
2. That the City Clerk be authorized to give notice of City Council's intention to enact a by-law to expand the boundaries of the Port Credit BIA as shown in Appendix 3 of the report titled "Proposed Expansion to the Port Credit Business Improvement Area (BIA) Boundary", to the board of management of the Port Credit BIA and to every person that is assessed for rateable property that is in a prescribed business class, within the current Port Credit BIA boundary and the proposed boundary expansion, in accordance with the *Municipal Act, 2001*.

## Report Highlights

- On January 20, 2020, Councillor Dasko's office (Ward 1) received a letter from the General Manager of the Port Credit Business Improvement Area expressing their Board of Directors' interest in expanding the boundary of the Port Credit BIA.
- The Port Credit BIA has requested to change its boundaries to include eight additional properties fronting Lakeshore Road West and remove one property on Wesley Ave. The request for expansion was prompted by the Brightwater redevelopment.
- The proposed boundary is acceptable to staff, with one adjustment.
- The next step in the process is for the Office of the City Clerk to notify the board of management of the Port Credit BIA and every person that is assessed for rateable property in all prescribed business classes, as defined under the *Municipal Act, 2001*, within the current BIA boundary (By-law 0062-2015) and the proposed BIA boundary expansion area.

## Background

The Port Credit Business Improvement Area (BIA) was first established on April 22, 1977 (By-law 163-77). In the years that followed, several boundary expansion requests were enacted (in 1984, By-law 892-84; in 1990, By-law 518-92; and in 2014, By-law 0062-2015).

On January 20, 2020, Councillor Dasko's office (Ward 1) received a letter from Jake Pedler, Chair of the Port Credit BIA Board of Directors and Beatrice Moreira-Laidlow, Acting General Manager of the Port Credit BIA, expressing the Board of Directors' interest in further expanding the boundary of the Port Credit BIA (Appendix 1). Most of the proposed expansion is within the recently approved Brightwater development.

On May 27, 2020, staff met with the Port Credit BIA Board (via Zoom) to discuss their request, outline legislated requirements for expansion and review the proposed boundary. Based on feedback, the Board agreed to the recommended BIA boundary as shown in Appendix 3.

In early 2020, the Port Credit BIA also consulted with land owners affected by the proposed expansion. Specifically, Councillor Dasko has engaged land owners at 70 Mississauga Road (commonly known as Brightwater/West Village) and confirmed their support for inclusion in the BIA.

## Legislative Requirements

The *Municipal Act, 2001* ("the Act") provides the legislative requirements for establishing or expanding the boundaries of a BIA.

In accordance with the Act, the City must pass a by-law to alter the boundaries of a Business Improvement Area. Before such a by-law can be passed, notice of Council's intention to pass a by-law must be sent to the board of management and every person in the current BIA boundary area and proposed expanded area who, on the last returned assessment roll, is assessed for rateable property that is in a prescribed business property class.

It is the responsibility of the property owners to provide a copy of the notice to their tenants and to provide the City Clerk with a list of every tenant to which the notice relates within 30 days after the notice is mailed. The Act prohibits enactment of the by-law if written objections to the by-law are received within 60 days, and signed by at least one-third of the persons entitled to a notice and representing at least one-third of the taxes levied for purposes of the general local municipality levy on rateable property in all prescribed business property classes within the current BIA boundary and the proposed boundary expansion. The City Clerk is responsible for determining whether the objection conditions are met.

If the proposed By-law is not enacted, preceding By-law 0062-2015 continues to remain in effect. If the proposal moves ahead, City staff intend to draft a by-law to expand the Port Credit

BIA boundary area. The draft by-law would be brought back to Council for approval in late 2020.

## Comments

The Port Credit BIA has requested to change its boundaries to include eight additional properties, and remove one property. The subject properties are generally fronting Lakeshore Road West and accommodate residential and commercial uses.

More specifically, the Port Credit BIA seeks to:

- Add 70 Mississauga Road South (commonly referred to as Brightwater/West Village), and 354, 356, 360, 362, 364, 366 and 368 Lakeshore Road West to the BIA boundary.
- Remove 72 Wesley Ave from the BIA boundary.

Appendix 2 includes a map of the boundary proposed by the Port Credit BIA.

In assessing the proposed boundary, Planning staff considered factors such as: the existing and proposed use of a property (i.e. commercial locations); planning directions contained in the Mississauga Official Plan and Port Credit Local Area Plan; and achieving a contiguous BIA boundary.

Staff agree that the inclusion of identified properties along Lakeshore Road West would benefit the BIA. They form Port Credit's commercial corridor and support the main street character of Port Credit. However, staff recommend that only the northern portion of 70 Mississauga Road South be included in the BIA boundary (See Appendix 3 for staff's proposed boundaries).

- The northern portion of the site fronts Lakeshore Road West, it is designated "Mixed Use" and will have future commercial uses that will support the main street character of Lakeshore Road West.
- Staff advise the southern part of this site does not require inclusion in the BIA at this time. This portion of the property is designated as "Residential High Density" and "Residential Medium Density" and commercial uses will be limited to the base of the residential buildings. The option to include the remainder of this site in the BIA can be revisited as this site develops and commercial/retail uses are established.

Staff agree that 72 Wesley Ave does not benefit from inclusion in the BIA since it is a parking lot located away from the commercial activity along Lakeshore.

Appendix 4 provides the land use designations from the Mississauga Official Plan, including the recommended boundary expansion.

## Financial Impact

There would be no financial impact created by the recommendations.

## Conclusion

Business Improvement Areas provide many benefits for local businesses and neighbouring residential areas, including making the area more attractive to visit and shop, promoting businesses and assisting in revitalization. The City of Mississauga has five established BIAs: Clarkson, Malton, Streetsville, Cooksville and Port Credit.

The proposed Port Credit BIA boundary expansion, as outlined in Appendix 3, is acceptable to City staff.

It is recommended that City Council initiate the statutory process required to expand the Port Credit BIA boundary. Specifically, by providing notice of Council's intention to enact a by-law to expand the Port Credit BIA boundary to all affected land and business owners to determine their support for the proposal.

## Attachments

- Appendix 1: Letter from the General Manager and Board Chair of the Port Credit Business Improvement Area, dated January 20, 2020
- Appendix 2: Port Credit Business Improvement Area - Proposed Boundary Changes Suggested by BIA (Map)
- Appendix 3: Staff Recommended Port Credit Business Improvement Area Boundary (Map)
- Appendix 4: Port Credit BIA Land Use Designations, Part of Schedule 10 Mississauga Official Plan (Map)



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

Prepared by: Mojan Jianfar, Planner, City Planning Strategies



January 20, 2020

Mayor Bonnie Crombie and Members of Council  
City of Mississauga  
300 City Centre Drive  
Mississauga, ON L5B 1C3

Dear Mayor Crombie and Members of Council,

Re: Proposed Port Credit BIA Boundary Expansion

The Board of Directors of the Port Credit BIA would like to express their willingness to expand the current boundary of the Port Credit BIA and delete a boundary portion that is not in line with Main Street BIA.

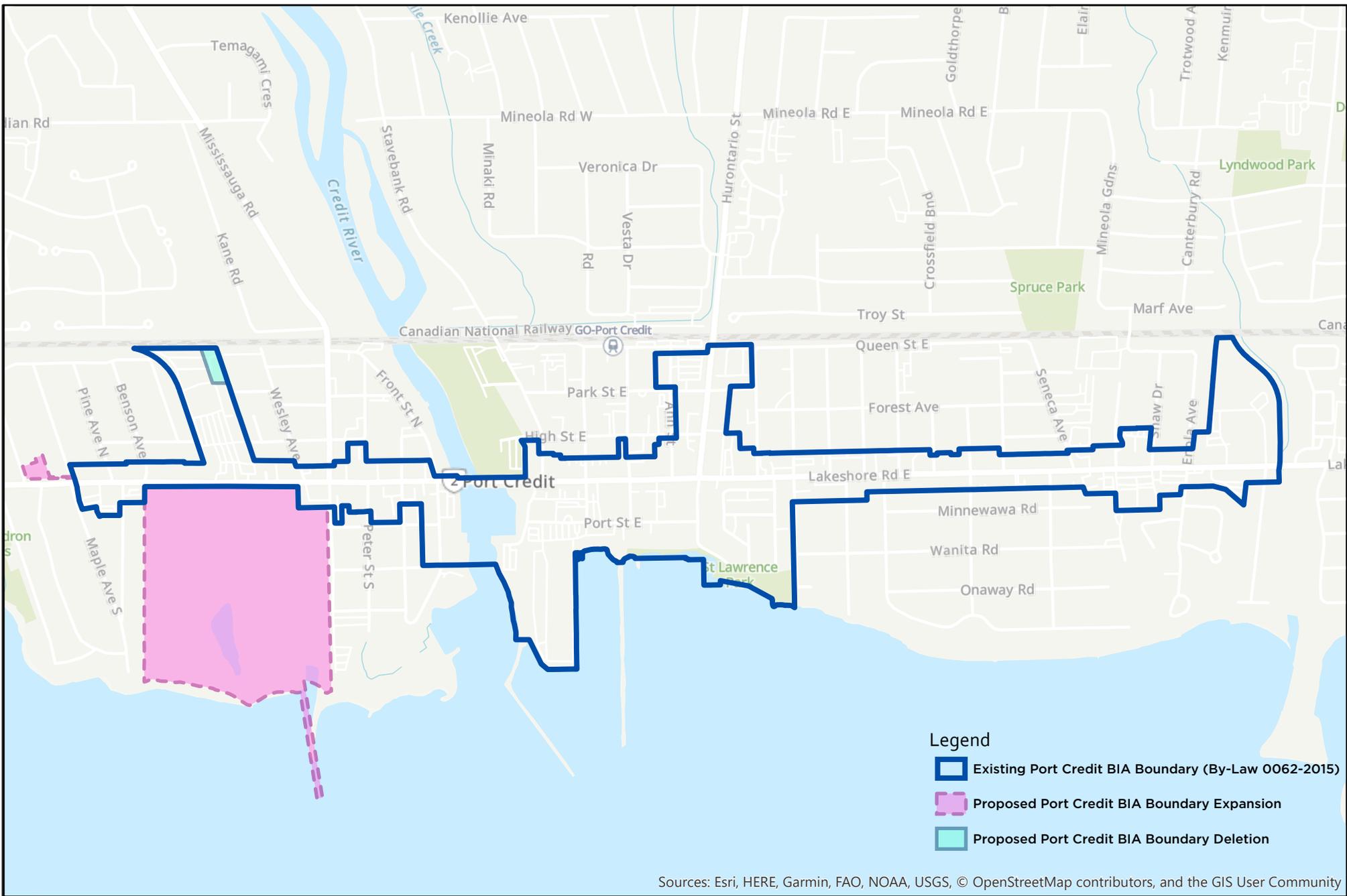
The Port Credit Business Improvement Area (BIA) was formed in 1976. In the ensuing years the nature of the area and indeed Port Credit has changes. In 2014 a boundary expansion to Maple Ave. west and to Beechwood Ave. on the east. This expansion included 72 Wesley Ave, which it shouldn't had been as it is a parking lot away from Main Street and does not benefit in any way from their Levy.

On November 27, 2019 at the PCBIA Board meeting, a Motion was passed to ask for deletion of 72 Wesley Ave. and expand the BIA boundary to 354, 356, 360, 362, 364, 366 and 368 Lakeshore Rd. W. these businesses will completely benefit in becoming part of the PCBIA, also in this expansion we would like to include 70 Mississauga Rd. South, which is the new Brightwater development.

Sincerely,

Jake Pedler, Chair  
PCBIA  
105 Lakeshore Rd. W.  
Miss. ON L5H 1E9

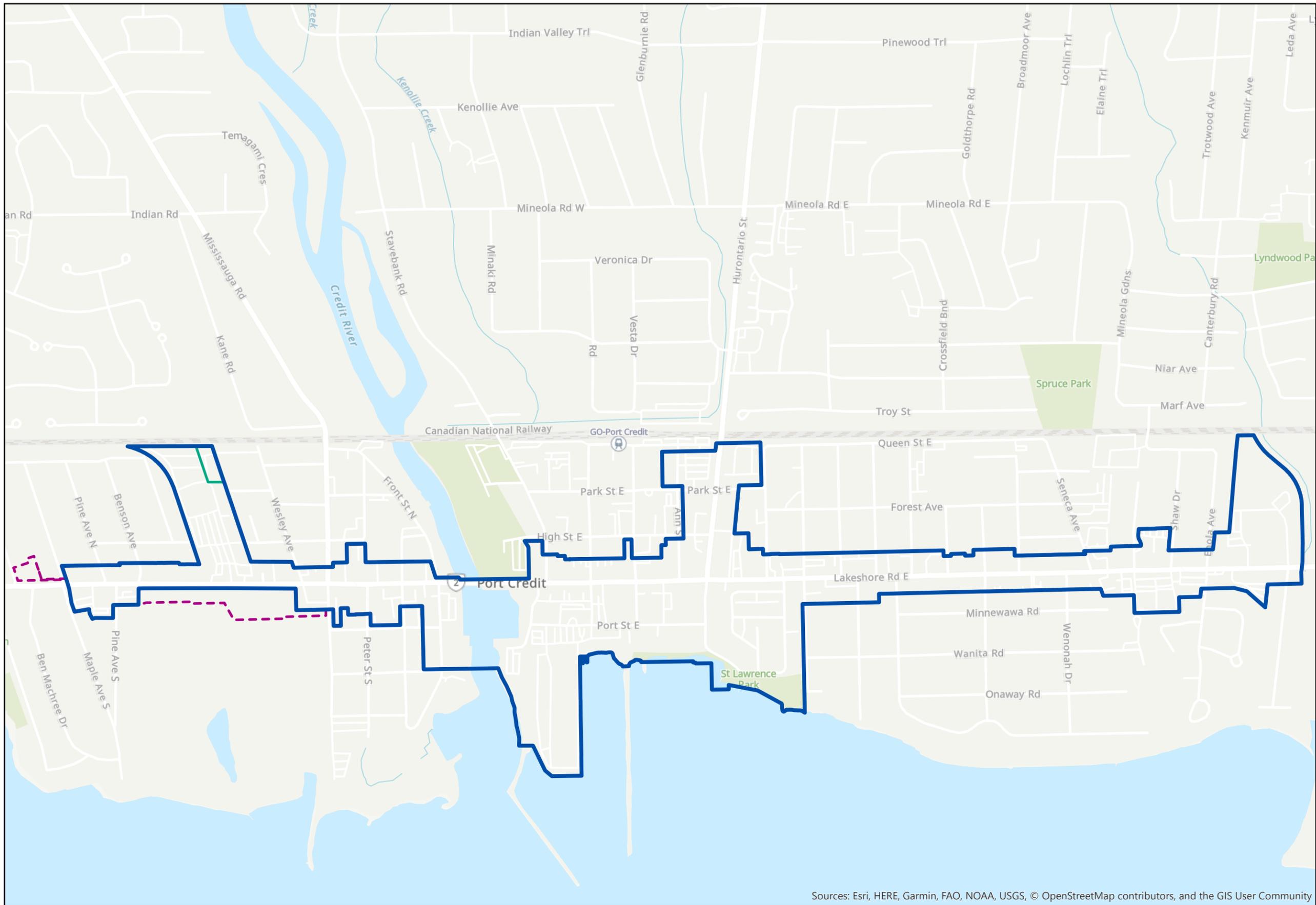
Beatrice Moreira-Laidlow  
PCBIA Acting General Manager



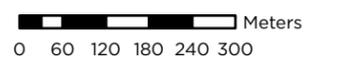
Appendix 2: Port Credit Business Improvement Area - Proposed Boundary Changes Suggested by BIA



Produced by Geospatial Solutions

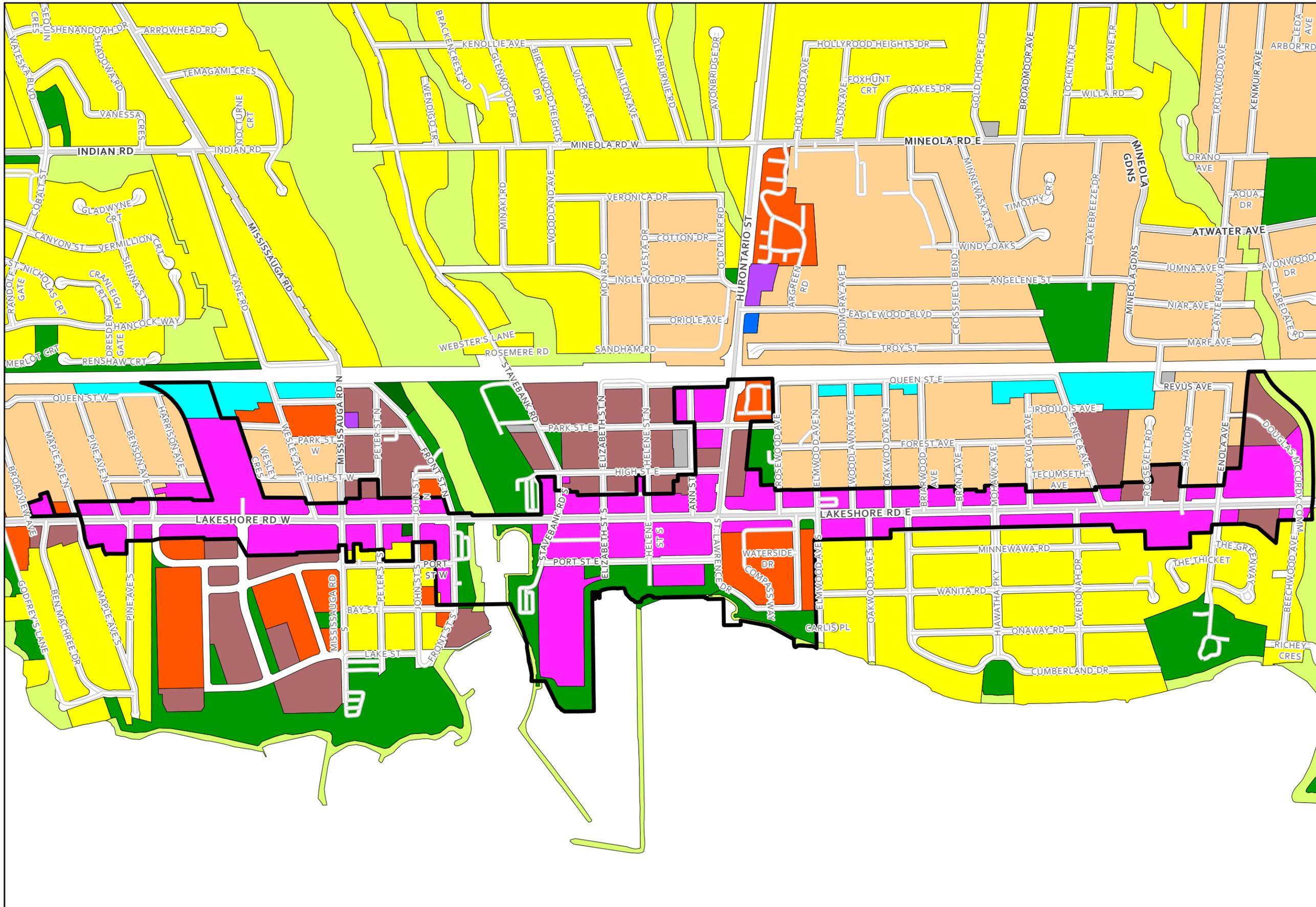


- Legend**
- Existing Port Credit BIA Boundary (By-Law 0062-2015)
  - Recommended Port Credit BIA Boundary Expansion
  - Recommended Port Credit BIA Boundary Deletion



Sources: Esri, HERE, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community

Appendix 3: Staff Recommended Port Credit Business Improvement Area Boundary



**Legend**

- Recommended Port Credit BIA Boundary
- Land Use Designations**
- Business Employment (BE)
- Convenience Commercial (CC)
- Greenlands (G)
- Residential High Density (HD)
- Residential Low Density I (LDI)
- Residential Low Density II (LDII)
- Residential Medium Density (MD)
- Mixed Use (MU)
- Motor Vehicle Commercial (MVC)
- Public Open Space (OS)
- Private Open Space (POS)
- Utility (UT)



Appendix 4: Port Credit BIA Land Use Designations, Part of Schedule 10 of the Mississauga Official Plan

City of Mississauga  
**Corporate Report**



<p>Date: June 23, 2020</p> <p>To: Mayor and Members of Council</p>	<p>Originator's files:</p>
<p>From: Geoff Wright, P.Eng, MBA, Commissioner of Transportation and Works</p>	<p>Meeting date: July 8, 2020</p>

## Subject

Review of the Merits of a Grading and Drainage By-Law for the City of Mississauga

## Recommendations

1. That Council endorse the recommended improvements outlined in the report from the Commissioner of Transportation and Works, dated June 23, 2020 entitled "Review of the Merits of a Grading and Drainage By-Law for the City of Mississauga" to strengthen existing processes, permits/approvals, guidance and by-laws related to grading and drainage.
2. That the Road Occupancy, Lot Grading and Municipal Services Protection Deposits By-law 251-2012, as amended, be repealed.
3. That a by-law be enacted to establish a new Lot Grading and Municipal Services Protection By-law to reinstate the relevant provisions of the repealed by-law in a manner that more clearly defines existing requirements related to lot grading and municipal services protection, including the tools provided to staff to administer and enforce the by-law, subject to any minor modifications.
4. That a by-law be enacted to amend section 9 of By-law 0025-2015 (to appoint City Employees and Municipal Law Enforcement Officers for the purposes of enforcing Municipal By-laws) to identify the persons who are employed by the City's Transportation and Works Department for the purpose of enforcing the new Lot Grading and Municipal Services Protection By-law.

## Report Highlights

- Staff from the Transportation and Works Department (Infrastructure Planning and Engineering Services) undertook a thorough review of the City's current practices and processes in relation to managing lot grading on private property, as well as extensive consultation on best-practices with several other municipalities in Ontario and across Canada.

- The findings of the review and consultation indicate that in order to address the root cause of issues related to grading and drainage on private property, improvements to the existing processes, permits/approvals, guidance and by-laws that the City already has in place will be of more benefit than establishing a new by-law and permit system to regulate any/all grading and drainage works on private property.
- In conjunction with a separate Corporate Report, entitled “Road Occupancy Permit By-law” the existing Road Occupancy Permit, Lot Grading and Municipal Services Projection Deposit By-law 251-2012, as amended, is to be repealed and in part be replaced with a new Lot Grading and Municipal Services Protection By-law. This new by-law has been developed to reinstate the relevant components of the repealed by-law in a manner that more clearly defines existing requirements related to lot grading and municipal services protection, including the tools provided to staff to administer and enforce the by-law.
- Increased public awareness and communication have been found to be effective tools in other municipalities to assist with proactively informing residents about existing City processes, policies, guidance and by-laws, as well as to communicate to residents their own role in preventing grading and drainage issues on their property and neighbouring properties when undertaking private property improvement works. A grading and drainage issues education and awareness campaign should be considered for Mississauga.

## Background

On March 20, 2019 a resident made a deputation at General Committee regarding neighbourhood grading concerns. As a result of the deputation, staff were directed to carry out a review of the merits of a comprehensive grading and drainage by-law and report back to General Committee (GC-0117-2019).

The City has a number of existing by-laws that deal with the regulation of works on private property and that include some provisions related to grading and drainage, as follows:

- *Road Occupancy Permit, Lot Grading and Municipal Services Protection Deposit By-Law 251-2012, as amended.* This by-law predominantly deals with the process to collect deposits related to lot grading and municipal services protection as a result of activities undertaken as part of existing development processes.
- *Erosion and Sediment Control By-Law 512-91, as amended.* This by-law (and the associated permit) deals predominantly with the requirement to install and maintain erosion and sediment control measures prior to undertaking land-disturbing activities for sites that are greater than 1 hectare and/or adjacent to a waterbody.
- *Property Standards By-Law 654-98, as amended.* This by-law includes provisions to require the continuous maintenance of landscaping works (including walkways, parking areas, steps, etc.) required as a condition of development as well as requirements for downspout discharge to be appropriately directed and contained within a property.
- *Zoning By-Law 0225-2007, as amended.* This by-law regulates the use of land and future development and implements the objectives and policies of the Official Plan.

Starting with the existing by-laws, and to further evaluate if a new by-law is required, staff defined the scope of the review as follows:

- Review existing processes, permits/approvals, guidance and by-laws related to grading and drainage on private property,
- Review existing development application and building permit application processes related to the City's grading and drainage review and approval,
- Review Low Impact Development (LID) and/or other stormwater best management practices on private property included as part of development or through other initiatives, including the process to ensure that maintenance requirements are provided,
- Review the current process to collect, inspect and release lot grading deposits,
- Review the scope of the Erosion and Sediment Control Permit process regarding grading review of temporary works and reinstatement inspection requirements,
- Consult with other Divisions on other initiatives that could capture improvements on existing processes or by-law amendments related to this review (i.e. Property Standards By-law, Zoning By-law),
- Consult with Legal Services regarding the City's authority and liability,
- Conduct a best practices consultation with other upper and lower tier municipalities in Ontario and across Canada, regarding their existing processes, permits/approvals, guidance and by-laws that relate to site alteration and/or grading and drainage works on private property,
- Evaluate data collected from 311 in regards to complaints received related to grading and drainage issues on private property, and
- Consult with Ward Councillors to gather information related to the nature of grading and drainage issues/complaints that they receive.

## Comments

As part of the preliminary review, staff identified and engaged with the key Divisions that could be impacted by the introduction of a new by-law and permit system, and established Working and Steering Committees to guide the review process.

### **Existing Processes, Permits/Approvals, Guidance, By-Laws, and Cross-Departmental Consultation**

Before giving any consideration to the creation of a new by-law and/or permit system, the Project Lead engaged with numerous staff across the corporation to further understand existing processes, permits/approval, guidance and by-laws that could relate to the review of grading or drainage modifications on private property.

A number of observations were made as a result of this review and extensive staff consultation, which are summarized in Appendices 1 and 2. The key findings are as follows:

- The existing Road Occupancy Permit, Lot Grading and Municipal Services Protection Deposit By-Law does not include adequate provisions related to the existing review,

approval and inspection requirements associated with lot grading in order to provide clear direction to residents;

- There is limited information available on the City's website to inform the general public about what they should know prior to performing grading works on private property to avoid negative impacts on their properties or adjacent properties; and
- Other available guidance documents, such as Transportation and Works' Development Requirements Manual, do not contain sufficient information related to existing grading and drainage practices and requirements, and what is available is not written in plain language.

### **Ward Councillor Consultation**

Staff met with a number of Councillors who offered to participate in the consultation by providing input on common complaints received from residents related to the scope of this project. The recurring complaints received are summarized as follows:

- Existing drainage features being buried or poorly maintained such as swales and catch basins;
- Location of sump pump discharge;
- Reduced setbacks caused by works approved through minor variances;
- Hard surface landscaping such as concrete or permeable pavers installed without proper drainage features and close to the property limits; and
- Backyard grades (soft scape) being raised and causing drainage concerns on adjacent properties.

### **Best Practices Research**

City staff conducted a best practices consultation with other upper and lower tier municipalities in Ontario and across Canada to understand the mechanisms they have in place to deal with grading and drainage matters on private property. A summary of the information collected is presented in Appendix 3.

With the information gathered from each municipality, it was commonly reported that even with a comprehensive by-law and permit system to regulate any alteration of grades on residential property it does not prevent works from being performed outside the permit process. As such, complaints received for grading and drainage issues for which no permit was obtained may still be considered a private matter as there are often no original drawings (i.e. certified drawings showing the original condition of the site prior to any alteration) in order to enforce the by-law.

One other commonality observed through the municipal benchmarking was a reliance on more robust public education and information availability.

### **Data Collection from 311**

To better understand some of the historical issues/complaints that the City has received related to grading and drainage modifications on private property, staff gathered information from 311. Staff focused on the service requests that are directed to Development Construction as that

group is responsible for the inspections associated with the collection and release of lot grading security deposits for site plan applications and building permits.

Staff reviewed and analyzed the past four4 years of Service Requests that dealt with grading and drainage concerns. It was determined that the information collected as part of the Service Requests was not detailed enough to determine which Service Requests were related to grading work undertaken as part of a City-approved permit versus work undertaken with no permit approvals. As a result, the information from 311 could not be used as a deciding factor in the overall recommendations.

## Options

Based on all of the information gathered through the review and consultation, the following options were considered:

- **Option 1: Do Nothing.**

This option involves maintaining the status quo with respect to the City's current processes and available information related to lot grading and drainage.

- **Option 2: Create a Comprehensive Grading & Drainage By-Law** (i.e. a Site Alteration By-law) and associated permit.

This option involves the creation of a new by-law and permit system, which could allow the City to regulate any site alteration works on private property that could result in a change to the existing grades and/or drainage conditions, regardless of the scope of the works, and including such things as gardens. It could require homeowners to apply for a permit before undertaking any works within the limits of their property that involves the import, movement or removal of any soil above a set threshold. It would require additional technical and enforcement staff to administer, oversee and enforce the by-law.

- **Option 3: Improve Existing Processes, Permits/Approvals, Guidance and By-Laws**

This option involves enhancing the City's current processes and available information related to lot grading and drainage.

An analysis of the pros and cons of each option can be found in Appendix 4.

In summary, the findings of the review and consultation indicate that the City's existing tools and processes are appropriate, but that they should be improved to provide more tools for staff and more information to the public about undertaking works on private property and the potential impacts that they could cause (Option 3).

### Recommended Improvements in Support of Option 3

<b><i>Improvement name</i></b>	<b><i>Explanation</i></b>
New Lot Grading and Municipal Services Protection By-Law	To reinstate and improve upon the relevant lot grading and municipal services protection components of the repealed Road Occupancy Permit, Lot Grading and Municipal Services Protection Deposits By-Law, in a manner that more clearly defines existing requirements. An overview of the improvements made to the by-law is provided in Appendix 5.
Appointment By-law Amendment (0025-2015)	To amend the Appointment By-Law to ensure the following positions are named as Municipal Law Enforcement Officers to enforce the new Lot Grading and Municipal Services Protection By-Law: <ul style="list-style-type: none"> <li>• Commissioner, Transportation and Works</li> <li>• Director, Infrastructure Planning &amp; Engineering Services</li> <li>• Director, Works Operations and Maintenance</li> <li>• Manager, Development Engineering and Construction</li> <li>• Manager, Technical Services</li> <li>• Supervisor, Development Construction</li> <li>• Supervisor, Maintenance Standards and Permits</li> <li>• Supervisor, Surveys and Inspections</li> <li>• Assistant Supervisor, Surveys and Inspections</li> <li>• Development Construction Technologist</li> <li>• Senior Inspector</li> <li>• Inspector</li> </ul>
Increase Public Awareness and Education Tools	To increase web content including FAQs and guidance documents to educate the public, developers and consultants about site alteration based on grading and drainage best practices, including things like sump pump discharge and landscape modifications (such as hardscaping) in side yards and backyards
Amendment to Zoning By-Law	To specify a minimum 0.90 m interior side yard setback to any hard surface (i.e. concrete, asphalt, unit pavers, etc.) to allow for a minimum 150 mm depth and a maximum 3 horizontal to 1 vertical side slope cut-off swale (as set out in the Development Requirements Manual) to ensure the drainage of the lot is conveyed to the appropriate place of disposal without negatively impacting neighbouring properties
Other Opportunities for Process Improvements	<ul style="list-style-type: none"> <li>• Review and update review processes related to Committee of Adjustment severance applications, as well as some minor variance applications that may have an impact on grading and drainage, including the ability to request certified grading and drainage plans</li> <li>• Review and update the Development Requirements Manual</li> <li>• Include additional warning clauses in development-related agreements associated with drainage features</li> <li>• Review and update the grading review process associated with the issuance of Erosion and Sediment Control Permits</li> <li>• Review the option to collect lot grading deposits through applications that do not typically have other conditions of approval (i.e. SPAX).</li> </ul>

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|  | <ul style="list-style-type: none"><li>• Consider some minor revisions to the Property Standards By-Law to better define drainage features and the need to maintain them to protect building structures and avoid impacts on abutting properties</li></ul> |
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## Strategic Plan

The recommendations arising from this review advances the *Belong Pillar* and the goal to *Deliver the Right Services*.

## Financial Impact

There are no financial impacts to the City arising from the adoption of the recommendations contained within this report.

## Conclusion

Staff from the Transportation and Works Department undertook a thorough review of the City's current practices and processes in relation to managing lot grading on private property, as well as extensive consultation on best-practices with several other municipalities in Ontario and across Canada.

The findings of the review and consultation indicate that improvements to the existing processes, permits/approvals, guidance and by-laws that the City already has in place will be of more immediate benefit rather than establishing a new by-law and permit system to regulate any/all grading and drainage works on private property as a new by-law/permit would not address the root cause(s) of grading and drainage issues caused by works performed on private property without required permits.

A new Lot Grading and Municipal Services Protection By-law has been developed to reinstate the relevant components of the repealed by-law in a manner that more clearly defines existing requirements related to lot grading and municipal services protection, including the tools provided to staff to administer and enforce the by-law. In addition, amendments to the Appointment By-law are also required to facilitate the introduction of the Lot Grading and Municipal Services Protection By-Law.

Increased public awareness and communication tools are recommended to assist with proactively informing residents about existing City processes, policies, guidance and by-laws, as well as to educate residents about their own role in preventing and/or improving grading and drainage issues on their property.

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## Attachments

Appendix 1: City of Mississauga existing By-Laws - Summary of Findings

Appendix 2: City of Mississauga Existing Processes and Guidance – Summary of Findings

Appendix 3: Municipal Benchmarking – Summary of Findings

Appendix 4: Options Analysis – ‘Pros’ and ‘Cons’

Appendix 5: New Lot Grading and Municipal Services Protection By-Law – Summary of Changes



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

Prepared by: Cynthia Urdaneta, P.Eng, Project Lead – IPES, Transportation and Works

## Appendix 1: City of Mississauga Existing By-Laws – Summary of Findings

Existing City By-Law <sup>(1)</sup>	Findings/Observations Related to Lot Grading and Drainage
Road Occupancy Permit, Lot Grading and Municipal Services Protection Deposit By-Law 251-2012, as amended	<ul style="list-style-type: none"> <li>• By-law deals predominantly with the collection of deposits related to lot grading and municipal services protection</li> <li>• By-law refers to a permit system, which is specific to road occupancy only</li> <li>• By-law had previously been identified by Development Construction staff to be amended to better reflect current practices and to provide clear direction to residents</li> <li>• Staff in Works Operations and Maintenance already working on creating a new Road Occupancy Permit By-law. As such, they developed a stand-alone Road Occupancy Permit By-Law, which resulted in the need for a stand-alone Lot Grading and Municipal Services Protection By-Law</li> </ul>
Erosion and Sediment Control By-Law 512-91, as amended <sup>(2)</sup>	<ul style="list-style-type: none"> <li>• By-law and associated permit deals predominantly with the requirement to install and maintain erosion and sediment control measures prior to undertaking land disturbing activities</li> <li>• Only a small number of Erosion and Sediment Control Permits deal with temporary drainage features (i.e. swales) that may require altering the grade of land, but sites are inspected to ensure the lands are reinstated to original condition prior to the release of deposits</li> <li>• This by-law and permit is limited to sites that are greater than 1 hectare and/or are adjacent to a waterbody</li> </ul>
Property Standards By-Law 654-98, as amended	<ul style="list-style-type: none"> <li>• By-law includes provisions to require the continuous maintenance of landscaping works (including walkways, parking areas, steps, etc.) required as a condition of development</li> <li>• By-law includes requirements for downspout discharge so it is appropriately directed and contained within a property</li> <li>• By-law includes requirements that any low lying or excavated area in a yard that accumulates water be drained, filled and graded to direct the water to an appropriate outlet</li> <li>• This By-law does not have a clear definition of drainage features (such as catch basins, swales, etc.) that ultimately direct run-off water to the storm sewer, or the requirement to maintain same on a property</li> </ul>
Zoning By-Law 0225-2007, as amended	<ul style="list-style-type: none"> <li>• By-law regulates the use of land and future development and implements the objectives and policies of the Official Plan</li> <li>• This by-law does not include minimum requirements for interior side yard setbacks to any hard surface, other than to building structures or accessory buildings. This may create issues through an increase of hard surface associated with landscaping works which may eliminate, alter or block drainage features along shared property limits.</li> </ul>

(1) With mechanisms to regulate/enforce works on private property

(2) And related Erosion and Sediment Control Permit

## Appendix 2: City of Mississauga Existing Processes and Guidance Documents – Summary of Findings

Existing Processes and Guidance <sup>(1)</sup>	Findings/Observations Related to Lot Grading and Drainage – Opportunities Identified <sup>(2)</sup>
T&W Development Requirements Manual	<ul style="list-style-type: none"> <li>Contains some sections related to grading and drainage requirements associated with development approvals. The information is not written in plain language and could be further updated to better reflect current practices and requirements.</li> </ul>
T&W Involvement in Other City Approval Processes	<ul style="list-style-type: none"> <li>The requirements of the existing by-law and the proposed replacement by-law are applicable to all construction activities that already require an applicant to seek an approval from the City. There are a few applications/permits where the by-law is not routinely applied, but could be, if deemed appropriate (i.e. Site Plan express - SPAX).</li> </ul>
Warning Clauses in Development-Related Agreements	<ul style="list-style-type: none"> <li>When drainage features such as swales or catch basins are required as conditions of development there is a need to better inform current and future owners about the requirements to protect and maintain these features. Warning clauses in development-related agreements may be considered as an appropriate tool on all types of development applications (Subdivisions, Rezoning, Site Plan, Severances).</li> </ul>
T&W review of Committee of Adjustment Applications	<ul style="list-style-type: none"> <li>When reviewing minor variances applications, there is a need to further consider which applications could be requested to submit additional grading and drainage information for review.</li> </ul>
Communication and Public Education Strategy	<ul style="list-style-type: none"> <li>There is limited information available on the City's website to inform the general public about what they should know prior to performing grading works on private property to avoid negatively impacting their properties or adjacent properties.</li> </ul>

(1) Related to lot grading and drainage

(2) Identified through Cross-Departmental consultation

### Appendix 3: Municipal Benchmarking – Summary of Findings

No. Hab (1)	City	Existing By-Laws that Address Grading and Drainage (1)	Applicable Act/Regulation (2) (3)		Examples of Additional Information Available to the Public (1) (2) (4)
			Municipal Act	Building Code Act	
> 1 million	Toronto	Municipal Code (Compiles all City By-Laws, including - Chapter 681 - Sewage and land drainage)	✓	✓	MyWater Toronto: Managing Water Around the House
	Calgary	- Drainage By-Law - Lot Grading By-Law - Community Standards By-Law	N/A	N/A	By-Law Guide for Homeowners Guide to Lot Drainage Guidelines for Homeowners (solving lot drainage issues)
0.5 million < habitants < 1 million	Mississauga	- Road Occupancy, Lot Grading and Municipal Services Protection Deposit By-Law - Property Standards By-Law - Erosion and Sediment Control By-Law	✓	✓	T&W Development Requirements Manual and Standard Drawings
	Ottawa	- Site Alteration By-Law - Property Standards By-Law - Property Maintenance By-Law	✓	✓	Site Alteration By-Law Guidelines for Residents
	Vancouver	- ESC Bulletin for lots < 1,000 m <sup>2</sup> - ESC Bulletin for lots ≥ 1,000 m <sup>2</sup>	N/A	N/A	Bulletin Lot Grading Drainage for New Homes Waterwise Landscape Guidelines Stormwater Source Control Design Guide Lot Grading and Drainage Issues
	Hamilton	- Property standards and Zoning By-Law - Site Alteration By-Law	✓	✓	
	Brampton	- Fill By-Law - Property Standards By-Law	✓	✓	

(1) As of the date of research

(2) Related to Grading and drainage and applicable By-Law (s) and permit (s)

(3) Outside the Planning Act and applied to Ontario. Other Acts and Regulations could apply (Refer to the specific By-Law for further reference)

(4) In addition to Building Permit and Planning Act development related information

### Appendix 3: Municipal Benchmarking – Summary of Findings (continued)

No. Hab (1)	City	Existing By-Laws that Address Grading and Drainage (1) (2)	Applicable Act/Regulation (2) (3)		Examples of Additional Information Available to the Public (1) (2) (4)
			Municipal Act	Building Code Act	
0.1 million < habitants < 0.5 million	Markham	- Site Alteration By-Law - Keep Markham Beautiful (Maintenance) By-Law - Residential Property Standards By-Law	✓	✓	Site Alteration Summary for Residents
	Vaughan	- Property Standards - Placement of Fill	✓	✓	Engineering Design Criteria and Standard Drawings
	Richmond Hill	- Municipal Code (Dumping and Fill By-Law) - Property standards By-Law	✓	✓	
	Burlington	- Drainage By-Law - Site Alteration By-Law	✓	✓	Stormwater Drainage (Flood prevention Homeowner Resources)
	Guelph	- Site Alteration By-Law - Property standards By-Law	✓	✓	Lawn and Garden Information Maintaining Good Drainage
	Kitchener	- Municipal Code (Property Standards for Maintenance, Fill By-Law)	✓	✓	Information on Site Alteration Community By-Law Guide
	Oakville	- Site Alteration By-Law - Property Standards By-Law	✓	✓	Development Eng. Procedures & Guidelines Manual Site Alteration Erosion and Sediment Control Procedure and guideline

(1) As of the date of research

(2) Related to Grading and drainage and applicable By-Law (s) and permit (s)

(3) Outside the Planning Act and applied to Ontario. Other Acts and Regulations could apply (Refer to the specific By-Law for further reference)

(4) In addition to Building Permit and Planning Act development related information

### Appendix 4: Options Analysis – ‘Pros’ and ‘Cons’

Option	Pros <sup>(1)</sup>	Cons <sup>(1)</sup>	Addresses Root Cause
<b>Option 1: Status Quo</b>	<ul style="list-style-type: none"> <li>- None identified</li> </ul>	<ul style="list-style-type: none"> <li>- Does not avoid grading and drainage issues from arising</li> <li>- Does not address issues such as complaints about negative drainage impacts caused by the construction of infill homes</li> <li>- Does not address gaps in existing processes, practices and by-laws as identified through this review</li> </ul>	No
<b>Option 2: New Comprehensive By-Law (i.e. Site alteration By-Law) and Associated Permit</b>	<ul style="list-style-type: none"> <li>- Could regulate site alteration for any residential, commercial and industrial development happening outside the Planning Act and Building Permit applications</li> <li>- Could capture additional erosion and sediment controls (beyond scope of existing Erosion and Sediment Control By-Law)</li> <li>- Could capture the requirements for maintenance (or prohibition on the removal) of drainage features</li> <li>- Could capture environmental requirements for fill material quality, including the new Excess Soil Regulations</li> </ul>	<ul style="list-style-type: none"> <li>- Generates additional staff requirements for the implementation of a new permitting system to control works performed on private property (review, inspection and enforcement costs)</li> <li>- Generates additional costs to residents that desire to undertake minor works within their properties by requesting certified grading drawings and permit application fee as part of a site alteration process approval</li> <li>- Future costs generated to the City to have geospatial survey data of all properties to identify if a site grade has been altered outside a permitting process</li> <li>- Does not address the issues that could arise from the alteration of existing grades, from the elimination or alteration of existing drainage features or from the creation of additional run-off as result of a site alteration; either through work happening outside the permit process or after a permit has been issued and securities released (as documented in those municipalities with other processes or by-laws in place) <sup>(2)</sup></li> </ul>	No
<b>Option 3: Improve Existing Processes, Permits/Approvals, Guidance and By-Laws</b>	<ul style="list-style-type: none"> <li>- Education component could reduce the number of homeowners who perform works that could cause negative impacts to own property and neighbouring properties</li> <li>- Proactive approach vs. reactive approach</li> <li>- Minor amendments required to existing by-laws and guidance documents to capture recommendations from this process review</li> </ul>	<ul style="list-style-type: none"> <li>- Time required to implement all the recommendations</li> </ul>	Yes

(1) As identified through the findings of this research and based on City of Mississauga existing processes, permits and by-laws in place

(2) Based on similar by-laws available in other Municipalities (grading and fill volume tolerances does not address common works performed on residential property)

## Appendix 5: Lot Grading and Municipal Services Protection By-Law - Summary of Changes

Part/Section within the By-Law	Existing Road Occupancy, Lot Grading and Municipal Services Protection Deposits By-Law 251-2012, as amended (to be repealed)	New Lot Grading and Municipal Services Protection By-Law (proposed changes)
Definitions	Definition of Permit includes Lot Grading Permit and Municipal Services Protection Deposit Permit	Removes the definition of non-existing permits and adds the required definitions to follow existing processes and construction activities that require City approval such as Lot Grading Deposit and Municipal Services Protection Deposit
General Provisions	Related to the Road Occupancy Permit only	Includes provisions for construction activities and grading and drainage plan linked to the Lot Grading and Municipal Services Protection Deposits
Permits and Permit Holder	<ul style="list-style-type: none"> <li>- Includes provisions for the Road Occupancy Permit, Lot Grading and Municipal Services Protection deposits and Permit holder</li> <li>- Does not include provisions for the refund of Lot Grading and Municipal Services Deposits</li> <li>- Does not include provisions for reinstatement works within the municipal right-of-way</li> </ul>	<ul style="list-style-type: none"> <li>- Removal of reference/requirements related to Permit and Permit Holder</li> <li>- Adds provisions for construction activities approvals as part of existing development and permitting processes</li> <li>- Includes existing requirements for the refund of Lot Grading and Municipal Services Protection Deposits</li> <li>- Includes provisions for reinstatement works performed within the right-of-way following existing development processes and practices</li> </ul>
Offences	Uses the word Permit to refer to the applicability of enforcement offences	Removes the Road Occupancy Permit component and leaves the provisions related to the enforcement of the Lot Grading and Municipal Services Protection component
Administration and Interpretation	Includes provisions related to both Road Occupancy Permit and Lot Grading and Municipal Services Deposits	Removes the provisions for the Road Occupancy Permit component and edits the wording to refer instead to Lot Grading and Municipal Services Protection deposits obtained as part of the existing approval process
Schedule A - Fee Schedule	Includes details on the Road Occupancy Permit fees, Lot Grading Deposits and Municipal Services Protection deposits	<ul style="list-style-type: none"> <li>- Removes from the fee Schedule the Road Occupancy Permit related items and leaves only the items for Lot Grading and Municipal Services deposits</li> <li>- Eliminates duplication of Lot Grading and Municipal Services Protection deposit items and ensures all the construction activities that require City approval are captured, including related deposits</li> </ul>

<p>Date: June 23, 2020</p> <p>To: Mayor and Members of Council</p> <p>From: Geoff Wright, P.Eng, MBA, Commissioner of Transportation and Works</p>	<p>Originator's files:</p> <hr/> <p>Meeting date: July 8, 2020</p>
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## Subject

Road Occupancy Permit By-law

## Recommendation

1. That a new road occupancy permit by-law be enacted to regulate construction works in the road rights-of-way within the City of Mississauga.
2. That the Road Occupancy, Lot Grading and Municipal Protection Services Deposits By-law 251-2012, as amended, be repealed.
3. That the Banners Policy 06-02-06 be amended to include the deposit requirements for installation of banners within the road rights-of-way from the Road Occupancy, Lot Grading and Municipal Protection Services Deposits By-law 251-2012, as amended.
4. That a by-law be enacted to amend Schedule "B-1" of the 2020 User Fees and Charges By-law 156-2019 to provide the Commissioner of Transportation and Works the authority to waive Road Occupancy Permit fees for internal City of Mississauga departments.
5. That a by-law be enacted to amend section 9 of By-law 0025-2015 (to appoint City Employees and Municipal Law Enforcement Officers for the purposes of enforcing Municipal By-laws) to identify the persons who are employed by the City's Transportation and Works Department for the purposes of enforcing the new road occupancy permit by-law as outlined in Recommendations #1.

## Report Highlights

- The existing Road Occupancy, Lot Grading and Municipal Services Protection Deposit By-Law 251-2012, as amended, will be repealed in order to create two stand-alone by-laws including a new road occupancy permit by-law and a new lot grading and municipal service protection by-law.

- Staff from Transportation and Works (Works Operations and Maintenance) and Legal Services have developed a new road occupancy permit by-law to regulate construction works in the road rights-of-way within City of Mississauga through a system of permits. The new road occupancy permit by-law will clearly define permit requirements, ensure protection of City infrastructure and provide City staff with the tools to administer and enforce the by-law.
- Staff from Transportation and Works (Infrastructure Planning and Engineering Services) and Legal Services have developed a new lot grading and municipal service protection by-law. The new lot grading and municipal service protection by-law reinstates the relevant provisions of the repealed by-law in a manner that more clearly defines existing City requirements related to lot grading and municipal service protection, including the tools provided to staff to administer and enforce the by-law. The new by-law related to lot grading and municipal services protection deposits is included in a separate report from the Commissioner of Transportation and Works, dated June 23, 2020 entitled “Review of the Merits of a Grading and Drainage By-Law for the City of Mississauga”.
- Amendments to the existing 2020 User Fees and Charges By-law 156-2019, Appointment By-law 0025-2015 and Banners Policy 06-02-06 are required to facilitate the introduction of the new road occupancy permit by-law.

## Background

The Road Occupancy, Lot Grading and Municipal Services Protection Deposit By-Law 251-12, as amended, was enacted in 2012 (the “current By-law”). The current By-law provides the City with the authority to regulate construction in the road rights-of-way, as well as the alteration of lot grading, through a system of permits and security deposits.

The current By-law has been amended several times over the years since it was first adopted; however, it does not adequately address City needs for regulation of construction work within the road rights-of-way. As a result, the current By-law required a comprehensive update, with the initial focus of the review on Road Occupancy Permits. City staff conducted best practice research of other municipalities, as well as performed a gap analysis of the current By-law from a permitting perspective. The findings of staff’s review of the current By-law include the following:

- Wording does not capture the type of works that the City permits.
- It lacks the wording required to address compliance and enforcement.
- Multiple amendments have made the current By-law cumbersome to navigate.
- There is a lack of guidance for users, including City staff and Road Occupancy Permit applicants, on the permitting process and associated requirements.

As part of staff's preliminary review, it was determined that the regulation of construction in the road rights-of-way through permits needs to be separated from the current By-law and a new stand-alone by-law for road occupancy permits needs to be created.

## Comments

### New Road Occupancy Permit By-law

Staff from Transportation and Works (Works Operations and Maintenance) and Legal Services have developed a new road occupancy permit by-law (the "new ROP by-law") for the purpose of regulating construction works within the road rights-of-way through a system of permits. The new ROP by-law addresses:

- Types of construction works that are to be regulated through permits including but not limited to:
  - Temporary occupation of any portion of a road for the placing of any construction machinery, vehicles, storage containers, waste bins, materials, or mobile cranes.
  - Works resulting in geometric design changes to City road infrastructure.
  - Engineering investigations that result in exploratory excavations including the installation and use of boreholes and monitoring wells in the road.
  - Installation, removal and maintenance of utility infrastructure in the road.
- Requirements when applying for a permit.
- Ensuring any works in the road rights-of-way meet City requirements.
- Authorization to enforce the new ROP by-law to ensure compliance, including the authority to suspend a permit, revoke a permit, issue an order or lay a charge.
- Requirements in relation to ROP security deposits, as set out in Schedule "A" of the new ROP by-law.

In addition, the new ROP by-law addresses the City of Mississauga Public Utility Coordinating Committee (PUCC). PUCC members are comprised of utility providers that supply energy services, water, sanitary, telecommunications services or gas services in the City. The City established PUCC for the purposes of maintaining common standards of practice for the installation and repair of infrastructure within the City road rights-of-way. The new ROP by-law outlines PUCC membership requirements to ensure members are responsible and accountable for their installed infrastructure in the road rights-of-way. In addition, it ensures PUCC members participate in a multi-party installation and/or coordinate work, when feasible, to minimize the impacts of construction.

Highlights of the new ROP by-law were presented to the PUCC members on September 25, 2019 and no objections were raised at that time.

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Repeal of the Road Occupancy, Lot Grading and Municipal Services Protection Deposit By-Law 251-12, as amended

As a result of the separation and introduction of the new ROP by-law, and in consultation with staff from Transportation and Works (Infrastructure Planning and Engineering Services) and Legal Services, it was determined that repeal of the current By-law is required in order to create two stand-alone by-laws. As a result, the relevant provisions of the current By-Law will be included in a new by-law named Lot Grading and Municipal Services Protection By-Law, and is included in a separate report from the Commissioner of Transportation and Works, dated June 23, 2020 entitled "Review of the Merits of a Grading and Drainage By-Law for the City of Mississauga".

Banners Policy 06-02-06 Amendment

As a result of repealing the current By-law, the deposit requirement for installation of banners within road rights-of-way needed to be addressed. Therefore, the Banners Policy 06-02-06 will be amended to include these deposit requirements.

2020 User Fees and Charges By-law Amendment

The 2020 User Fees and Charges By-law will be amended by inserting delegated authority to the Commissioner of Transportation and Works to waive, reduce or otherwise vary fees for Road Occupancy Permits for internal City departments. This authority was included in the 2019 Transportation and Works Fees and Charges By-law (226-18) and was unintentionally excluded when the Transportation and Works fees were included in the User Fees and Charges By-law.

Appointment By-law Amendment (0025-2015)

In order for City staff to enforce the new ROP by-law, a number of staff members require appointment as Municipal Law Enforcement Officers. The following positions will be appointed as Municipal Law Enforcement Officers:

- Commissioner, Transportation and Works
- Director, Works Operations and Maintenance
- Director, Infrastructure Planning & Engineering Services
- Manager, Technical Services
- Manager, Development Engineering and Construction
- Supervisor, Maintenance Standards and Permits
- Supervisor, Surveys and Inspections
- Supervisor, Development Construction

- Assistant Supervisor, Surveys and Inspections
- PUCC/Permit Technologist
- Utility Cut Technician
- Permit Technical Coordinator
- Development Construction Technologist
- Senior Inspector
- Inspector

### Enforcement Action Plan

Transportation and Works staff notes that the new ROP by-law will be investigated and enforced as described below:

- Staff will investigate the complaint by conducting an inspection of the site and advising of the requirements under the ROP by-law.
- If a contravention is observed, staff will first seek compliance with the ROP by-law by notifying the offending party in writing of the contravention and applicable provisions of the ROP By-law. Notification will include specified timelines by which to resolve the contravention.
- Staff will then re-inspect to determine compliance with the ROP by-law. If the ROP by-law is being complied with, the matter will be documented as resolved. If determined that the ROP by-law is not being complied with, staff will attempt to gather sufficient evidence to issue a notice of contravention. The notice will include specified timelines by which to resolve the contravention.
- If there is continued non-compliance, staff will attempt to gather sufficient evidence to issue a charge for contravening the ROP by-law and/or not issue any additional permits to the Permit Holder until such time that the contravener is in compliance with the by-law.

The new ROP by-law provides staff with the mechanism to enforce the Action Plan described above to ensure compliance by Permit Holders, which is not clearly defined in the current By-law. With the new ROP by-law, staff will be better equipped to address non-compliance issues such as not adhering to proper traffic set-up to ensure safe passage of vehicles, cyclists and pedestrians, poor sod restoration, not properly protecting around an excavation (i.e. fencing around an open pit), or workers not wearing proper personal protective equipment (e.g. reflective vest, hard hat, etc.).

## **Financial Impact**

There will be no financial impact to the City.

## Conclusion

Staff from Transportation and Works (Works Operations and Maintenance) and Legal Services have developed a new ROP by-law to regulate construction works in the road rights-of-way within City of Mississauga through a system of permits. The new ROP by-law will clearly define permit requirements, ensure protection of City infrastructure and provide City staff with the tools to administer the By-law.

As part of introduction of the new ROP by-law, the existing Road Occupancy, Lot Grading and Municipal Services Protection Deposit By-Law 251-2012, as amended, will be repealed and a separate, but concurrent report to Council will deal with the standalone Lot Grading and Municipal Services Protection By-Law.

In addition, amendments to the 2020 User Fees and Charges By-law, Appointment By-law and Banners Policy are also required to facilitate the introduction of the new ROP by-law.



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

Prepared by: Leslie Green, P.Eng. Manager, Technical Services, Works Operations and Maintenance

City of Mississauga  
**Corporate Report**



<p>Date: May 27, 2020</p> <p>To: Mayor and Members of Council</p>	<p>Originator's files:</p>
<p>From: Gary Kent, CPA, CGA, ICD.D, Commissioner of Corporate Services and Chief Financial Officer</p>	<p>Meeting date: July 8, 2020</p>

## Subject

**Single Source Contract Authorization for Siemens Canada Limited for the Building Automation System (BAS) Renewals and Expansion at Edward J Dowling Transit Campus**

## Recommendation

1. That the Corporate Report entitled, "Single Source Contract Authorization for Siemens Canada Limited for the Building Automation System (BAS) Renewals and Expansion at Edward J Dowling Transit Campus" dated May 27, 2020 from the Commissioner of Corporate Services and Chief Financial Officer be received.
2. That the Purchasing Agent be authorized to award and execute a contract in the estimated amount of \$449,985 (pre-tax), including contingency of \$50,000, under PN 19780, with Siemens Canada Limited on a single-source basis for the Building Automation System (BAS) renewals and expansion at Edward J Dowling Transit Campus.

## Report Highlights

- Building Automation System is a technology solution that controls mechanical (HVAC) and lighting equipment in a building, and similar to any technology or electronic equipment, requires renewal due to the short life of electronic chips and advancing technology.
- City of Mississauga pre-qualified three (3) BAS vendors in order to better manage the maintenance and operation of the systems. Since then only these three vendor-specific systems have been installed in City's buildings through a competitive procurement process. In 2010 a Building Automation System provided by Siemens Canada Limited was installed at Edward J Dowling Transit Campus.
- Currently approximately 60% of the existing BAS (proprietary to Siemens Canada

Limited) hardware at Edward J Dowling Transit Campus is at the end of its life and it is also discontinued and no longer supported by Siemens. In addition there is a need to upgrade the limited software for the graphical user interface and to expand the BAS to the new mechanical equipment which will be installed as part of the life cycle replacement cycle.

- Originally the building automation system renewals and expansion was combined with various mechanical renewals at the campus for maximizing construction efficiencies and minimizing site disruptions, which included a single source retention of Siemens Canada Limited by a mechanical contractor through a competitive contract with the City.
- However labour, material, and construction schedule uncertainties around COVID-19 coronavirus disease resulted in low participation, high/uncompetitive bids, procurement cancellation due to bids being above budget, and construction deferral to 2021.
- Upon discussions with Siemens Canada Limited, the building automation system renewals and expansion scope can be separately executed this year through a single-source contract with a net savings of \$36,000 (pre-tax), which represents an approximately 8% saving on the original quoted value.
- It is recommended that the Purchasing Agent be authorized to award and execute a contract in the estimated amount of \$449,985 (pre-tax), including contingency of \$50,000, under PN 19780, with Siemens Canada Limited on a single-source basis for the BAS renewals and expansion at Edward J Dowling Transit Campus.

## Background

Building Automation System (BAS) is installed at City facilities as a technology solution to control mechanical (HVAC) and lighting equipment for energy efficiency and comfort. A competitive procurement process was conducted in 2005 to establish City Standard BAS selected vendors. Three (3) vendors were selected and approved by Council as City Standards, reference GC-0578-2005, including Siemens Building Technologies (now Siemens Canada Limited), Direct Energy Business Services (now Ainsworth Inc.) and Thermo Automation Canada (now Convergent Technologies). Since 2005, vendor-specific BAS have been installed in City buildings through a competitive procurement process between the three (3) vendors, including a Siemens Canada Limited BAS at Edward J Dowling Transit Campus installed in 2010.

Similar to electronic and IT equipment like computers, laptops, and cell phones, BAS have a fixed lifecycle of 10 years due to the short life of electronic chips and advancing technology. While an ongoing maintenance program on these systems often increases their lifecycle further, hardware, communication network, and software renewals become a necessity as a result of discontinued servicing on older products from the vendor. Lack of vendor servicing on the older products put the controlled systems at risk of failure.

## Present Status

The existing BAS at Edward J Dowling Transit Campus is a proprietary system that can only be serviced and renewed by Siemens Canada Limited. Approximately 60% of the hardware controllers across the campus have been discontinued and are no longer supported by the vendor. In order to ensure that the vendor can continue to support the BAS and that there is no risk of potential failure to the mechanical (HVAC) and lighting systems at the campus, renewal of approximately 60% of the existing system is required.

In addition, the existing software (graphical user interface) is old and contains several limitations, including the inability to set equipment schedules, data trending, and overrides over a web interface, and instead requires access to a single user licensed back-end software. Further, there is a need to drive energy efficiencies at the site by expanding the BAS to additional equipment.

## Comments

The BAS renewals and expansion scope for Edward J Dowling Transit Campus was originally planned to be executed alongside various mechanical renewals in order to maximize construction efficiencies and minimize site disruptions. For this purpose, a single construction tender package was created for competitive contractor procurement under a CCDC-2 contract. The package included single source retention of Siemens Canada Limited by a mechanical contractor to deliver the BAS renewal and expansion scope under the competitive CCDC-2 contract's cash allowance. Best value price from the vendor was ensured by comparing against the cost estimates developed the Engineer of Record for the project. Additionally, the price was also compared to replacing the entire BAS and competitively procuring a new BAS from all three (3) City Standard BAS vendors. By following the two approaches, staff have ensured that best price was obtained from the vendor. A letter from the Engineer stating the same has been included in Appendix 1.

The single construction tender package was issued on March 3rd, 2020. As a result of the outbreak of COVID-19 coronavirus disease, the Province of Ontario ordered a declaration of emergency on March 17th, 2020 and subsequently, all non-essential construction activity was halted by the Province of Ontario on April 5th, 2020. Bids closing for this contract followed on April 7th, 2020. Unfortunately, two bids higher than the project budget were received resulting in cancellation of the procurement and deferral of the project till 2021. The general labour

(safety protocols), material (currency exchange rate for goods purchased from US), and construction schedule (supply chain & transportation delays) uncertainties around the COVID-19 coronavirus conditions resulted in low participation and high/uncompetitive bids. Following this, staff discussed the option of Siemens Canada Limited acting as the Constructor to execute the BAS renewal and expansion scope only at Edward J Dowling Transit Campus, with a net project cost savings of \$36,000 and a slight revision to the original construction schedule. Due to the net savings available as a result of splitting the package and executing the BAS renewal and expansion scope, staff recommend that the Purchasing Agent be authorized to award and execute a contract with Siemens Canada Limited on a single-source basis for the BAS renewal and expansion scope at Edward J Dowling Transit Campus. The contract will be in the estimated amount of \$449,985 (pre-tax), including contingency of \$50,000.

Siemens Canada Limited is a Council approved vendor for the supply of City Standard BAS. In this case, staff recommend retaining Siemens Canada Limited to supply and undertake BAS renewal and expansion at the site. Siemens will be undertaking the site work on a single source basis as it is cost effective to do so. Council approval is required in accordance with the Purchasing By-Law #374-2006, Schedule A (1) (b) (iv) *The solicitation of competitive bids would not be economical to the City.*

## Financial Impact

As a result of splitting the tender package and executing the BAS renewal and expansion scope this year (while the mechanical renewals scope is deferred to 2021), there is a net savings of \$36,000 to the City (represents 8% of the vendor's original contract value). These savings are a result of labour cost savings of \$45,000 (pre-tax) that have been negotiated with the vendor due to their smaller than desirable work backlog. There will be an additional cost of \$9,000 (pre-tax) from the Engineer of Record in order to split the tender package and scope, and resulting additional construction site reviews. Table 1 shows the original, revised, and savings to the contract value as a result.

**Table 1: BAS Vendor's Original and Revised Contract Values**

Scope	Original	Revised	Savings
BAS Renewals and Expansion	\$444,985	\$399,985	\$45,000
BAS tie-in for Mechanical Renewals (to be deferred)	\$12,874	\$12,874	\$0
Split Tendering Consultant Costs	\$0	\$9,000	-\$9,000
Total Pricing	\$457,859	\$421,859	\$36,000

The budget for this request has previously been approved under the project's PN 19780. Therefore, there is no additional request for funds with this report and the revised contract value will amount to \$449,985 (pre-tax), including contingency of \$50,000.

## Conclusion

There is a need to renew the BAS at Edward J Dowling Transit Campus as a result of discontinued servicing on older hardware and communication network products from the vendor, and to avoid equipment failure causing disruptions to site services. Further, there is a need to renew the existing software (graphical user interface) and expand the BAS to additional equipment to drive further energy efficiencies. While the combined mechanical and controls renewal construction work was deferred to 2021 as a result of the uncertainties around the COVID-19 coronavirus conditions, staff is recommending that the BAS renewals and expansion scope be executed this year in order to obtain net project savings of \$36,000. For this purpose, staff recommend:

- That the Purchasing Agent be authorized to award and execute a contract in the estimated amount of \$449,985 (pre-tax), including contingency of \$50,000, under PN 19780, with Siemens Canada Limited on a single-source basis for the BAS renewal and expansion scope at Edward J Dowling Transit Campus, in accordance with the Purchasing By-Law #374-2006, Schedule A (1) (b) (iv).

## Attachments

Appendix 1 - Project 19780 – Edward J Dowling Transit Facility Mechanical System and Controls Renewal Controls Under Cash Allowance



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Gary Kent, CPA, CGA, ICD.D, Commissioner of Corporate Services and Chief Financial Officer

Prepared by: Sumeet Jhingan, P.Eng., CEM, LEED® AP BD+C, Energy Management Section,  
Facilities & Property Management

# **Appendix 1 - Project 19780 – Edward J Dowling Transit Facility Mechanical System and Controls Renewal Controls Under Cash Allowance**

March 8, 2020

Sumeet Jhingan  
Project Manager, Energy Management  
City of Mississauga  
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Mississauga, Ontario L5B 3C1

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Toronto, Ontario M2N 2Z4  
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## **RE: Project 19780 - Edward J Dowling Transit Facility Mechanical System and Controls Renewal Controls Under Cash Allowance**

The renewal project at the Edward J. Dowling Transit Facility involves various mechanical and controls upgrades. The existing controls system on site is Siemens. Siemens is one of three City prequalified controls vendors. The controls scope for this project involves a major renewal to approx. 60% of the existing controllers in the control system, as well as an expansion to the existing control system. The project is not replacing all existing controllers that are part of the control system.

Pricing has been received from Siemens for completing the work for the developed project scope as a cash allowance. The pricing received from Siemens pricing is comparable to cost estimates that were separately developed to assess costs for the project.

The alternative approach to cash allowance would be to list only Siemens within the design documents but not under cash allowance. This approach has been estimated as approximately 15% higher price than the current approach due to both Siemens and the bidding contractors increasing markups and management/oversight time.

The alternative approach to renew/expand the existing control system would be to replace the entire control system. This approach has been estimated at approximately 30% higher price than the current approach.

Developing the scope and pricing with Siemens is the most cost effective approach for the work. Siemens pricing for the developed scope and completing the work within this project has been assessed as fair value.

It is recommended to proceed with Siemens as a cash allowance under this project.

Please contact me should you have any comments or questions.



David Dengler, P.Eng.  
Building Innovation Inc.

City of Mississauga  
**Corporate Report**



<p>Date: May 22, 2020</p> <p>To: Chair and Members of Council</p> <p>From: Gary Kent, CPA, CGA, ICD.D, Commissioner of Corporate Services and Chief Financial Officer</p>	<p>Originator's files:</p>
	<p>Meeting date: July 8, 2020</p>

## Subject

**Single Source Procurement – Replacement of In-house Election Management Information System (EMIS) with Comprint Systems Incorporated Solution, File Ref. PRC001876**

## Recommendation

1. That Council approve the single source procurement of the Comprint Systems Incorporated (doing business as “DataFix”), including professional services, training and maintenance and support for a period of approximately seven (7) years to include the 2022 and 2026 Municipal Elections, as detailed in the Corporate Report entitled “*Single Source Procurement - Replacement of In-house Election Management Information System with Comprint Systems Incorporated Solution, File Ref. PRC001876*” dated May 22, 2020, from the Commissioner of Corporate Services and Chief Financial Officer (the “Purchase”).
2. That the Purchasing Agent or designate be authorized to execute all contracts and related ancillary documents with respect to the Purchase between the City of Mississauga (the “City”) and Comprint Systems Incorporated (doing business as “DataFix”) for an estimated amount of \$990,000 exclusive of taxes, subject to budget approval and in accordance with the City’s Purchasing By-law 374-06, as amended.
3. That the Purchasing Agent or designate be authorized to execute the necessary amendments with respect to the Purchase to increase the value of the contract between the City and Comprint Systems Incorporated (doing business as “DataFix”) for additional products, professional services, and maintenance and support; including additional features and modules from DataFix, for the purpose of facilitating the successful implementation and support of the DataFix solution, if the funding for such contract increase has been approved by Council.

## Report Highlights

- The City of Mississauga runs elections in accordance with the *Municipal Elections Act, 1996* (Ontario). The elections system and processes support the procedures for the elections, the associated candidate and voter information, and procedures for tallying and reporting of results for an estimated 450,000 registered Mississauga voters.
- The City's current Election Management Information System provides technology for the management of key elections processes including the voters' list, scheduling election workers, managing candidate nomination information, campaign finance information and reporting results.
- The City's current system has been in use for six (6) years and the City requires a system that reduces technology risks, aligns with current technologies, increases efficiencies for resource intensive processes, and increases support of the solution for continued business operations.
- There is a robust and cost effective solution from DataFix on the market that is utilised in a growing number of municipalities in Canada. This product has a comprehensive set of functionalities and a track record of excellent support to ensure business continuity.
- City staff recommends the single source procurement of the DataFix solution to support the City's Election Management for a contract period covering two (2) Election events.

## Background

The Election Office used the "Election Programme Information Centre" (EPIC) and web-portal application to coordinate and manage municipal elections. EPIC provides functionality for Election administration and management of the voters' list, election workers, polling locations, and candidates including information on financial filing and calculation of rebates.

The EPIC application and web portal was developed in-house by City staff as a replacement for the then legacy system and integrates with a public-facing web portal. EPIC was used in the 2014 Municipal Election, the 2015 Municipal By-Election, and 2018 Municipal Election. EPIC is built on a client-server based architecture. The electronic voters' list and financial campaign management portal components are web-based.

By the time of the 2022 Municipal Election, the system will have been in production for eight (8) years and the software and architecture will be at the end of useful life. The legacy technology will not be able to accommodate changes based on technology trends, evolving cyber-security requirements, and align effectively with emerging business requirements. This could put the City at risk for increased data integrity and security threats.

To ensure that the City continues to maintain efficiency, business continuity, data integrity and reduce security risks during the election process, a new Election Management Information

System (EMIS) is recommended to be implemented. Through the 2019 budget process, staff put forward a budget request to implement an Election Management System, which was approved by Council.

## Comments

The proposed vendor, Comprint Systems Incorporated (doing business as “DataFix”), is a Canadian company. The software solution is currently deployed in over 200 municipalities in Canada; including Brampton and Caledon. A competitive procurement process for the DataFix Solution was completed in 2017 by the City of Toronto (est. pop. 2.7 million), City of Vancouver (est. pop. 600,000) and the Province of Manitoba (est. pop. 842,000). The City of Mississauga can benefit from the competitive procurements that have taken place as these municipalities have already vetted the market. The procurement processes have determined that the DataFix product is a cost effective leader in the market.

The Cities of Toronto, Vancouver and the Province of Manitoba conducted competitive procurements for an Election Management Information System with varied requirements, and in each instance DataFix was selected as the leader. The competitive processes determined that DataFix was ahead of the other respondents in meeting the functional and technical requirements and also provided the best value for money in the area of pricing. Based on discussions with these Municipalities and Province, the City is satisfied with the level of service DataFix provided to these entities. DataFix demonstrated familiarity with legislative standards and procedures for Ontario’s municipal elections as well as considerations for privacy regulations. DataFix has confirmed that their solution is compliant with accessibility standards and data location practices.

Through discussions with other municipalities, staff has received positive feedback on DataFix software and support. The municipalities have indicated that this product has a more comprehensive set of features than their Canadian counterparts and the team possesses years of experience in the Election Management process. There are a number of suppliers in the Canadian market that provide partial functionality through one or a few modules. However, DataFix is the only supplier that possesses a comprehensive set of functionality into one product solution. The DataFix solution is to include functionality to support the following:

- Polling Station Management: to manage and record polling location information, allocation to voting days and assignment of workers and equipment.
- Worker Management: to manage the planning, onboarding, assignment, assessment of election workers.
- Voter List Management: to manage and maintain voter list information.
- Electronic Voters’ List: ability for election workers to electronically strike voters off the voters’ list on voting days; ability to edit, review and reconcile voters.
- Results Management: to manage approval for posting and reporting of results.

- Historical Data Access: to manage and store historical election data in keeping with City's Records Retention Policies.
- Candidate Management: for City staff to manage activities related to candidates, campaign financial filing, contributor rebate calculation; portal to access relevant documents and manage financial filing information.
- Other functions as required.

Staff have evaluated the DataFix proposal and assessed that the solution offered and the pricing proposed will be beneficial for the City. IT staff has vetted the solution and note that privacy and security and data location best practices are being followed. The solution will be reviewed through the Information Technology Architecture Review Board prior to being allowed to be put into production. Staff are recommending a single source implementation for the next two (2) municipal elections (2022, 2026), after which time a new procurement process will be conducted.

### **Purchasing By-law Authorization**

The recommendation in this report is made in accordance with Schedule "A" of the Purchasing By-law 374-06, Section 1 (b) (vii), wherein it states that, "The Goods and/or Services are available from more than one source, but there are good and sufficient reasons for selecting one supplier in particular, as follows: It is advantageous to the City to acquire the Goods and/or Services from a supplier pursuant to the procurement process conducted by another Public Body".

Legislative Services, Information Technology, Legal Services and Materiel Management staff will collaborate to establish the detailed requirements, negotiate the final arrangements and prepare the agreements.

### **Financial Impact**

There are no financial impacts resulting from the recommendation of this report. This project will be funded by the existing multi-year PN#19-642 approved in 2019 under parent# CPLS007082- Election Management Upgrade with a total budget of \$1,447,120 of capital funds. This report relates to the software portion of the budget.

Sufficient funding is available to complete the deployment of the software and any on-going additional operational costs will be addressed upon completion of the project and will be accommodated in the appropriate budget cycle for the 2030 Municipal Election. Cost proposed for the solution and additional development are reasonable as compared to costs for internal development and other projects with development costs.

Council	2020/05/22	5
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Description	Estimated Cost	Term
Software/System	\$590,000	Contract Term
New Development Costs	\$250,000	Contract Term
Professional and Support Services	\$150,000	Contract Term
<b>TOTAL (Capital)</b>	\$990,000.00	

Final costs for this software deployment and support will be determined during the negotiation and contract signing process and are estimated at \$990,000 for the contract term.

## Conclusion

An initial offer that represents good value for money has been received from DataFix and is currently under negotiation for software implementation and configuration, professional services, maintenance and support for a term of approximately seven (7) years covering two (2) election cycles. This report recommends that Council approve the purchase of DataFix EMIS solution on a single source basis, and authorize the Purchasing Agent to execute and issue all necessary contract documents and amendments in accordance with Purchasing By-law 374-06.

## Attachments

Appendix 1: Election Management Information System – Statement of Work

Appendix 2: Election Management Information System – Requirements




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Gary Kent, CPA, CGA, ICD.D, Commissioner of Corporate Services and Chief Financial Officer

Prepared by: Andrea Williams, Project Manager, Elections

## Election Management Information System – Statement of Work

The City of Mississauga (the City) is seeking to acquire a commercial off-the-shelf (COTS) Election Management Information System (EMIS) to increase the efficiencies of the activities conducted for election management and planning.

**Scope and Timing:** The deployment of the software/system solution for use will start in 2021 for use during the 2022 Election cycle. The vendor will provide professional and support services; and provide a solution to support the deliverables and business requirements summarised below.

**Deliverables:** The vendor will configure and develop agreed application and system functionality, provide training and user manuals, support mock election activities; participate in the development of the Transition to Operations Plan, provide project management services, technical support, guidance and recommendations on configuration of the deployed application modules. Deliverables may include but are not limited to Test/Training Environment, Production Environment, Module Development, Access to historical data, and Professional Services.

### Summary of Requirements (see Appendix 2 for details)

- Candidate Management
- Polling Station Management
- Worker Management
- Device Management
- Voter List Management
- Electronic Voters Book
- Results Management

**Summary of Costs:** The following outlines the pricing estimate based on the proposal received from DataFix. The DataFix software/system is estimated to be available for a total cost of approximately \$590,000; new development costs for City-specific items for \$250,000 and Professional Services and Support for \$150,000 over the term of the contract. This summary Statement of Work relates to a total estimated capital cost of \$990,000 for the project.

Description	Estimated Cost	Term
Software/System	\$590,000	Contract Term
New Development Costs	\$250,000	Contract Term
Professional and Support Services	\$150,000	Contract Term
<b>TOTAL (Capital)</b>	\$990,000.00	

## Election Management Information System – Requirements

### Functional Requirements (DRAFT)

<b>1-0</b>	<b>Candidate Management</b>
Ability for City staff to manage activities related to candidates including third party advertisers, campaign financial filing, contributor rebate calculation; Ability for candidates via portal to access relevant documents and manage financial filing information.	
	<b>Business Functional Requirement</b>
1-1	Manage registration, withdrawal and disqualification -functionality to add, modify, withdraw, disqualify nomination as needed.
1-2	Generate pre-built letter(s) and/or certificate(s) as required for candidates initial and final spending limits; Initial letter to be generated based on previous election voters list; Final letter to be generated based on current voters list.
1-3	Generate list of candidates for bulk communication inclusive of email addresses and phone numbers.
1-4	Calculate candidate spending limits, self-contribution limits and expression of appreciation limits.
1-5	Provide candidate detail file in agreed format to update voter tabulation system.
1-6	Functionality for City staff to capture and manage campaign financial information. Ability for City staff to manage information for candidates campaign: inventory; fundraising; contributors; contributions; income and expenses (loans, general spending limits etc.) and surplus and deficits.
1-7	Functionality for City staff to calculate rebate payments for contributors as per Rebate By-law. Include ability to identify multiple contributions made by the same contributor for any or all candidates is needed.
1-8	Interface with and/or provide a portal to provide real-time posting of information on candidates and third party advertisers such as the "who is running list".
1-9	Functionality for City staff to upload documents for candidate to view and access.
1-10	Interface with (or provide) online access for candidate(s) to view/download for their Ward/City the list of eligible voters, list of those who voted. At the end of each advanced poll day – a list of who has voted in the ward is provided to the candidate.
1-11	Interface with (or provide) online access for candidate(s) to view/download their Ward/City Map, letter(s), relevant procedures, guidelines etc.
1-12	Functionality for online access for candidates and third party advertisers to add details on campaign financial filing information and to generate financial statement as prescribed in the legislation; Ability to manage information for their campaign: inventory, fundraising, contributors, contributions, income and expenses, surplus and deficits. Generate financial statements and supplementary statements.
1-13	Interface with (or provide) portal to post approved Financial Statement, Notices of Extension and Supplementary Statements.
1-14	Functionality to manage, report and post information related to third party advertisers.
<b>2-0</b>	<b>Polling Location Management</b>

Ability to manage and record polling location information, allocation to voting days and assignment of workers and equipment.	
	<b>Business Functional Requirement</b>
2-1	Record, amend and or void polling location information inclusive of Ward, name, polling sub (if required, location, contact information, type of Ability, suitability of use, address, etc.)
2-2	Add, edit and remove election event days and other events.
2-3	Assign locations to event days and adjust as needed.
2-4	Functionality to support both polling subs and vote anywhere assignment options - Vote anywhere in your Ward; vote anywhere in the City.
2-5	Interface with or provide data for GIS mapping solution to provide Polling Location maps (Ward maps, City maps) and Street Index.
2-6	Generate list of polling location information for input to voter tabulation system in agreed format.
2-7	Assignment of election worker roles and quantity needed for each location. Validate against the amount of workers for each role at each location.
2-8	Interface with (or provide an) interactive GIS/Map to identify the closest location to the election worker's residence for assignment of the election worker.
2-9	Provide functionality for recording and tracking assignment of election equipment and quantity to each location.
2-10	Interface with (or provide a) portal to display polling locations by Ward and event.
2-11	Interface with (or provide a) portal to display real-time voter strike-off activity per location on event days.
<b>3-0</b>	<b>Workers Management</b>
Ability to manage the planning, onboarding, assignment, assessment of election workers; inclusive of the ability to generate payment information for election workers in all positions for the election event. Also included is the ability to import and retain historical information for recall or denial of worker assignment for successive elections. Election worker portal for access to job application, training days and online training.	
	<b>Business Functional Requirement</b>
3-1	Ability for potential worker to complete job application online.
3-2	Manage employment process through tracking application, approval, withdrawal and exit of election worker.
3-3	Assign, de-assign and modify assigned election role and location assignment. Validate against roles and quantity needed for each location.
3-4	Interface with a mapping system that identifies the closest polling location(s) to a workers home address for assignment.
3-5	Generate pre-built letter(s), notices, packages for election workers.
3-6	Integrate to provide functionality for uploading City staff information for ease of registration and payment.
3-7	Assign/de-assign election worker to voting days and polling locations.
3-8	Assign/de-assign election worker to equipment.
3-9	Ability to record, edit and remove training days and training location for worker assignment based on role/function of worker.
3-10	Ability for City staff to assign/de-assign election worker to training location and training

	days.
3-11	Ability to add, edit and delete payment rates and fees by worker role/function and event days.
3-12	Interface (or provide) portal for workers access to register/deregister for training.
3-13	Interface (or provide) portal for workers to have access to internal online training portal after portal login.
3-14	Interface (or provide) portal for workers access to Election and City policies for reading and agreement where needed. This is a requirement prior to registering for training.
3-15	Generate list of workers with contact information for bulk communication based on worker category, location, Ward, event day, etc.
<b>4-0</b>	<b>Device Management</b>
	Ability to manage and maintain the addition, removal, assignment, replacement and maintenance status of the equipment and/or devices.
	<b>Business Functional Requirement</b>
4-1	Maintain information on equipment inclusive of type, serial number, unique identifier and status.
4-2	Add/edit and remove equipment as required.
4-3	Update equipment information for maintenance, usability and assignment status.
4-4	Assign/de-assign equipment to location, worker and event days.
4-5	Ability to generate distribution/return listing for equipment for signature.
4-6	Record/edit worker receipt and return of equipment via barcode scan.
4-7	Record/edit equipment re-assignment/replacement throughout the election event.
4-8	Generate listing/tags for labelling of equipment to include location, election event and date, equipment id/serial number, barcode.
4-9	Interface with barcode scanner for identification of equipment for ease of distribution and receipt.
4-10	Ability to view "real-time" display of users usage of application and/or laptop for each location.
<b>5-0</b>	<b>Voters List Management</b>
	Ability to manage and maintain voters list information.
	<b>Business Functional Requirement</b>
5-1	Upload voters list from MPAC.
5-2	Identify anomalies and/or clean the voters list.
5-3	Interface with (or upload data from ) in-house address databases to provide functionality to confirm/cleanup of addresses.
5-4	Access to modify voter's data where required for clean-up.
5-5	Update voters list using updated MPAC file.
5-6	Generate information for (or provide) voters notification card or letter with barcode.
5-7	Generate information for (or provide) manual voters list.
5-8	Generate/provide eligible voters list per Ward for candidates.
5-9	Generate/provide list of those who voted per Ward for candidates.
5-10	Access to voters to verify information on voters list and request modification.
5-11	Generate candidate final campaign spending limit letters based on number of eligible

	voters.
<b>6-0</b>	<b>Electronic Voters Book</b>
Election worker functionality to strike-off voters list on event days electronically; Ability to edit, review and reconcile voters.	
	<b>Business Functional Requirement</b>
6-1	Election worker add, edit or remove voter information and strike-off based on security profile.
6-2	Secure access to offline Electronic voters book.
6-3	Ability for each election worker to reconcile ballots that they have distributed against voters struck off.
6-4	Ability to broadcast messages to all election workers.
6-5	Ability to allow only voters for that polling sub or Ward to vote at that location.
6-6	Ability to view map of strike-off progress "real-time" on election event days.
6-7	Add/Assign/Re-assign workers to polling locations as needed on the day of the event.
6-8	Interface with barcode scanner to read voters card/letter information and retrieve voters details.
6-9	Ability for election worker to print revision forms on demand for signing
6-10	Ability for elector to sign on signature pad for revisions
6-11	Ability for election worker to print ballot on demand for elector
6-12	Ability to interface with ESS application to print card for identification of elector ballot in the VoterExpress devices
<b>7-0</b>	<b>Results Management</b>
Ability to manage approval for posting of results and reporting	
	<b>Business Functional Requirement</b>
7-1	Ability to upload results from the voting tabulator system in the agreed file format, once results are received.
7-2	Functionality to view and approve results before posting.
7-3	Functionality to merge results for locations with two tabulators in official results report.
7-4	Generate official results (summary and detail) report for review, sign off.
<b>8-0</b>	<b>Other Requirements</b>
	<b>Business Functional Requirement</b>
8-1	Ability to generate adhoc reports (summary or detail) as required.
8-2	Functionality to upload data from previous system; for example: Equipment data, location information, election worker.
8-2	Ability to filter, sort or design reports as needed.
8-3	Generate summary statistics as needed.
8-4	Ability to provide and/or retrieve GIS based reporting information and/or integrate with GIS based applications.
8-5	Ability for internal users to configure various application parameters.
8-6	Ability to manage and store historical election data for multiple events whereby historical elections' data are isolated from each other and each individual election data

	can be set separately as web accessible or not, active or not, and editable or not.
8-7	Ability to access and/or extract historical data in a usable format as needed for analysis and reference.
8-8	Secure and separated user access to historical election data. Each individual election year event data to have its own user security system.
8-9	Provide/interface for monitoring, on election event days, the electronic voters book devices uptime and connections.
8-10	Provide functionality to calculate and/or validate values as per legislation.
<b>9-0</b>	<b>Additional Portal/GIS Functional Requirements</b>
	Additional requirements for portal/GIS functions
	<b>Business Functional Requirement</b>
9-1	Interface (provide information for) with "Where do I vote" page - with map to provide direction to polling location.
9-2	Design portal to comply with City's communication standards and requirements.
9-3	Integrate/connect with City portal as required to provide information as needed.
<b>10-0</b>	<b>Candidate e-Receipts for Rebate Program</b>
	<b>Business Functional Requirement</b>
10-1	Functionality for City staff to record candidate's decision to opt in to the rebate program
10-2	Functionality to record/track receipt numbers issued to candidates
10-3	Functionality for Candidate to access the Portal to record contribution details and receipt number with an option to email the receipt to the contributor.
10-4	Functionality for Candidate to access the Portal to record contribution details and generate an e-receipt for printing or emailing to contributor.
10-5	Ability to distinguish between electronic and paper receipts
10-6	Ability to track emailed receipts

## Technical Requirements

<b>11-0</b>	<b>General Requirements</b>
	<b>Technical Requirement</b>
11-1	Data to be encrypted at rest and during transmission.
11-2	Solution must integrate with City's on-prem Active Directory (ADFS/SAML) however single-sign-on would be a nice-to-have functionality that improves user experience for City staff access.
11-4	Provide annual statistical reports on production system uptime once deployed; report quarterly in an Election event year.
11-5	Ability to access test environment for validation and user acceptance testing.
11-6	Ability to access training environment for training, as required.
11-7	Data is to be stored/hosted/backed-up in Canada - Applicable to all business partners storing City data.
11-8	Backup of the system (servers, database, etc.) is done daily, at a minimum.
11-9	Ability to extract/export data as required in a usable non-proprietary format.
11-10	Ability to backup/extract data in a usable, non-proprietary format for storage on City facility at the end of the Election cycle and/or Contract; To support compliance with

	City's retention policy.
11-11	Compliance under MFIPPA or equivalent act for the collection, storage and/or access to personal information.
11-12	Following the end of the Agreement at the City's request the Vendor will delete or overwrite/purge the City's data remaining on servers hosting the Cloud Service and provide the City evidence.
11-13	Upon request of the City, the Vendor will provide written confirmation that all information has been destroyed. Retained data is subject to the confidentiality provisions of the Agreement.
11-14	Solution must have the ability to retain data as per City's retention policy post-election and subscription for 4 years or until the next Election event whichever is sooner.
<b>12-0</b>	<b>Performance and Availability</b>
	<b>Technical Requirement</b>
12-1	Solution has a 99.99% uptime with a corresponding service level agreement.
<b>13-0</b>	<b>Infrastructure and Application Support</b>
	<b>Technical Requirement</b>
13-1	Provide infrastructure and application support with guaranteed response times as follows: 1. Pre-Election Period - 60 minutes; Between 08:00 and 17:00; 5 days per week 2. Pre-Advance Voting period- 60 minutes; between 08:00 - 20:00; 7 days per week 3. Critical Election period - 15 minutes; between 06:00 and 24:00; 7 days per week 4. Post-Election period - 60 minutes; between 08:00 and 20:00; 5 days per week
13-2	Ability to access data via reporting tools for analytics.
13-3	Ability to integrate with City's internal systems ( <i>as per Appendix 1 - Functional Requirements</i> ) via APIs.
13-4	Ability to customize and personalize the application components, specifically the portal and electronic voters book.
13-5	Adherence to AODA accessibility standards.
<b>14-0</b>	<b>Security</b>
	<b>Technical Requirement</b>
14-1	Ability to restrict access to the application based on geographical location and/or IP address range.
14-2	Application RESTful
14-3	City's data is segregated from other tenant's data.
14-4	Provision of audit/transaction files on a per tenant basis.
14-5	In the event of an eDiscovery/FOI request, and /or legal obligations relating to the City's data, the Vendor will cooperate with the City and provide necessary information to comply with the City's needs and applicable policies with respect to handling of the City's data.
14-6	Ability to preserve metadata if data is migrated into and out of the system.

City of Mississauga  
**Corporate Report**



<p>Date: June 11, 2020</p>	<p>Originator's files:</p>
<p>To: Mayor and Members of Council</p> <p>From: Geoff Wright, P.Eng, MBA, Commissioner of Transportation and Works</p>	<p>Meeting date: July 8, 2020</p>

## Subject

**Traffic Calming (Ward 10)**

## Recommendations

1. That the report from the Commissioner of Transportation and Works, dated June 11, 2020 and entitled "Traffic Calming (Ward 10)" be approved.
2. That the report from the Commissioner of Transportation and Works, dated June 11, 2020 and entitled "Traffic Calming (Ward 10)" be referred to the Mississauga Traffic Safety Council, Cycling Advisory Committee and the Mississauga Road Safety Committee for information.

## Report Highlights

- Three roadways where traffic calming is warranted were selected from a prioritized list of locations within Ward 10.
- Ward 10 Special Project funding is being utilized for the implementation of physical traffic calming on Lisgar Drive, Tacc Drive, and Osprey Boulevard.
- No concerns have been raised from emergency services or MiWay regarding the proposed traffic calming measures.

## Background

The Traffic Services and Road Safety Section regularly conducts reviews regarding speeding, aggressive driving, and traffic infiltration on City roadways which includes the collection of speed and volume data.

Once a speeding concern is identified, Road Safety staff utilize a number of passive traffic calming techniques to reduce vehicle operating speeds. These passive traffic calming measures can include the implementation of painted edge/centre lines, the use of a speed awareness device and enforcement.

If an ongoing identified concern cannot be resolved through other more passive traffic calming measures, Road Safety staff will evaluate the location against the criteria outlined in the Traffic Calming Policy 10-09-03. If a location does qualify based on the criteria outlined in the policy, it will be prioritized on a list of traffic calming locations.

Staff provided a prioritized list of locations within Ward 10 where traffic calming was warranted to identify opportunities to utilize Ward 10 Special Project funding. The three eligible traffic calming locations were selected for physical traffic calming measures:

- Lisgar Drive between Doug Leavens Boulevard and Beacham Street (Appendix 1)
- Tacc Drive between Freshwater Drive and Tenth Line West (Appendix 2)
- Osprey Boulevard Between Saltmarsh Court and Nighthawk Trail (Appendix 3).

### **Lisgar Drive**

Traffic data collected along Lisgar Drive is as follows:

Lisgar Drive	Posted Speed (km/h)	Fall 2019
		85th Percentile Speed (km/h)
Indigo Crescent and Berryman Trail	40	63

Based on the results of the speed studies, Lisgar Drive between Doug Leavens Boulevard and Beacham Street would benefit from the implementation of traffic calming. Lisgar Drive between Doug Leavens Boulevard and Derry Road West is scheduled to be resurfaced in 2020, and the traffic calming installations will be accommodated within the scheduled work.

### **Tacc Drive**

Traffic data collected along Tacc Drive is as follows:

Tacc Drive	Posted Speed (km/h)	Spring 2018
		85th Percentile Speed (km/h)
Between Tenth Line West and Trailbank Drive	40	56

Based on the results of the speed studies, Tacc Drive between Freshwater Drive and Tenth Line West would benefit from the implementation of traffic calming.

### **Osprey Boulevard**

Traffic data collected along Osprey Boulevard is as follows:

Osprey Boulevard	Posted Speed (km/h)	Summer 2019
		85th Percentile Speed (km/h)
Between Saltmarsh Court and Prairie Circle	40	50

Based on the results of the speed studies, Osprey Boulevard between Saltmarsh Court and Prairie Circle would benefit from the implementation of traffic calming.

### **Comments**

Once candidates for the installation of physical traffic calming measures were identified, preliminary plans for the neighbourhood were developed. Staff considered different types of traffic calming devices and overall roadway characteristics to achieve operating speeds, which are consistent with the posted speed limit. These factors include traffic calming type, spacing, layout and impacts the installation of physical traffic calming devices may have on local residents and City services.

### **Public Consultation**

To determine the level of support and to refine the traffic calming plan for the neighbourhood, notification of the proposed projects was sent to directly-affected residents and a virtual public engagement session was conducted by the Councillor. Arrangements were made to provide residents with the opportunity to discuss issues with Councillor's office and City staff. The results of the virtual public engagement consultations are as follows:

- Lisgar Drive - 74% of respondents were supportive of the proposed measures along Lisgar Drive. These measures include a series of speed cushions that will be installed between Doug Leavens Boulevard and Beacham Street.
- Tacc Drive – 87% of respondents were supportive of the proposed measures along Tacc Drive. These measures include a series of speed cushions that will be installed between Freshwater Drive and Tenth Line West.
- Osprey Boulevard – based on previous consultation with the neighbourhood, a virtual public engagement session was not deemed necessary for this project. Notification of the proposed traffic calming was sent to directly affected residents. These measures

include a series of speed cushions that will be installed between Saltmarsh Court and Prairie Circle.

In consultation with the local Ward Councillor, the decision was made to pursue the installation of physical traffic calming measures on Lisgar Drive, Tacc Drive and Osprey Boulevard.

Staff provided the revised concept plans to all emergency services and MiWay and no concerns have been raised regarding the proposed traffic calming.

## Financial Impact

On May 22, 2019, a motion was passed by Council to establish capital projects up to a total amount of \$2 million per ward to be used at the discretion of each local Councillor for infrastructure projects.

The estimated cost for the installation of physical traffic calming measures on Lisgar Drive and Tacc Drive is \$50,000 and can be accommodated within PN#A19200.

The estimated cost for the installation of physical traffic calming measures on Osprey Boulevard is \$10,500 and can be accommodated within PN#A20199.

## Conclusion

There is sufficient interest from local area residents, as well as support from the affected Ward Councillor, for the implementation of physical traffic calming measures on Lisgar Drive, Tacc Drive, and Osprey Boulevard.

## Attachments

Appendix 1: Location Map – Lisgar Drive between Doug Leavens Boulevard and Beacham Street (Ward 10)

Appendix 2: Location Map – Tacc Drive between Freshwater Drive and Tenth Line West (Ward 10)

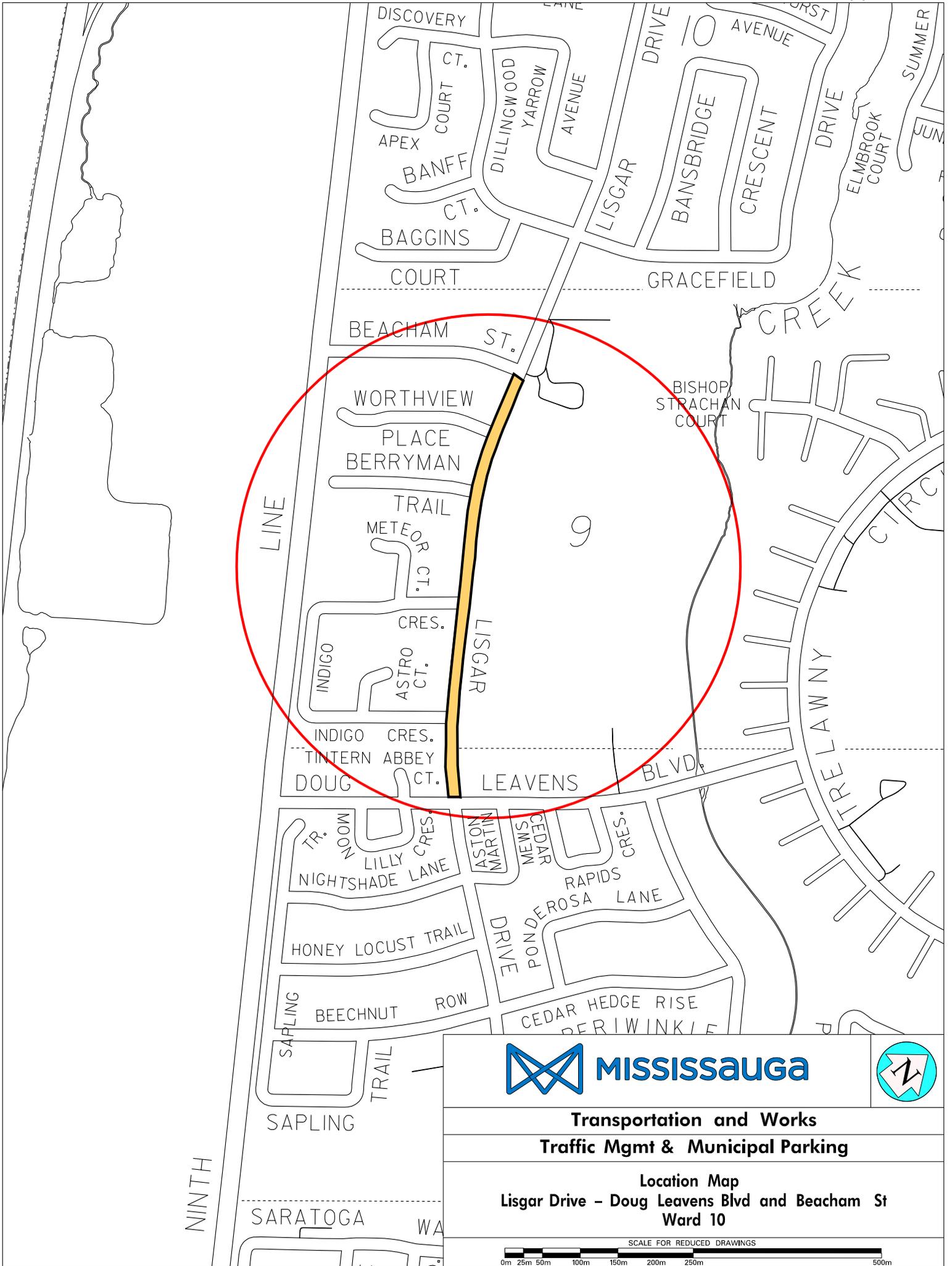
Appendix 3: Location Map – Osprey Boulevard Between Saltmarsh Court and Prairie Circle (Ward 10)



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

Prepared by: Khulud Sheeraz, Road Safety Technician



**MISSISSAUGA**



**Transportation and Works  
Traffic Mgmt & Municipal Parking**

**Location Map  
Lisgar Drive - Doug Leavens Blvd and Beacham St  
Ward 10**

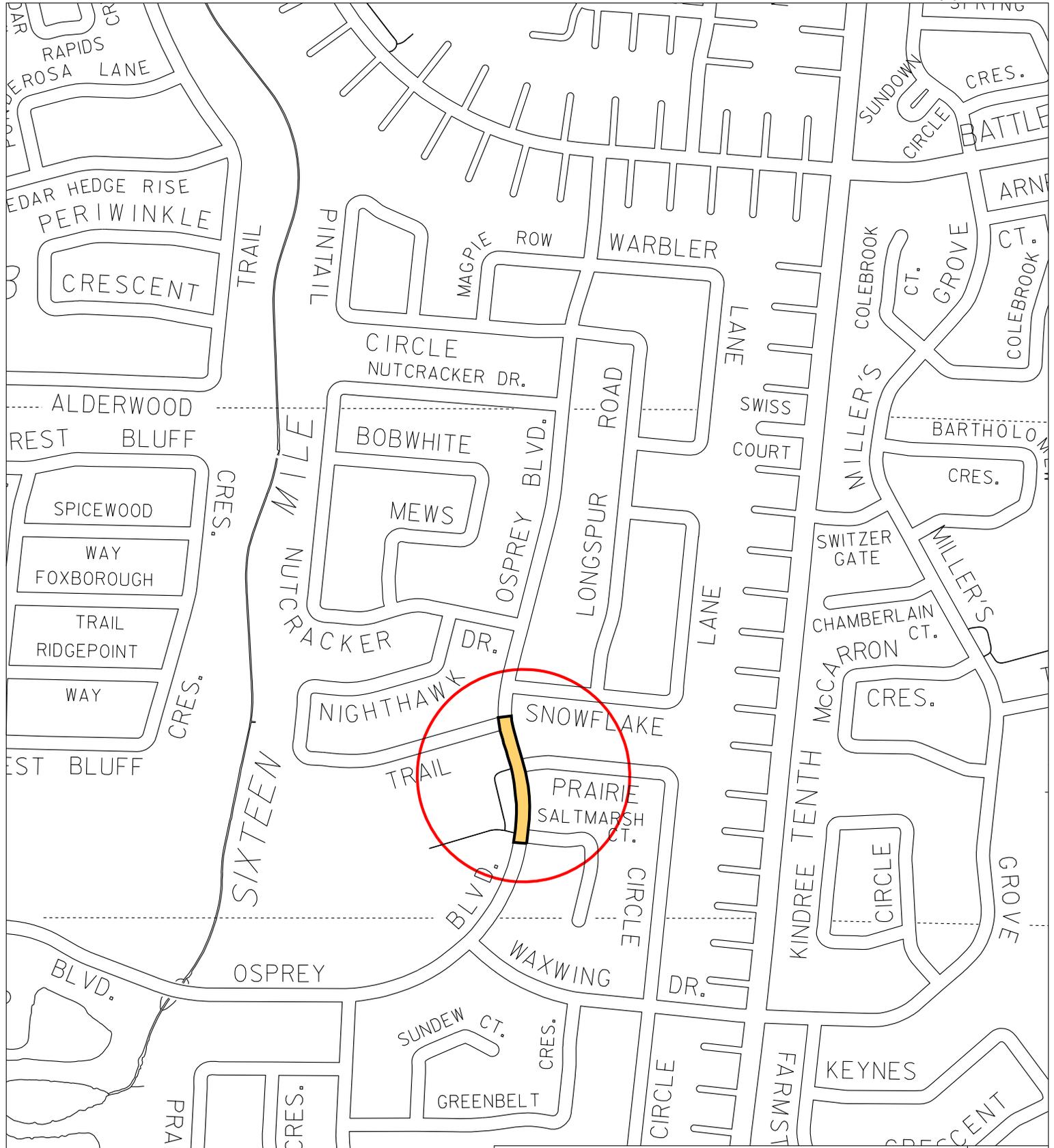




**Transportation and Works  
Traffic Mgmt & Municipal Parking**

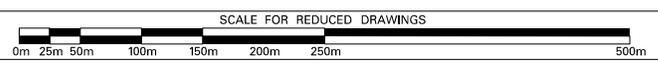
**Location Map  
Tacc Drive - Freshwater Drive and Tenth Line West  
Ward 10**





**Transportation and Works  
Traffic Mgmt & Municipal Parking**

**Location Map  
Osprey Boulevard – Saltmarsh Court and Nighthawk Trail  
Ward 10**



Date: June 18, 2020	Originator's files:
To: Mayor and Members of Council	
From: Geoff Wright, P.Eng, MBA, Commissioner of Transportation and Works	Meeting date: July 8, 2020

## Subject

**Transitway Access Permit By-Law**

## Recommendation

1. That a new Transitway access permit by-law be established to regulate temporary access to and within the Mississauga Transitway.
2. That a by-law be enacted to amend section 9 of By-Law 0025-2015 (to appoint City Employees and Municipal Law Enforcement Officers for the purposes of enforcing Municipal By-Laws) to identify the persons who are employed by the City's Transportation and Works Department for the purposes of enforcing the new Transitway access permit by-law, as outlined in Recommendation #1.

## Report Highlights

- Staff from Transportation and Works (MiWay, Works Operations and Maintenance) and Legal Services have developed a new Transitway access permit by-law ("Transitway access by-law") to permit temporary access to and within the Mississauga Transitway through a permit. The new Transitway access by-law will clearly define permit requirements, ensure no impacts to existing Transitway levels of service and provide City staff with the tools to administer and enforce the by-law.
- Amendments to the existing Appointment By-Law 0025-2015 is required to facilitate the introduction of the Transitway access by-law.

## Background

The Road Occupancy, Lot Grading and Municipal Services Protection Deposit By-Law 251-12, as amended, was enacted in 2012 (the "current by-law"). The current by-law provides the City with the authority to regulate construction in the right-of-way, as well as the alteration of lot grading, through a system of permits and security deposits; however, staff review of the current by-law noted that it does not address City needs for regulation of construction within the City

right-of-way. As a result, staff determined that a new standalone by-law for Road Occupancy Permits should be created.

During a review of the current by-law, it was identified by MiWay that the by-law does not include any related provisions that address and permit temporary access to and within the Transitway. Furthermore, MiWay plans to introduce a new permit in 2020 to address the issue of external agencies and their contractors who are utilizing the Transitway to temporarily access their infrastructure and/or properties without permission from MiWay.

As a result, a new standalone by-law is required to provide the City with the authority to regulate temporary access to and within the Transitway through a permit process.

## Comments

### New Transitway Access By-Law

Staff from Transportation and Works (MiWay, Works Operations and Maintenance) and Legal Services have developed a new Transitway access by-law for the purpose of regulating access to and within the Transitway through a permit. The new Transitway access by-law addresses:

- Requirements when applying for a permit.
- Ensuring minimal disruption to the operation of the Transitway and that there are no impacts to existing levels of service.
- Authorization to enforce the Transitway access by-law to ensure its compliance including the authority to suspend a permit, revoke a permit, issue an order, or lay a charge.

### Appointment By-law Amendment (0025-2015)

In order for City staff to enforce the new Transitway access by-law, a number of staff members require appointment as Municipal Law Enforcement Officers. The following positions will be appointed as Municipal Law Enforcement Officers to enforce the Transitway access by-law:

- Commissioner, Transportation and Works
- Director, Transit
- Manager, Service Development
- Supervisor, Transit Infrastructure Management
- Transit Enforcement Officer

### Enforcement Action Plan

Transportation and Works staff notes that the new Transitway access by-law will be investigated and enforced as noted below:

- Staff will investigate the complaint by conducting an inspection of the site and advising of the requirements under the Transitway access by-law.
- If a contravention is observed, staff will first seek compliance with the Transitway access by-law by notifying the offending party in writing of the contravention and applicable

provisions of the Transitway access by-law. Notification will include specified timelines by which to resolve the contravention.

- Staff will then re-inspect to determine compliance with the Transitway access by-law. If the Transitway access by-law is being complied with, the matter will be documented as resolved. If determined that the by-law is not being complied with, staff will attempt to gather sufficient evidence to issue a notice of contravention. The notice will include specified timelines by which to resolve the contravention.
- If there is continued non-compliance, staff will attempt to gather sufficient evidence to issue a charge for contravening the Transitway access by-law and/or not issue any additional permits to the Permit Holder until such time that the contravener is in compliance with the by-law.

## Financial Impact

There will be no financial impact to the City.

## Conclusion

Staff from Transportation and Works (MiWay, Works Operations, Maintenance) and Legal Services have developed a new Transitway access by-law to permit temporary access to and within the Mississauga Transitway through a permit. The new Transitway access by-law clearly defines permit requirements, ensures no impacts to existing Transitway levels of service and provides City staff with the tools to administer and enforce the by-law.

Amendments to the current Appointment By-Law 0025-2015 is required to facilitate the introduction of the Transitway access by-law.



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

Prepared by: Alice Ho, P.Eng., Project Leader, Transit Priority

City of Mississauga  
**Corporate Report**



<p>Date: June 30, 2020</p> <p>To: Chair and Members of Council</p>	<p>Originator's files:  T-M15/004 W5  OZ-15/008 W5</p>
<p>From: Andrew Whittemore, M.U.R.P., Commissioner of Planning &amp; Building</p>	<p>Meeting date:  July 8, 2020</p>

## Subject

**Development Application Status and Enforcement of Property Standards  
3233 Brandon Gate Drive  
North of Brandon Gate Drive and East of Netherwood Road  
Owner: Your Home Developments (Brandon Gate) Inc.**

## Recommendation

That the report titled "Development Application Status and Enforcement of Property Standards", dated June 30<sup>th</sup>, 2020 from the Commissioner of Planning and Building, be received for information.

### Report Highlights

- Property located at 3233 Brandon Gate Drive was the subject of official plan amendment, rezoning and draft plan of subdivision applications to permit a 3 storey mixed use building and 26 semi-detached homes. The applications were approved subject to conditions of approval, including removal of an "H" – Holding Symbol from the property.
- Since receiving planning approvals, the development has not significantly advanced in either the required remediation work or the planning process and the visual appearance of the property has deteriorated.
- Staff have reviewed the *Planning Act*, the *Environmental Protection Act*, the Ontario Building Code, the City Building By-law, the Property Standards By-law, Public Nuisance By-laws, and Fencing By-law to investigate ways to compel proponents to advance their planning approvals in an expeditious manner in order to avoid derelict construction sites.
- Staff recommend that the City continue to enforce the Property Standards By-law where applicable and allow the proponent to continue to remediate the site.

## Background

On June 17, 2020, Council directed staff to investigate means to ensure that development applications proceed in an expeditious manner following Council approval and do not result in derelict construction sites for extended periods of time. This report responds to Council direction in the context of the development proposal at 3233 Brandon Gate Drive. While the environmental issues at 3233 Brandon Gate Drive are unique to the site, the legislative and regulatory tools available with respect to other development sites across the City are similar.

The property located at 3233 Brandon Gate Drive was previously occupied by a neighbourhood commercial plaza that was demolished in the spring of 2017 (Demolition Permits issued April 3, 2017). Since the commercial plaza was demolished, the applicant has engaged in site remediation works but the property has visually deteriorated. The property was the subject of official plan amendment, rezoning and a draft plan of subdivision applications under Files OZ 15/008 W5 and T-M15004 W5. Council approved the applications on July 5, 2017. Through the approval of Official Plan Amendment 62, the property is now designated **Residential Low Density I and Mixed Use – Special Site 4** in the Malton Neighbourhood Character Area. The property is now zoned **H-C4-68** (Mainstreet Commercial – Exception) and **H-RM2-59** (Semi-detached – Exception) which permits a three storey mixed use building and 26 semi-detached homes, subject to the removal of an “H” – Holding provision.

In order to remove the “H” – Holding Symbol from the property, the proponent must submit a satisfactory Record of Site Condition (RSC) and final environmental report confirming that the lands have been remediated and an executed Section 37 (Community Benefits) Agreement. The applicant has not submitted an application to remove the “H” Holding Symbol or met any of the conditions to be addressed prior to the preparation of a report or By-law to be presented to Council for approval.

Although a Section 37 (Community Benefit) agreement was reached with the applicant, the City has not received copies of the executed agreement or the agreed upon sum. Details of this agreement are contained within the Section 37 Community Benefit Report that was approved by Planning and Development Committee (PDC) on June 11, 2018.

The associated plan of subdivision received draft plan approval from the Commissioner of Planning and Building on August 23, 2017 subject to conditions of approval. The conditions of draft plan approval contain a sunset clause that enables the Commissioner to extend, revoke or revise draft plan approval and the conditions thereof at the end of 3 years. All conditions of draft plan approval must be met by the applicant before the plan is released for registration.

The applicant has commenced efforts to remediate contamination on the subject lands but has not concluded the process. Although the applicant has commenced the engineering review process, they have not resubmitted plans since the City last provided comments in March 2019.

## Present Status

On Wednesday, June 17, 2020, City of Mississauga Compliance, Licensing and Enforcement Officers attended the subject property and documented piles of dirt and construction debris, garbage, metal tanks and drums as well as long grass and weeds. Officers issued two Notices of Contravention pursuant to the City's Property Standards By-law 654-98 related to long grass (compliance date June 24, 2020) and debris and litter (compliance date July 17, 2020). As of the writing of this report, the landowner has complied with the Notice of Contravention related to the long grass and weeds.

Chlorinated volatile organic compounds (Cl-VOC's) that exceed Ministry of the Environment, Conservation and Parks standards have been detected in on-site groundwater. The Cl-VOC's appear to be related to a historic dry cleaning operation located on-site in the commercial plaza. The proponent of the development advises that environmental remediation work has proceeded intermittently and will restart again in the next few weeks. The proponent has committed to provide the City with the most recent groundwater sampling results from a qualified environmental consultant. These results will be reviewed upon receipt by Environmental Services staff in the Transportation and Works Department to assess the environmental condition of the property and viability of the remedial work plan and timeline. Staff will be able to more appropriately determine next steps upon receipt of the aforementioned results.

## Comments

Staff investigated several legislative and regulatory controls in response to Council's concerns regarding the subject property as well as the status of development approvals.

### Planning Legislation

#### Official Plan Amendment and Rezoning Approvals

The *Planning Act* prescribes timelines for municipalities to review and approve planning applications. Once an application has been approved and the associated appeal period has expired, the pace at which a development proposal proceeds is largely driven by the proponent.

The City of Mississauga has historically required that an implementing zoning by-law be enacted within 18 months from the date a rezoning or official plan amendment is endorsed by Council. If a by-law is not approved within this time frame, the decision of Council can be considered null and void and the applicant is required to resubmit a new development application. When an applicant is unable to complete all or some of the conditions of approval within the 18 month timeframe, they typically submit a request to –the Commissioner of Planning and Building to grant an extension. Due to shortened timeframes prescribed by the *Planning Act*, planning staff have begun to utilize “H” Holding provisions to protect the City from potential non-decision appeals. This process also provides certainty to applicants with respect to land use permissions and allows a development proposal to move forward faster. With respect to the subject property, an implementing by-law with an “H” – Holding Symbol was approved by Council on July 5, 2017. Therefore, the zoning of the lands are considered final,

subject only to the applicant fulfilling the remaining conditions and having Council consider and approve a by-law to remove the “H” – Holding Symbol.

#### Draft Plan of Subdivision Approvals

Once Council approves a draft plan of subdivision application, the Commissioner of Planning and Building can issue draft plan approval subject to conditions identified by commenting departments and agencies. Draft plan approval is valid for 36 months. Depending on the language of the conditions of approval, the Commissioner can revoke or change conditions of approval at any time during the 36 month approval period, or, once the approval period has concluded. When an applicant is unable to meet the 36 month timeframe, they typically submit a request to the Commissioner to grant an extension.

With respect to the subject property, the conditions of approval are written such that the Commissioner cannot revoke draft plan approval or change conditions thereof until the 36 month approval period has concluded. In this case, the draft plan approval is set to expire on August 23, 2020. Options available to the City at this time include revoking the approval, extending the approval, or extending the approval while changing the conditions of approval. With that said, the City is under no obligation to reissue conditions of approval following the conclusion of the 36 month approval period. At this time, staff do not recommend revoking draft plan approval as this will set the development proposal further back in the planning process and result in additional construction delays.

The City cannot use conditions of draft plan approval to compel an applicant to remediate a site within a set amount of time because the environmental remediation process falls under the jurisdiction of the Ministry of Environment, Climate and Parks and is subject to Ministry processes and procedures that at times may not align with the City’s planning process.

The City can use conditions of draft plan approval to require a property be fenced, but only with respect to site security and safety, and not with respect to aesthetics.

#### **Ontario Building Code Act and the Building By-law**

The City uses the Ontario Building Code Act to ensure that properties are appropriately fenced when building or demolition permits are issued. The City’s Building By-law 251-13 stipulates that where a construction or demolition site presents a hazard to the public, the Chief Building Official (CBO) can require, by Order, the erection of fencing between 1.2 m (4.0 ft.) and 1.8 m (6.0 ft.) in height. The By-law does not give the City authority to erect fencing on behalf of a landowner, but rather the ability to lay a charge when the property owner is found non-compliant with an Order. In the case of 3233 Brandon Gate Drive, there is no active building or demolition permit and no construction activity taking place on site. The site is currently secured with a 1.8 m (6 ft.) metal fence and as such, does not present a hazard to the public. Therefore the Ontario Building Code Act and City of Mississauga Building By-law cannot be utilized to require fencing in this particular circumstance.

## **Ministry of Environment, Conservation and Parks Intervention**

The City can utilize the *Environmental Protection Act* to request the Ministry of the Environment, Conservation and Parks (MECP) to require the landowner to conduct further investigations of the property. If a significant potential health and safety risk is posed to adjoining residential properties or the natural environment, the MECP could compel the landowner to remediate the property at a more proactive pace.

City Environmental Services staff have contacted the MECP to inform them about this property, the levels of contamination identified to date and the potential risks to adjoining residential properties. Upon receipt and review of updated groundwater sampling information from the landowner, the City may request MECP to intervene if there is potential risk to residents.

## **Other Municipal Regulations**

### Property Standards By-law

The City's Property Standards By-law 654-98 prescribes minimum maintenance standards for all properties. These standards include: the removal of accumulated materials and debris, requiring excavated lands that accumulate water to be drained, filled and graded, and requiring surfaces to be evenly graded and maintained free of potholes or uneven sections. The by-law also prescribes standards for vacant and damaged buildings including boarding and securing buildings and preventing entry of unauthorized persons or pests.

If a property is not in compliance with the by-law, the City can issue a Notice of Contravention, which includes a deadline by which the property owner must comply. If the property owner does not meet the compliance date, the City will issue a Property Standards Order outlining a compliance date with an appeal period. The by-law gives the City the power to repair or demolish buildings or structures and bring property into compliance with the By-law if owners do not comply with a property standards order. If the City undertakes work on a property in relation to a property standards order, the cost of such works is recovered by adding it to the tax roll of the offending property.

In the case of the subject property, the City has issued two Notices of Contravention. Since the Notices were issued, the applicant has complied with one of the Notices of Contravention by removing the offending weeds and tall grass. The applicant has not addressed the notice issued with respect to garbage and construction debris left on site.

The Compliance, Licensing and Enforcement Section is investigating options to amend the Property Standards By-law to improve municipal regulatory control of derelict construction sites. The amendments under consideration will focus on existing unsafe buildings and structures and/or open excavations but will not address the issues at 3233 Brandon Gate Drive.

### Public Nuisance By-law

Section 128 of the *Municipal Act* permits a municipality to prohibit and regulate public nuisances, including matters that, in the opinion of Council, are or could become or cause public nuisances. Although there is no definition of "nuisance" in the *Municipal Act*, Council's decision

to deem something a nuisance is not subject to review by any court so long as the decision is arrived at in good faith. The City has two nuisance by-laws in place related to property standards. The City's Nuisance Weed and Tall Grass Control By-law 125-17 which deems tall grass (over 20 cm) and noxious weeds a public nuisance, and the Nuisance Lighting By-law 262-12 which deems flood and spot lights, or other similar high intensity lights to be a public nuisance. Council could direct staff to explore the potential of a nuisance by-law that specifically seeks to regulate and prohibit derelict construction sites.

#### Fencing By-law

Fencing in the City is governed by the City's Fencing By-law 397-78. A fence is defined in the by-law as a structure used to establish property boundaries and/or provide privacy. It does not include a structure used to screen vacant properties from public view. The Fencing By-law limits the construction of solid fences to 1.0 m (3.2 ft.) in height.

## **Financial Impact**

Receipt of this report does not result in any financial impact to the City.

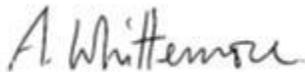
## **Conclusion**

Action taken to date includes the issuance of Notices of Contravention pursuant to the City's Property Standards By-law, as well as initiation of potential MECP involvement related to site remediation. Planning staff cannot force the proponent to meet the conditions of approval imposed by the "H" – Holding symbol on the property, to advance the associated subdivision application, or to apply for site plan approval. At this time, staff do not recommend revoking draft plan approval as this will set the development proposal back in the planning process and result in additional delays. Absent any new information that suggests the environmental status of the site has deteriorated, it is recommended to continue to enforce the City's Property Standards By-law where applicable and allow the proponent to continue site remediation.

## **Attachments**

Appendix 1: Location of Site

Appendix 2: Compliance, Licensing and Enforcement Officers Site Photos

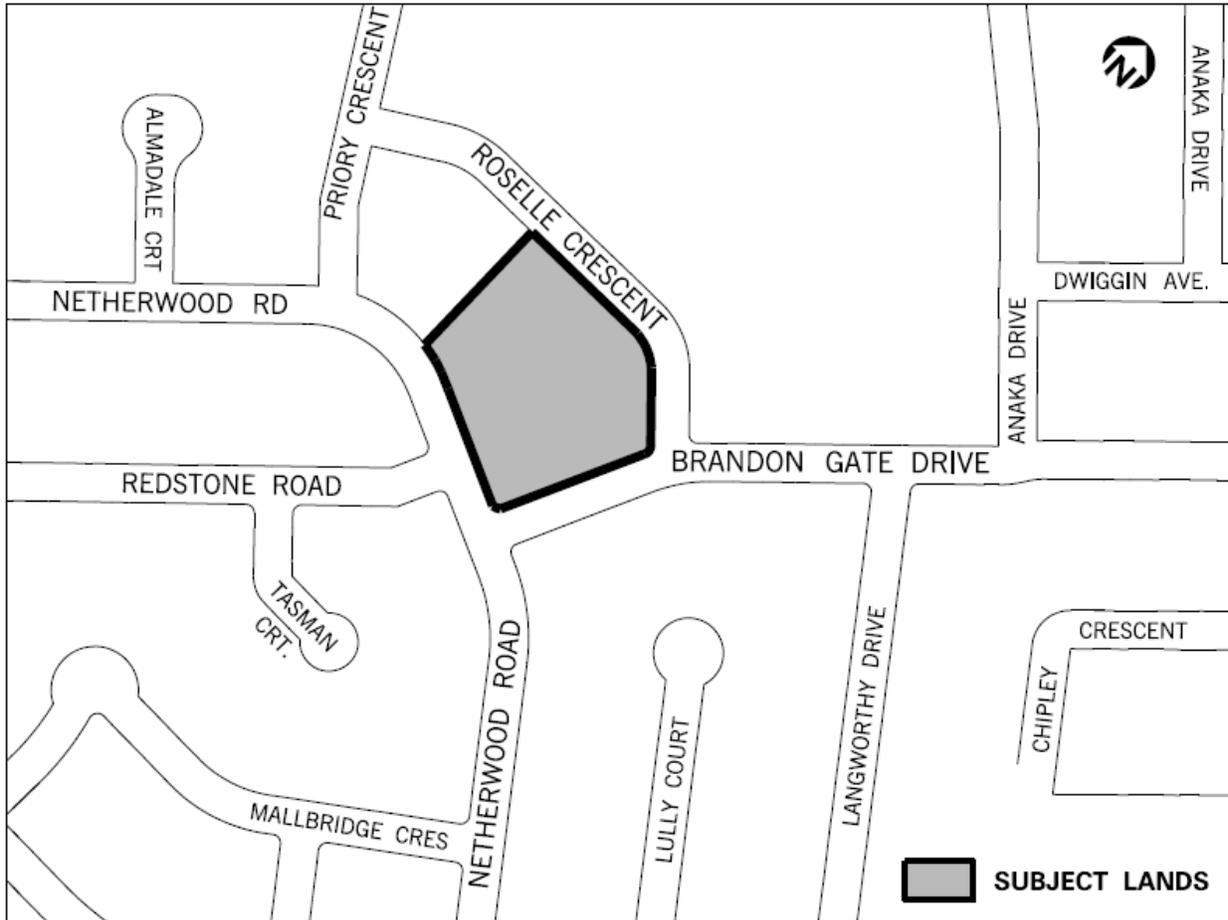


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Andrew Whitemore, M.U.R.P., Commissioner of Planning & Building

Prepared by: Matthew Shilton, Planner, Development and Design

Appendix 1: Location Map



Appendix 2: Compliance, Licensing and Enforcement Officer Photo's













City of Mississauga  
**Corporate Report**



<p>Date: April 30, 2020</p> <p>To: Mayor and Members of Council</p> <p>From: Gary Kent, CPA, CGA, ICD.D, Commissioner of Corporate Services and Chief Financial Officer</p>	<p>Originator's files:</p>
	<p>Meeting date: July 8, 2020</p>

## Subject

Update on Communicating Mandatory Public Notices

## Recommendation

1. That the Corporate Report dated April 30, 2020 from the Commissioner of Corporate Services and Chief Financial Officer "Update on Communicating Mandatory Public Notices" be received for information.
2. That the City of Mississauga provide the Mississauga News 180 days' notice that it intends to terminate its current single source contract as it moves to a competitive process.
3. Upon the termination of the City's current contract with the Mississauga News, that the City conduct an open and competitive request for proposal to select a new vendor of record for mandatory public notices.
4. That Strategic Communications maintain a database of mandatory public notice types that indicates whether it is required that they be published in a print newspaper.
5. That prior to communicating new types of mandatory public notices – not included in the above database – that Legal Services complete a review of relevant legislation to update the database and verify whether it is required to be published in a print newspaper.
6. That all mandatory public notices be posted on the City's website to provide a single, consistent and accessible point of reference for all public notices.
7. That City Staff request the Mayor – on behalf of Council – to submit a formal letter to the Provincial Government and respective Ministries requesting a review and revision of the current legislation with respect to communication of mandatory notices.

## Report Highlights

- A review of current practices and legislation was completed to better understand the options for the City of Mississauga to communicate mandatory public notices.
- A review conducted by Legal Services validated that publishing mandatory public notices in print newspapers is required in most of the cases that were examined.
- Municipal benchmarking of 10 Ontario municipalities confirmed that all municipalities contacted continue to publish public notices in a print community newspaper.
- As a result, mandatory public notices should continue to be published in a print newspaper – via paid advertising – to comply with the City’s regulatory and legal requirements.
- The City of Mississauga should select the print publication based on an open and competitive procurement process.
- Going forward the City will ensure that all mandatory public notices are available on the City’s website to provide an easy, consistent and accessible source for such information.
- The Association of Municipalities of Ontario does not have a formal position on the matter of public notice.
- It is recommended that the Mayor on behalf of Council submit a formal letter to the Provincial Government and respective Ministries requesting a review of the current legislation with respect to communication mandatory notices.

## Background

For the City of Mississauga to be successful, it is critical that we effectively communicate and engage with the city’s residents, businesses and key audiences. To date, the use of paid print advertising has been the primary channel for the City to communicate mandatory public notices. This choice is largely driven by a statutory requirement to provide this content to residents and businesses via a print newspaper as defined and stipulated in the *Municipal Act, 2001* as well as other relevant legislation.

At its meeting on September 28, 2016 General Committee directed staff from the Strategic Communications division to gather information on how much paid advertising occurred in the Mississauga News and report the findings to General Committee.

Subsequently at its meeting on November 16, 2016 General Committee further directed staff from the Strategic Communications Division to provide recommendations on how the City should promote and communicate city-wide information.

The recommendations of the ensuing report, dated May 2, 2017 and entitled “Communicating City Information and Mississauga News Advertising” included:

- Mandatory public notices and information deemed necessary by City of Mississauga Business Service Areas will continue to be advertised in the Mississauga News.
- The Cityscape program, a dedicated weekly section that provides information on upcoming Committee and Council dates, in the Mississauga News be terminated.
- A city-wide newsletter will be implemented as an initial 2 year pilot.

This topic continues to be raised informally and periodically by Council and Senior Leadership as to what is the best way to communicate mandatory public notices. Given this and the continuing evolution of the communication landscape (in particular, the growing number of online media outlets) Strategic Communications staff has led and completed a legal review as well as a benchmarking review of 10 Ontario municipalities. This analysis was carried out to better understand and determine the most effective and viable option for communicating mandatory public notices to residents, businesses and other stakeholders.

## Present Status

Mandatory public notices are regulatory-based ads where the City is required to publicly advertise to residents – often through a local print newspaper. This includes, but is not limited to: planning regulatory notices, tax sale notices, environmental assessment notices and notices from the Office of the City Clerk. Currently, the practice has been to publish all mandatory public notices using paid advertising and occasionally by also posting the notice on the City's website.

### Part 1: Legal Review

To review, confirm and validate the City's legal requirements to publish mandatory public notices in a print newspaper, Legal Services conducted a review to determine (a) whether the City must publish the notices in a newspaper and (b) if as an alternative, it would be possible for the City to publish notices solely on the City's website.

### Summary Chart of Legal Review

Details of Notice Type	Required to Publish in Newspaper
2018 Aerial Spray Pesticide Use	Yes
Community Meetings re plan to treat trees for pests	Likely No
Environmental Assessment Study (EA)	Yes
By-Law Enactment to Close Public Highways	Yes
Application for Exemption from Noise Control By-law	Yes
MiWay Service Announcements	Likely No
Transportation Network Company Pilot Project Licensing By-law	Yes
Public Vehicle Licensing Bylaw	Yes
Sale of Land Public Tender - Municipal Act	Yes
Form 6 Sale of Land Public Tender - Municipal Act	Yes

Notice of Public Information Centre re Class EA Study	Yes
Notice of Class EA Study Completion	Yes
RFP Lease of Commercial Space on Community Property	Yes
Zoning Revision for Building Permit	Yes
Changes to Official Plan	Yes
Municipal Election – Nominations	Yes
Passing of Zoning By-law Amendment (LPAT)	Yes
Passing of Control By-law (LPAT)	Yes

Based on its review, Legal Services has indicated that the City must publish certain notices in a newspaper where required to do so by statute, but this is only the case for certain notices under these Acts, and not for all notices. Since the City publishes multiple notices pursuant to multiple Acts, the need to publish a notice in a newspaper should be examined on a case-by-case basis.

To validate whether the City's current notices have a legal obligation to be published in a print newspaper, Legal Services also conducted a review of a sample of the most common notices published in 2018. Of the 18 types reviewed, 16 had a legal requirement to be published in a print newspaper with 2 likely not having that need. The chart on the previous page lists the sample notices and the outcome of the review.

The review also provided, for reference, the specific statutory definition of "Newspaper" as a document that is "printed in sheet form, published at regular intervals of a week or less, and circulated to the general public, and ... consists primarily of news of current events of general interest." Statutory requirements also add that the newspaper must have "general circulation in the municipality."

Finally the City of Mississauga contacted the Association of Municipalities of Ontario (AMO) to inquire if the organization has developed a public position on this issue. Currently AMO does not have a formal public position or research on updating and/or revising the province's legislation around communicating mandatory public notices. However, AMO staff have, in consultation meetings, supported modernization and increased choice for municipalities given the changing media landscape.

### Summary Chart of Municipal Benchmarking

Municipality	Publish Notices in Print Newspaper	Vendor Selected Through RFP
Barrie	Yes	No
Brampton	Yes	Yes
Burlington	Yes	No
Cambridge	Yes	No
Dryden	Yes	No
Kenora	Yes	No
London	Yes	Yes
Oakville	Yes	No
Orillia	Yes	No
Ottawa	Yes	No
Timmins	Yes	No
Toronto	Yes	Yes
Vaughan	No response	

#### Part 2: Municipal Benchmarking

In addition, City Staff conducted a review of the mandatory public notice practices of a sample of 10 Ontario municipalities. To ensure a wide cross-section of locations large, medium and small municipalities were represented in the sample. The municipalities included, in alphabetical order, were: Barrie, Burlington, Cambridge, Dryden, Kenora, London, Orillia, Ottawa, Timmins and Toronto.

Each of the ten municipalities indicated that they continue to publish notices in a community newspaper within their municipality. Many of the municipalities have existing contracts with one or more publications in their community – some employing an open and competitive request for proposal, such as Toronto. Other municipalities purchase advertising space in their community newspaper on a case-by-case basis. In addition many of the municipalities surveyed also post their notices on their corporate website.

## Comments

As a result of the outcomes of the review by Legal Services as well as municipal benchmarking, staff recommend that the City of Mississauga:

### 1. Continue to Publish Notices in a Print Newspaper

- Mandatory public notices, due to legislative requirements, should continue to be published – via paid advertising – in a print newspaper. This will ensure the City complies with its legal requirements to inform residents and businesses. This should

continue until such time as the legislation is updated and/or amended to provide other communication options.

**2. Provide Notice to the Mississauga News and Terminate the Current Contract with the Publication**

- That the City of Mississauga provide the Mississauga News 180 days' notice that it intends to terminate its current single source contract as it moves to a competitive process.
- The contract does not provide a guarantee of payment but an upset limit with no obligation or minimum values.

**3. Conduct a New Open and Competitive Procurement for a New Vendor of Record**

- Once the contract with the Mississauga News is terminated. The City should conduct an open and competitive request for proposal to select a vendor of record for mandatory public notices.

**4. Maintain a Database of Mandatory Public Notice Publishing Requirements**

- The Strategic Communications Division will maintain a database of reviewed notice types as a resource to City Staff to confirm their statutory obligations for publishing in a print newspaper.
- Prior to communicating new types of mandatory public notices in future, a review of relevant legislation should be completed by Legal Services to verify whether it is required to be published in a print newspaper – and update the above database.

**5. Publish all notices on the City's website**

- To supplement the publishing of mandatory public notices in print newspapers all notices should also be posted on the City's website. This will provide a single, consistent and accessible point of reference for all public notices.
- Once implemented, staff should explore reducing the size of published notices to minimize advertising costs – and redirecting residents and businesses to the City's website for the full details of the notice.

**6. Request the Mayor submit a formal letter to the Provincial Government and respective Ministries requesting a review of the current legislation**

- The letter, on behalf of Mayor and Council should request the Province consider modernizing the current legislation to allow municipalities to choose the channel and/or medium they believe will be most effective when communicating mandatory public notices.

## Strategic Plan

Effective promotion and communications of City of Mississauga information enables the City to reach and engage with Mississauga residents. As such, it is aligned to both the Belong and Connect pillars of the City's Strategic Plan which speak to ensuring youth, older adults and new immigrants thrive and completing our neighbourhoods respectively.

## Financial Impact

Advertising with the Mississauga News is regularly monitored and reviewed by City staff. The volume of paid advertising related to mandatory public notices is driven by the amount of activity, events and applicable public notices that are required in any given year.

To support the communication of mandatory public notices, the City of Mississauga executed a contract with the Mississauga News for a 5-year period beginning July 1, 2017 with an annual upset limit of \$410,000 for city-wide communication and advertising.

In 2019 the advertising costs by all service areas in the Mississauga News totalled \$227,898 – a 17.5% decline from the previous year. In 2019 the top three Divisions that utilized the contract were: Development & Design, MiWay and Stormwater. The chart on the following page provides a breakdown of the 2019 spend by Division/Business Unit.

### 2019 Mississauga News Contract Usage by Division/Business Unit

Division/Business Unit	Annual Spend
Development & Design	\$89,331
MiWay	\$40,195
Stormwater	\$24,076
Infrastructure Planning & Engineering	\$13,638
Revenue, Materiel Management and Business Services	\$12,455
Finance	\$12,439
Legislative Services	\$10,685
City Planning Strategies	\$7,415
Parks, Forestry & Environment	\$7,123
Non-Departmental	\$6,385
Works Operations & Maintenance	\$1,959
Recreation	\$873
Strategic Communications	\$509
Mayor & Council	\$509
Information Technology	\$305
<b>Total</b>	<b>\$227,898</b>

## Conclusion

The City of Mississauga has a legislative requirement to communicate mandatory public notices on a variety of topics and issues that have an impact on the lives of Mississauga residents and businesses. Based on current legislation the City should continue to publish public notices in a print newspaper with a circulation in Mississauga. Going forward the publication should be selected on the basis of an open and competitive procurement process.

However, at the same time the City – through the Office of the Mayor and Council – should request a review by the Province of Ontario and its related Ministries requesting of the current legislation.

The City should also explore new ways to communicate and share that information in the most effective and cost efficient way possible. This may include increased use of online and social media channels as well as an expanded presence on this City's website.

Together, this will ensure that the City of Mississauga is prepared for continued changes in the media and communication landscape, and continues to effectively provide information on a variety of topics and issues that have an impact on the lives of residents, businesses and other key audiences.



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Gary Kent, CPA, CGA, ICD.D, Commissioner of Corporate Services and Chief Financial Officer

Prepared by: David Ferreira: Manager, City Marketing and Planning

## **REPORT 1- 2020**

To: MAYOR AND MEMBERS OF COUNCIL

The Budget Committee presents its first report for 2020 and recommends:

BC-0001-2020

That the deputation by Nikki Hayes and Martin Field, Residents to speak on the potential Tax Savings associated with creating an Animal Care Committee be received.  
(BC-0001-2020)

BC-0002-2020

That the deputation and associated presentation by Gary Kent, Commissioner of Corporate Services and Chief Financial Officer and Jeff Jackson, Director of Finance and Treasurer to present the COVID-19: Financial Recovery Pillar, 2020 Financial Update and the Preliminary 2021 Operating Budget be received for information.  
(BC-0002-2020)

BC-0003-2020

That the report of the Commissioner of Corporate Service and Chief Financial Officer dated June 17, 2020 and titled "COVID-19: Financial Recovery Pillar" be received for information.  
(BC-0003-2020)

BC-0004-2020

1. That the report of the Commissioner of Corporate Services and Chief Financial Officer dated June 12, 2020 entitled "Update on the Financial Impacts of COVID-19" be received for information.
  2. That staff report at the October 7, 2020 Budget Committee meeting on additional steps the City can take to fund the 2020 deficit.
  3. That the 2021 budget deliberations remain as scheduled to begin on November 23, 2020 with approval if appropriate at Council on December 9, 2020.
  4. That the Province be requested to eliminate the legislated 5 per cent cap specific in O.Reg 282/98 section 45.1(9) on the GTAA Payment in lieu of taxes.
- (BC-0004-2020)

BC-0005-2020

1. That the "Works in Progress Report as at May 31, 2020" report dated June 9, 2020 from the Commissioner of Corporate Services and Chief Financial Officer, including appendices 2-1 to 3-3, be approved;
  2. That the Treasurer be authorized to fund and close the capital projects as identified in this report;
  3. That all necessary by-laws be enacted.
- (BC-0005-2020)

BC-0006-2020

That the Corporate Report from the Commissioner of Transportation and Works dated May 28, 2020 and entitled "2021 through 2029 Winter Maintenance Contract" be deferred to the July 22, 2020 Council Meeting.

(BC-0006-2020)

BC-0007-2020

That the Corporate Report entitled "Park Development – Use of Consultants" dated June 9, 2020 from the Commissioner of Community Services be received.

(BC-0007-2020)