
REVISED

General Committee

Date: June 29, 2022
Time: 9:30 AM
Location: Council Chambers, Civic Centre, 2nd Floor
300 City Centre Drive, Mississauga, Ontario, L5B 3C1
And Online Video Conference

Members

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

Participate Virtually, Telephone OR In-Person

Advance registration is required to participate and/or make a comment in the meeting. Questions and/or Presentation Materials must be provided in an advance of the meeting. Comments submitted will be considered as public information and entered into public record.

To register, please email dayna.obaseki@mississauga.ca and for Residents without access to the internet can register by calling Dayna Obaseki at 905-615-3200 ext. 5425 **no later than Monday, June 27, 2022 before 4:00PM**. Directions on how to participate will be provided.

An asterisk (*) symbol indicates an Item that has been either Revised or Added.

Contact

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

Find it Online

<http://www.mississauga.ca/portal/cityhall/generalcommittee>
Meetings of Council streamed live and archived at Mississauga.ca/videos

1. **CALL TO ORDER**

2. **INDIGENOUS LAND STATEMENT**

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

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

3. **APPROVAL OF AGENDA**

4. **DECLARATION OF CONFLICT OF INTEREST**

5. **MINUTES OF PREVIOUS MEETING**

5.1. General Committee Minutes - June 15, 2022

6. **PRESENTATIONS - Nil.**

7. **DEPUTATIONS**

*7.1. Joan Crews, President and Hilda Thomas, Director of Volunteers, Active Adult Centre of Mississauga (AACM) Board to present on the AACM's 30th Anniversary

7.2. Denise Gordon-Mohamud, Chair, Canada Day Together Festival Steering Committee to present on the Canada Day Together Festival

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

Public Comments: Advance registration is required to participate and/or to make comments in the public meeting. Any member of the public interested in speaking to an item listed on the agenda must register by calling 905-615-3200 ext. 5425 or by emailing dayna.obaseki@mississauga.ca by **Monday, June 27, 2022 before 4:00PM.**

Pursuant to Section 58 of the Council Procedure By-law 0044-2022, as amended:

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

1. Questions may be submitted to the Clerk at least 24 hours prior to the meeting;
2. A person is limited to two (2) questions and must pertain specific item on the current agenda and the speaker will state which item the question is related to;

3. The total speaking time shall be five (5) minutes maximum, per speaker, unless extended by the Mayor or Chair; and
4. Any response not provided at the meeting will be provided in the format of a written response.

9. CONSENT AGENDA

10. MATTERS TO BE CONSIDERED

- *10.1. Automated Speed Enforcement Spring 2022 Update (REVISED)
- 10.2. Infrastructure Planning and Engineering Services Master Plans - 2022 Annual Update (All Wards)
- 10.3. Amendment to Existing Consultant Contract – Procurement No. PRC001263 (Aquafor Beech Ltd.) to include additional Construction Supervision and Administration Services for the Applewood Creek Erosion Control Project through Lakeview Golf Course (Ward 1)
- 10.4. 2022 Public Sector Network Update and Budget
- 10.5. Delegation of Authority to execute an Authorization Letter to allow City owned land to be included in a development application at 5, 7 and 9 Beverley Street, and 7198 Airport Road (Ward 5)
- 10.6. Surplus Land Declaration and Delegation of Authority to Approve a Land Exchange Agreement between the City of Mississauga and the Peel District School Board (Wards 2, 3 and 8)
- 10.7. Surplus Land Declaration and Delegation of Authority to Approve and Execute a Land Exchange Agreement with Her Majesty the Queen in Right of Canada for City-owned lands identified as the closed portion of Bramalea Road, south of Derry Road East (Ward 5)
- 10.8. Removal of the Municipal Capital Facility designation under By-law 0222-2014 for the City property known as 4141 Living Arts Drive (Ward 4)
- 10.9. Sports Field Management Policy Revision

11. ADVISORY COMMITTEE REPORTS

- 11.1. Heritage Advisory Committee Report 6-2022 - June 14, 2022
- 11.2. Accessibility Advisory Committee Report 4-2022 - June 14, 2022
- 11.3. Mississauga Cycling Advisory Committee Report 6 - 2022 - June 14, 2022
- 11.4. Public Vehicle Advisory Committee Report 2-2022 - June 21, 2022

12. MATTERS PERTAINING TO REGION OF PEEL COUNCIL

13. COUNCILLORS' ENQUIRIES

14. OTHER BUSINESS/ANNOUNCEMENTS

15. CLOSED SESSION

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

- 15.1. A proposed or pending acquisition or disposition of land by the municipality or local board:
Authorization to Approve and Execute an Agreement of Purchase and Sale to Sell Vacant Lands being a closed portion of Queen Street East to the adjoining owner, Edenshaw Queen Developments Limited (Ward 1)
- 15.2. A proposed or pending acquisition or disposition of land by the municipality or local board:
Execution and Issuance of a Certificate of Approval to Expropriate Land from Peel Condominium Corporation No. 575 located at 1010 Cristina Court (Ward 2)
- 15.3. A position, plan, procedure, criteria or instruction to be applied to any negotiations carried on or to be carried on by or on behalf of the municipality or local board:
Square One Drive Extension (Ward 4)
- 15.4. A proposed or pending acquisition or disposition of land by the municipality or local board:
Delegation of Authority to Approve and Execute Certain Acquisition, Lease Extension and Amending Agreements, Rent/License fee relief, during City Council Summer/Election Recess (Wards 1, 2, 4, 5, 7, 9, 10 and 11)
16. **ADJOURNMENT**



General Committee Meeting

June 29, 2022

Today's Speakers:

Joan Crews, Board President, AACM

&

Hilda Thomas, Director, Volunteers, AACM

Celebrating 30 years!

Our unique Older Adult Centre
is celebrating
its 30th year of operation



Active
Adult Centre
MISSISSAUGA
fun • fitness • friendship



- A second home to approximately 1000 senior members
- From 41 countries of origin
- Currently offering more than 70 weekly virtual and on-site programs — meeting seniors' evolving needs for **activity, socialization and safety**

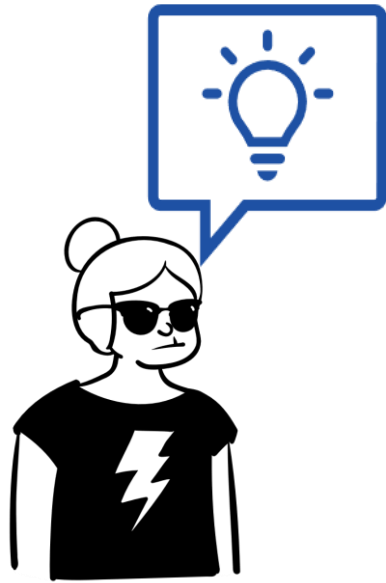


Our Centre's Vision:

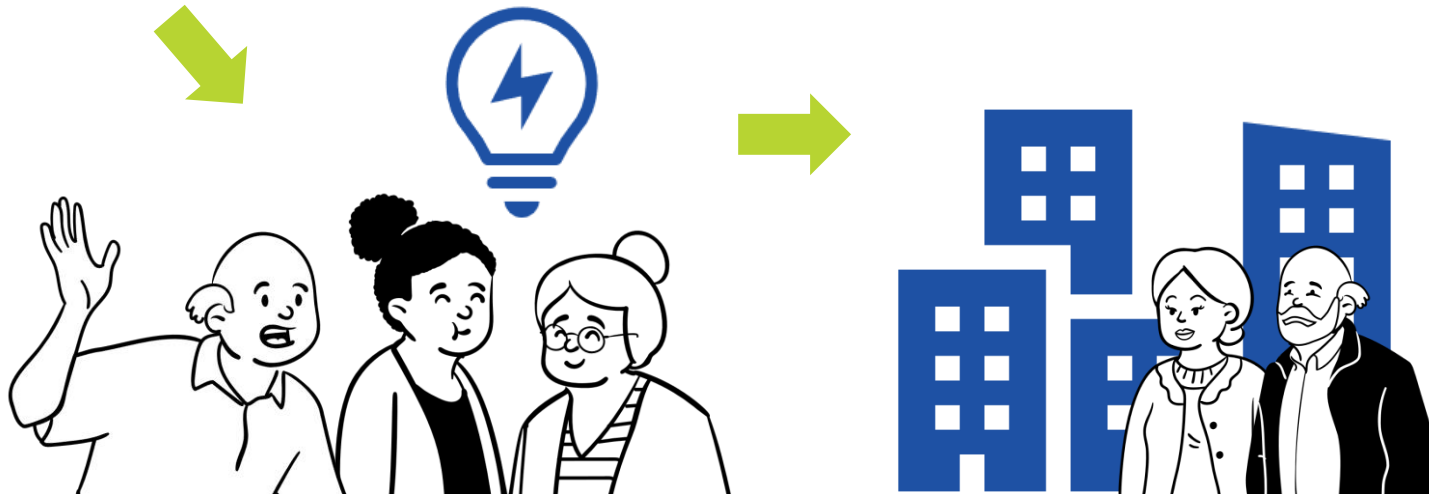
A dynamic and vibrant community of healthy, happy, and engaged older adults







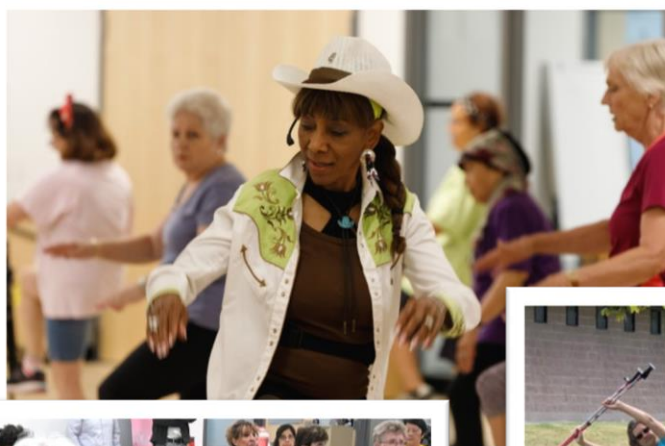
- First began as spark of an idea back in the 80s
- Discussions continued about creating a new seniors' Centre in the heart of the City



- Thus Square One Older Adult Centre, as we were then known, grew
- Serviced an expanding seniors' community
- Unique, accessible, and interesting programming and activities – ones which *engage the body, empower the mind and enliven the spirit*









Our Move in 2017 -

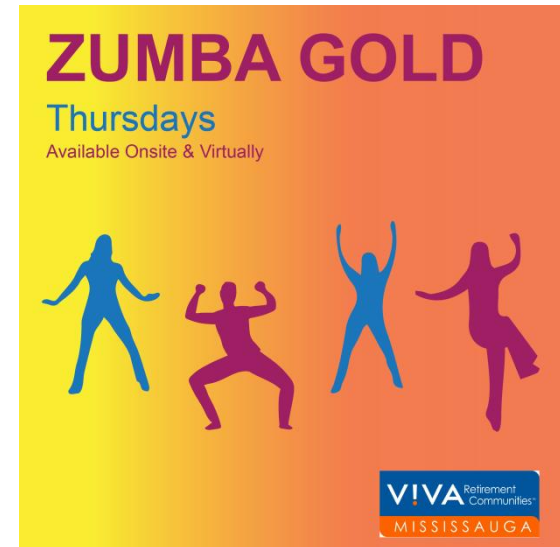
Thank you to the City Councillors for giving this important move to our future home the **green light** six years ago and for backing our vision for the future.

2020 – 2022:

The Pandemic Years

The pandemic knocked us back on our heels, however our team was soon strategizing about how we could best help Mississauga's seniors with...

- Free adapted virtual classes, accessible on-line and on the phone
- Over 1000 Virtual classes were offered and are still going strong
- Ongoing counselling sessions



COED FITNESS FRIDAYS

Available Onsite
& Virtually



VIVA Retirement Communities
MISSISSAUGA



VIRTUAL Mall Walkers Fitness Class Wednesday



revera
Retirement Living
Your kind of place

FUN PHONE BINGO!

MONDAYS, 1:00PM TO 2:30PM ON STARLEAF - FREE

All you need is a deck of cards and a phone to visit with your friends and have a fun game. Pick 5 cards from your deck. Louise, our caller, will call out cards from her deck. When your card matches hers, place it face down. When all 5 are face down, call **Bingo!**

Please email info@aacmiss.ca to receive an invite to join virtually.



VIRTUAL TRIVIA FUN TUESDAYS

1:30pm-2:30pm
March

FREE!



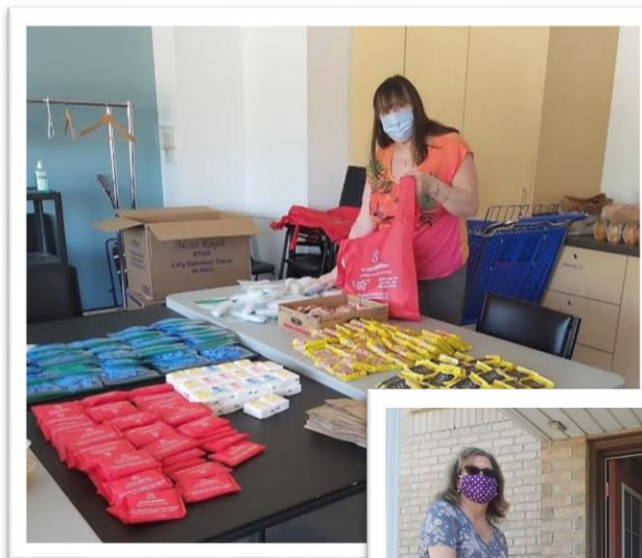
TONING TUESDAYS

Available Onsite & Virtually



revera
Retirement Living
Your kind of place

- COVID Care kits were distributed to 383 identified isolating/ isolated seniors across Mississauga
- Navigation to community resources helping over 600 seniors book their initial vaccination shots and boosters
- Thousands of outreach calls - providing compassion, care, info & an empathetic ear



Active Adult Centre
MISSISSAUGA

A message from the REGION OF PEEL:

We recognize many seniors and older adults (50+) in Peel have been unable to access booster appointments. To help remedy this, we will be offering dedicated booster clinics for adults 50+ during the week of Dec. 27.

We will offer these clinics to your clients and contacts first and will not provide them to the public unless sign-up is low. Proof of age (e.g., government-issued photo ID such as a driver's license, health card or others) will be required.

Clinic Details:

Dec 27 – 7120 Hurontario St., Mississauga (1:00 pm – 4:00 pm)
Dec 28 – Save Max Sports Centre, Brampton (8:00 am – 12:00 pm)
Dec 29 – Save Max Sports Centre, Brampton (8:00 am – 12:00 pm)
Dec 30 – Save Max Sports Centre, Brampton (8:00 am – 12:00 pm)
Jan 2 – 7120 Hurontario St., Mississauga (1:00 pm – 4:00 pm)
Jan 3 – 7120 Hurontario St., Mississauga (1:00 pm – 4:00 pm)

Booking link: <https://booking-peel.secure.force.com/>

Active Adult Centre
MISSISSAUGA

COVID-19 Vaccine Booster Shot Bookings available for Adults 70+

The Region of Peel has just announced individuals 70+ are now able to book their booster shot starting on **Saturday, November 6**.

You can book online [HERE](https://covid19.ontariohealth.ca/) or by calling 1-833-943-3900.

Visit <https://covid19.ontariohealth.ca/> if link doesn't open.

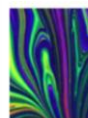
To book, you must wait until 6 months after your second shot so if you received your second shot in April, you are now eligible to book your booster. If you received your second shot in June, you will have to wait until the 6 month interim period is complete to book.



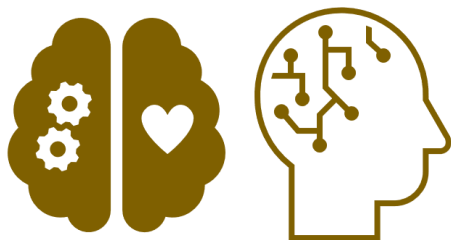
PROJECT HOPE'S

Big Book of Health Boosters

A COLLECTION OF ACTIVITIES FOR THE HEAD, HEART & HANDS



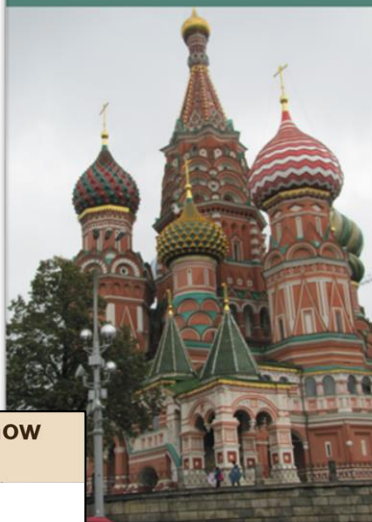
Do you live with Dementia or know Someone who does?



A resourceful guide for those living with Dementia or cognitive impairments



Russian River Cruise Travelogue



Tuesday, April 27th
2pm

Cost: \$5



COVID-19 HIGHLIGHT UPDATES

Hot-spot Pop Up Clinics Now Open

For 18+ and in neighbourhoods at higher risk from COVID-19

Peel Vaxx Pop Ups serve neighbourhoods and populations with higher incidence of COVID-19 related death, hospitalization, and transmission. Clinics are located in community hubs and are supported by key community partners to provide vaccination in supportive environments.

Dr. Swaminaryan

1000 Sheppard Ave. E., Toronto

in one of these hot-spots: M9R, M9V, M9W, L4T or L6S, you can get vaccination at this clinic. Click below to book.

NOW

Peel Vaxx Pop Ups below launched in partnership with the Ontario government, the Muslim Association of Canada, the Brampton Islamic Centre and the Canadian Muslim COVID-19 Task Force, to boost the vaccination efforts within the Muslim community during the month of April. These clinics are scheduled to open April 30 – May 11 and will provide 1,000 doses of vaccines.

Brampton Islamic Centre

1000 Sheppard Ave. E., Brampton

Muslim Community Centre of Ontario

1000 Sheppard Ave. E., Mississauga

NOW

Appointment slots are extremely limited. Demand is expected to be high which may cause issues with the registration system. Individuals 18 and over who live in the following hot spot postal codes are invited to book an appointment once registration is available:

L4W, L4X, L4Z

L5B, L5C, L5K, L5L, L5M, L5N, L5R, L5V, L5W

L6R, L6S, L6T, L6V, L6W, L6X, L6Y, L6Z

L7C

Individuals who are eligible and able are encouraged to book an appointment at a fixed site vaccination clinics. Vaccination is also available at select pharmacies and primary care providers across Peel for those age 40 and over. Click below to book.

BOOK NOW

Free Virtual Cooking Demo KING GARDENS RETIREMENT RESIDENCE



Thursday, April 29th - 2pm

Join us on **StarLeaf** for a free Cooking Demo by the wonderful chef at King Gardens Retirement Residence.

You will also be eligible to pick up your free dessert from King Gardens (King St and Hurontario) on Friday afternoon!

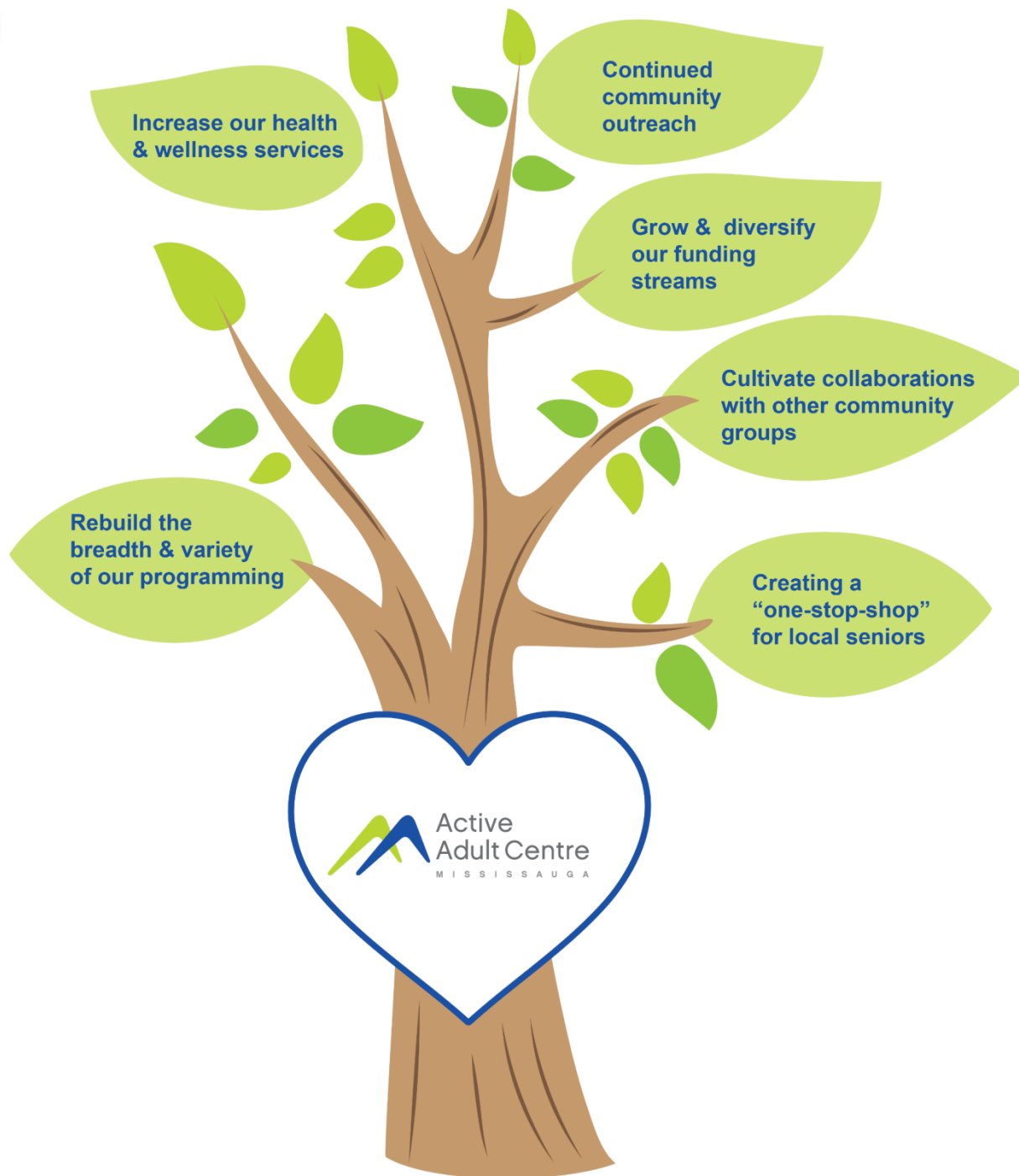
Please email info@aacmiss.ca or call 905-615-3207 to receive your invite to this fun event!



We're forever grateful...

to the **City of Mississauga** for investing in our Centre in a multitude of ways over the past 30 years, and for helping us uphold our values – those of inclusivity, openness, respect, fairness, leadership, and family.

Our Future Plans...





- Please join in our celebrations as our 30th year unfolds
- Drop by the Centre for a visit any time
 - enjoy a guided tour of our facility
 - view the video of our Centre on-line
<https://youtu.be/EzH-PiZJUso>
 - mention us to your constituents

We take pride in providing services for ALL
Mississauga's seniors!



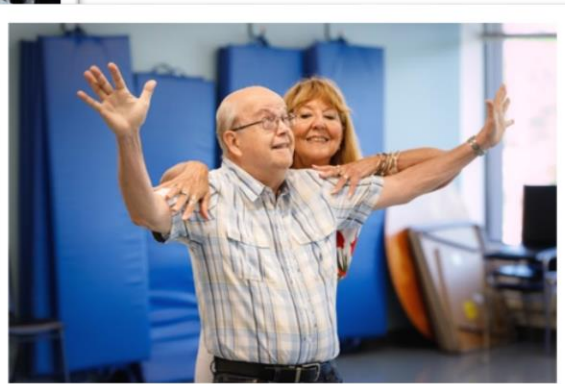
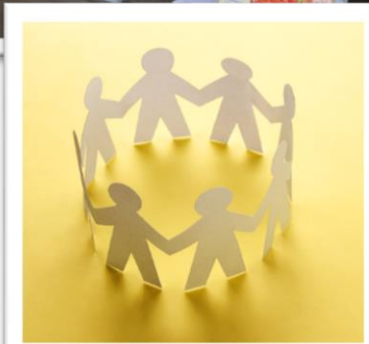
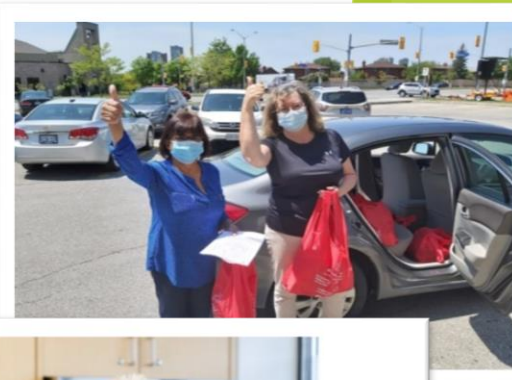
Active
Adult Centre
MISSISSAUGA
fun • fitness • friendship

The Active Adult Centre of Mississauga

... not ***just*** a recreation Centre for those
aged 50 & better

We are so much **more** than that...

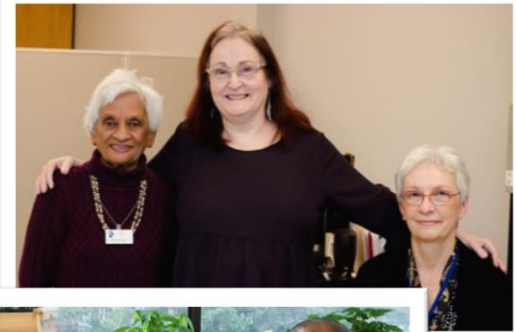
We're larger than recreation sessions,
bigger than any dance class
or computer workshop



It's the provision of continual and holistic care for the older adult as they navigate the increasingly complex later years of their lives.

The Active Adult Centre is here for them.

That is why we exist.



THANK YOU

We look forward to our enduring
partnership!



Active
Adult Centre
MISSISSAUGA
fun • fitness • friendship

City of Mississauga

Corporate Report

Date: June 3, 2022

To: Chair and Members of General Committee

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

Originator's files:

Meeting date:
June 29, 2022

Subject

Automated Speed Enforcement Spring 2022 Update

Recommendation

1. That the report from the Commissioner of Transportation and Works, dated June 3, 2022, entitled, "Automated Speed Enforcement Spring 2022 Update", be approved.
2. That capital project PN# 19091 be amended to a gross budget of \$1,604,325, to be funded from 33121 Capital Reserve Fund.
3. That funding of \$358,000 be transferred from 33121 Capital Reserve Fund to PN# 19091 Parking Enforcement Systems.
4. That all necessary by-laws be enacted.

Executive Summary

- On July 5, 2021 the Automated Speed Enforcement (ASE) program began enforcing posted speed limits utilizing 2 cameras rotating on a monthly basis within neighbourhood school area community safety zones.
- On April 9, 2022 all 22 Council approved cameras were operational and enforcing posted speed limits within neighbourhood school area community safety zones throughout the City of Mississauga.
- Data collected before and during enforcement periods shows an average decrease in vehicle operating speeds of 8 km/h and average increase of 26% in motorists compliance with the speed limit.
- The Province filed Ontario Regulation 355/22 titled "Administrative Penalties for Vehicle Owner Contraventions Detected Using Camera Systems" which will establish an Administrative Penalty regulatory framework for camera based automated enforcement programs which will take effect on July 1, 2022.

- The establishment of a new Administrative Penalty By-Law for camera based automated enforcement is required.
- The expansion of the Administrative Penalty System to support offences related to camera based automated enforcement programs is required.

Background

The City's Automated Speed Enforcement (ASE) Program began enforcing 30km/h posted speed limits in neighbourhood school area community safety zones on July 5, 2021 utilizing two cameras on a rotating schedule. Throughout the remainder of 2021 additional cameras were added until a full complement of 22 Council approved cameras were installed on roadways throughout the City. On April 9, 2022, the final camera began enforcement operations.

In most municipalities, the potential for ASE to overwhelm the court system exists which has led to many municipalities formally requesting the Province to allow the use of an Administrative Penalty System (APS) for ASE. An APS is the City's preferred method for dealing with ASE charges.

Currently, all offences issued through the ASE program are filed through the Provincial Court system. Due to the pandemic, the Chief Justice of Ontario and the Province of Ontario issued orders adjourning all court matters, suspending all Provincial Offences Act (POA) timelines and later extending these timelines into 2022. These orders affected court service operations throughout the pandemic resulting in significantly reduced revenues from POA and increased backlogs.

APS provides an alternative solution for adjudication, which the City successfully implemented in 2014 for parking, animal, business and mobile licensing by-laws. Under APS, designated municipal employees review and make decisions regarding contraventions of City by-laws.

Comments

Automated Speed Enforcement Program Results

ASE cameras have been used to enforce the speed limit at 35 locations since the beginning of the program on July 5th, 2021. Staff are continuously collecting data before, during and after ASE operations to determine the effectiveness of the program. Data shows that ASE has proven to be an effective tool at reducing motor vehicle speeds and increasing speed limit compliance. The average decrease in operating speeds throughout the 35 locations was 8 km/h and the average speed limit compliance increased by 26%.

A total of 8,258 tickets have been issued since July 5, 2021. The highest number of tickets were issued on Colonial Drive south of McMaster Road. The highest ticketed speed was 77 km/h, nearly 50 km/h over the posted speed limit, on Darcel Avenue north of Wrenwood Crescent.

Detailed statistics for all 35 locations is attached as Appendix "A" for reference.

As of May 26, 2022, ASE has been deployed at 35 locations, with 38 additional locations throughout the City signed as “coming soon” for future deployment.

Administrative Penalty System

A shift from the existing POA framework to APS for camera-based offences is required to relieve pressures on the POA system, and better administer automated enforcement programs.

As of April 19, 2022, the Province filed Ontario Regulation 355/22 titled “Administrative Penalties for Vehicle Owner Contraventions Detected Using Camera Systems” which will establish an Administrative Penalty regulatory framework for camera based automated enforcement programs. The framework will take effect on July 1, 2022 and will provide an opportunity for municipalities to reduce the burden associated with administering automated camera enforcement programs, while ensuring road safety objectives continue to be met.

Staff are planning to draft a new Administrative Penalty By-Law to allow for ASE to operate under APS. The draft By-Law is planned to be presented to General Committee early in the next term of Council.

The Gtechna solution is currently being deployed (July 2022) for APS parking enforcement licence plate based tickets. In order to advance the Road Safety program with a timely transition to APS for camera tickets, expansion of the Gtechna solution is required for the management of camera (license plate based) ticket types.

In order to expand the City’s ability to administer the APS program, additional staff resources are required in 2023 to support the transition of camera tickets from POA to APS. All associated operating costs will be identified through the 2023 budget planning process, and scheduled to be in place following the creation of the new APS by-law and Gtechna solution. It is expected that any future operational cost increases will be offset by ASE revenue, with any excess revenue to be allocated to the Automated Speed Enforcement Reserve Fund.

Expanded ASE Program

Following the expansion to the City’s APS program, additional processing capacity must be realized to expand the ASE program further. Staff are currently investigating potential solutions to expand processing capacity, as well as identifying any operational impacts. Planning for future expansion also includes the potential for additional ASE cameras, and the identification of additional ASE sites beyond the existing 30 km/h school area community safety zones.

An internal committee comprised of staff is required to determine the resources required in order to expand ASE. It is essential to identify and plan for the deployment of a robust ASE Program, including the determination of all necessary budgets, staffing requirements, and facilities to coincide with the regulatory changes brought forward by the Province in 2022.

Procurement Authorization

Staff will request that Procurement Services execute the necessary amendments and related ancillary documents to increase the value of the contract by \$600,000.00 excluding taxes, for a total contract authority of \$1,450,000 with the Acceo Solutions Inc. doing business as "Gtechna". This increase will accommodate the purchase of licenses and professional services for the implementation of the camera based tickets software management module and annual maintenance and support. This change is in accordance with the new Procurement By-law 0013-2022: Section 20 (1) and Contract Amendments and Termination policy# 03-06-12: Section B 1 (a) and (i), (ii) and (iv) where, Council authority is not required, regardless of dollar or percentage increase, when a Contract Amendment is:

1. Required to increase the value and/or renew the term of a Contract for which the procurement was intended to create a relationship with a Supplier to provide Goods and/or Services over multiple years, only if:
 - a) the Contract is for Goods and/or Services for a technology software, system or solution;

And:

- i. the Bid Request and Contract provide for renewing the term and/or increasing the value; and
- ii. funding for the increase has been approved in annual capital budgets by Council; and
- iii. the basis for determining price was established in the Contract or continues to represent Best Value.

Financial Impact

To advance the Road Safety program with a timely transition to APS for camera tickets the following funding is being requested in 2022 with this report:

1. \$358,000 from the Capital Reserve Fund (#33121) to be transferred to PN #19091 Parking Enforcement systems, for contracting with Gtechna for the purchase of licenses and professional services to implement the camera based tickets software management module.

It is expected that the following funding will be requested through the 2023 Business Planning Budget process and will be funded from the ASE revenue. Any excess revenue will be transferred to the Automated Speed Enforcement Reserve Fund #35580 to help fund future capital and operating requirements:

1. \$373,000 in total over 4 years (2023-2026) for operating costs related to support and management of camera (license plate based) ticket types.
2. Additional staffing and facilities requirements that will be needed for the deployment of the APS Program.

The ASE Program was proposed as part of the 2020 Business Planning Budget process and subsequently approved as part of the 2020 Budget. The implementation of ASE Program began in July 2021 and the operating costs to date are as follows:

Item	2021 Actual	2022
Fines Issued	\$725,708	\$320,874
ASE Operation Costs	\$618,698	\$234,912
Fines Collected	\$151,698	\$135,573

Conclusion

The ASE program is achieving positive results with respect to reducing vehicle operating speeds and increasing motorists compliance with the speed limit throughout the City.

Investment in the development of the Gtechna solution is recommended to allow the City's APS program to expand to include camera based automated enforcement offences. Capital funding of \$358,000 in 2022 is required, with additional operating costs to be identified and requested through 2023 Business Planning Budget process.

Attachments

Appendix 1: Automated Speed Enforcement Statistics



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

Prepared by: Colin Patterson C.E.T., RSP1, Manager, Traffic Services & Road Safety

Automated Speed Enforcement Statistics

Location	Ward	Posted Speed Limit	Percent of Traffic in Compliance with the Speed Limit			Average Speed (km/h)			85th Percentile Speed (km/h)			Highest Speed Ticketed During ASE	Total Tickets Issued
		(km/h)	Before ASE	During ASE	Compliance Change	Before ASE	During ASE	Average Speed Change	Before ASE	During ASE	85 th Percentile Speed Change		
Mineola Road E between Hurontario Street and Crossfield Bend	1	30	11%	30%	19%	44	37	7	54	49	5	73	291
Sherway Drive between Safeway Crescent and Denise Road	1	30	23%	50%	27%	37	32	5	49	40	9	49	30
Clarkson Road S between Matena Avenue and Sunningdale Bend	2	30	27%	41%	14%	44	33	11	58	42	16	68	146
Kelly Road between Truscott Drive and Brookhurst Road	2	30	17%	49%	32%	41	31	10	53	41	12	63	33
Lewisham Drive between Fontwell Crescent and Truscott Drive	2	30	25%	46%	21%	35	32	3	46	43	3		
Cedar Creek Drive between Runningbrook Drive and Lexicon Drive	3	30	27%	45%	18%	35	32	3	47	40	7	65	702
Runningbrook Drive between Autumn Harvest Drive and Riverspray Crescent	3	30	32%	44%	12%	33	32	1	45	41	4	59	75
Ponytrail Drive between Fieldgate Drive and Silverplains Drive	3	30	7%	29%	22%	44	37	7	53	48	5		
Mississauga Valley Boulevard between Cliff Road and Silver Creek Boulevard	4	30	8%	34%	26%	44	35	9	53	47	6	73	936
Silver Creek Boulevard between Mississauga Valley Boulevard to Gwendale Crescent	4	30	8%	40%	32%	41	33	8	49	41	8		
Morning Star Drive between Lancaster Avenue and Netherwood Road	5	30	10%	51%	41%	45	32	13	55	43	12	67	298
Darcel Avenue between Wrenwood Crescent and Brandon Gate Drive	5	30	9%	47%	38%	43	33	10	52	43	9	77	559
Fairwind Drive between Heritage Hills Boulevard and Hollymount Drive	5	30	9%	39%	30%	44	34	10	54	45	9	68	166
Ceremonial Drive between Chagall Court and Bristol Road W.	5	30	26%	39%	13%	44	35	9	55	47	8	54	19
Whitehorn Avenue between Weir Chase and Pickwick Drive	6	30	19%	33%	14%	41	36	5	53	47	6	71	772
Fallingbrook Drive between Dream Crest Road and Sherwood Mills Boulevard	6	30	16%	41%	25%	42	35	7	53	48	5	74	278
Queenston Road between Ashcroft Crescent and Fellmore Drive	6	30	21%	44%	23%	38	33	5	51	43	8		
Sherwood Mills Boulevard between Brockworth Drive and Fallingbrook Drive	6	30	14%	43%	29%	41	33	8	51	44	7	41	1
Camilla Road between Queensway and Cherry Post Drive	7	30	21%	38%	17%	38	34	4	50	45	5	67	192
Cliff Road between Rudar Road and Abruz Boulevard	7	30	7%	29%	22%	46	37	9	56	49	7	54	14
Sawmill Valley Drive between Burbank Drive and Grosvenor Place	8	30	13%	41%	28%	44	34	10	56	45	11	71	197
Colonial Drive between Garthwood Road and Orleans Road	8	30	8%	45%	37%	46	33	13	56	45	11	69	1391
Council Ring Road between Glen Erin Drive and South Millway	8	30	14%	41%	27%	41	33	8	53	43	10	74	711
Garthwood Drive between Colonial Drive and Clayton Road	8	30	17%	46%	29%	41	33	8	54	43	11		
Middlebury Drive between Thomas Street and Dinning Court	9	30	17%	49%	32%	42	32	10	54	43	11	73	332
Duncairn Drive between Snowbird Court and Glen Erin Drive	9	30	18%	39%	21%	40	34	6	52	44	8	61	25
Shelter Bay Road between Bramshaw Gardens and Glen Erin Drive	9	30	7%	34%	27%	48	34	14	58	44	14	58	30
Copenhagen Road between Bendigo Circle and Tamar Road	9	30	16%	34%	18%	41	35	6	52	45	7		
Rosehurst Drive between Terragar Boulevard and Densbury Drive	10	30	13%	50%	37%	42	32	10	53	42	11	70	356
Lisgar Drive between Forest Bluff Crescent and Osprey Boulevard	10	30	6%	46%	40%	46	33	13	54	44	10	60	179
Terragar Boulevard between Rosehurst Drive and Black Walnut Trail	10	30	19%	42%	23%	38	34	4	49	45	4		
Old Derry Road between Second Line W and Gooderham Estate Boulevard	11	30	17%	32%	15%	40	36	4	52	46	6	69	249
Church Street between Main Street and Queen Street	11	30	11%	29%	18%	45	36	9	54	47	7	75	265
Swinbourne Drive between Bancroft Drive and Douguy Boulevard	11	30	27%	61%	34%	35	29	6	48	39	9	54	11
Gooderham Estate Boulevard between Old Derry Road to Silverthorn Mill Avenue	11	30	7%	45%	38%	46	33	13	54	42	12		
Average Change					26%			8			8		
Total Charges													8,258

Some locations include partial data and are still actively enforcing the speed limit, therefore ticket data is not yet available.

Date: June 15, 2022	Originator's files:
To: Chair and Members of General Committee	
From: Geoff Wright, P.Eng, MBA, Commissioner of Transportation and Works	Meeting date: June 29, 2022

Subject

Infrastructure Planning and Engineering Services Master Plans - 2022 Annual Update (All Wards)

Recommendation

That the report entitled "Infrastructure Planning and Engineering Services Master Plans - 2022 Annual Update (All Wards)" dated June 15, 2022 from the Commissioner of Transportation and Works, be received for information.

Executive Summary

- This report consolidates multiple transportation master plans annual updates into one concise document.
- The Transportation Master Plan (TMP) was endorsed by Council on May 8, 2019. As of June 2022, of the 57 short-term Actions, over half (36) are underway, and 14 are complete. Out of the 91 Actions in total, 54 are underway and 14 are complete.
- The Transportation Demand Management Strategy and Implementation Plan (TDM) was endorsed by Council on March 4, 2018. As of June 2022, four (4) of the 23 Action items in the TDM Plan have been completed and 12 of the 23 Action items remain in progress.
- The Cycling Master Plan (CMP) was endorsed by Council on July 4, 2018. As of June 2022, staff have addressed each of the four goals of the CMP including engaging with community members on trails across the City; implementing new on-road and off-road cycling infrastructure; analysing automated counter data and launching self-guided community rides.
- The City of Mississauga's Pedestrian Master Plan (PMP) was endorsed by Council on June 23, 2021. As of June 2022, funding has been secured to address eight (8) kilometres of high priority gaps in the existing pedestrian network on an annual basis.

Background

On May 8, 2019, Council endorsed Mississauga's first Transportation Master Plan (TMP), a policy framework and Action Plan to guide the development of Mississauga's transportation system for the next 25 years. This Plan's Vision Statement is a commitment to the freedom to move:

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

The development of the TMP was informed by a number of master plans such as the Transportation Demand Management Plan and Implementation Strategy, Cycling Master Plan and Pedestrian Master Plan (see Figure 1 below). Annually staff deliver a status update indicating the progress on the respective master plans' actions. This report is a consolidation of the annual master plan updates, allowing Council and the public to monitor progress given the interrelationships between the plans.



Figure 1: Mississauga Official Plan and Transportation Plans Infographic.

Comments

Transportation Master Plan

The TMP made specific commitments to 91 Actions that will deliver on the plan's Vision and Goals. These Actions will be delivered in the short-term (2020-2024), medium-term (2025-2034), or long-term (2035 and after). Over the last three years, staff and Council have made significant strides in delivering many of these Actions.

Of the 57 short-term Actions, over half (36) are underway (initiated, in progress, or ongoing) and 14 have now been completed. Out of the 91 Actions in total, 53 Actions are underway and 14 are complete. Details on the status of each Action are provided in Appendix 1 of this report.

When the TMP was endorsed by Council, staff presented focus areas for immediate Action. Over the past year, progress was made in all focus areas. Key focus area achievements this year are outlined below; with specific TMP Actions referenced in brackets:

- Advancing our **commitment to Vision Zero** by:
 - Advancing the development of a Speed Management Program (Action 46) by nearing completion of the Neighbourhood Area Speed Limit Project. This project reduced speed limits from 50km/h to 40km/h in all 150 neighbourhoods. In addition, approximately 200 new 30 km/h residential school zone speed limits and school area Community Safety Zone signs were installed in areas that were previously posted at 40 km/h. A robust speed management plan is being developed to achieve lower operating speeds within neighbourhoods.
 - Automated Speed Enforcement (ASE) is now in operation across the City with 22 cameras actively enforcing the speed limit. Staff continue to work with the Region of Peel to implement an Automated School Bus Camera Program (Action 43). The ASE program has been rolled out in phases in Mississauga and is considered an important tool in making our roads safer by improving speed compliance and raising public awareness about speed limits.
 - Continuing to work on the objectives of the Vision Zero Working Group (Action 61) and Peel Region Vision Zero Task Force (Action 81), advancing Vision Zero related goals and delivering on recommendations to improve transportation safety.

Staff anticipate the completion of a number of Actions from across all focus areas in the next year such as the Complete Streets Design Guide, Parking Provision Policies and the Long Term Transit and Road Network Plans.

Transportation Demand Management Strategy & Implementation Plan

The Transportation Demand Management (TDM) Strategy and Implementation Plan was approved by Council in 2018 and set a goal to reduce single-occupant vehicle trips and to make sustainable modes of transportation, such as walking, carpooling and transit, more viable options. The TDM Plan identified 23 Actions over a 10-year period. These Actions are split amongst short term (1 to 2 years), medium term (3 to 5 years) and long term (6 to 10 years) time-frames and are grouped under the following five themes: Coordinate, Promote, Enhance, Monitor & Evaluate, and Advocate.

Since the approval of the TDM Strategy in 2018, four (4) of the 23 Action items have been completed, while 12 of the 23 Action items remain in progress.

Due to COVID-19, many residents and employees have shifted their travel patterns and are working from home on a full-time or part-time basis. As such, many of the internal TDM programs for City of Mississauga employees were paused from 2020 to 2022. The exception was the Try Transit Campaign, designed to increase enrollment in the Employee Discount Transit Program. In 2021, 13 new employees (a 7% increase) enrolled in the program.

Cycling Master Plan

The Cycling Master Plan (CMP) was endorsed by Council in 2018 and includes a cycling network with a mixture of on-road and off-road infrastructure designed to create a safe, connected, convenient and comfortable experience. The CMP calls for 897 kilometres (557 miles) of cycling infrastructure to be built out over 27 years.

Each of the various metrics in the CMP performance monitoring framework has a reporting frequency. Some metrics are meaningful to report on annually, such as annual investment, kilometres of new infrastructure installed, and public participation in cycling events and programs; other metrics represent monitoring of long-term trends and therefore are reported less frequently, either every other year or every five years. The 2021/2022 performance metrics reported below are organized by the CMP's goals.

Improve safety for cycling:

- The City frequently receives concerns from residents regarding conflicts between pedestrians and cyclists using the City's shared trail network. In response to these concerns, the City held 10 pop-up events at various locations across the City to connect with community members, promote cycling, and encourage trail users to follow proper trail etiquette. City staff engaged with over 300 community members throughout the summer of 2021.

Increase the number of cycling trips in Mississauga:

- In an effort to collect annual cycling trip data, the City has purchased and installed automated counters on various multi-use trails and bike lanes across Mississauga. In 2021, there were 1,082,000 cyclists counted on the Etobicoke Creek and Waterfront Trails – up 13% from 2020.

Build a connected, convenient and comfortable bicycle network:

- The City invested a total of \$1.47 Million in cycling infrastructure in 2021, including projects that were started and budgeted in previous years. This figure represents the total dollar amount spent by the City on cycling infrastructure projects in the 2021 calendar year, including projects led by both the Transportation and Works and Community Services departments. A highlight from the 2021 Cycling Program was the installation of bollard protected bicycle lanes on Living Arts Drive from Burnhamthorpe Road West to Rathburn Road West – the first such installation in Mississauga.

Foster a culture of cycling:

- Public awareness of cycling increased in a variety of ways in 2021:
 - The City recorded 10,000 engagements on the City's social media posts about cycling programs, infrastructure, and services;
 - Six (6) virtual cycling webinars were held throughout the year in partnership with Library Services, the Region of Peel, and the Mississauga Cycling Advisory Committee;
 - Self-guided Community Rides were launched in 2021, with a total of 11 rides held between May and October across the City; and,
 - Bike Valets were run at the Port Credit and Lakeview Farmers Markets every Saturday and Sunday respectively.

Communications:

- In an effort to provide key reporting metrics to the public in a way that is effective, select metrics have been incorporated into an info-graphic format, included in Appendix 2. The info-graphic will be posted online and distributed through the City's corporate communications channels.

Pedestrian Master Plan

The completion of the Pedestrian Master Plan (PMP) marks a major step towards achieving the long term vision for walking and meeting the needs of pedestrians across the City. The strategies and actions outlined in the PMP lay the groundwork for implementation and aim to improve the pedestrian network, infrastructure, policies, programs, and environment so that people of all ages and abilities have the freedom to move freely and comfortably as a pedestrian.

Since the PMP's endorsement, funding has been secured to address eight (8) kilometres of high priority gaps in the existing pedestrian network on an annual basis. In addition, inter-departmental staff continue to meet to begin work on the 68 action items identified in the PMP.

Strategic Plan

The TMP, TDM Plan, CMP and PMP together advance nearly every goal under all five pillars of the Mississauga Strategic Plan.

Financial Impact

This status update has no financial implications. Financial considerations for each of the Actions of the TMP, TDM, CMP and PMP are prepared separately prior to initiation and are presented to Council for consideration through established processes (e.g., the City Business Plan and Budget, Development Charges By-law, intergovernmental grant applications or a stand-alone corporate report).

Conclusion

This report consolidates annual updates from the various transportation-related master plans completed by Infrastructure Planning and Engineering Services staff into one concise document. These annual status updates are a key component of the TMP, CMP, PMP and TDM monitoring programs and ensure that Council and the public are aware of the Actions that are completed and the tasks that are underway.

Attachments

Appendix 1: 2022 Transportation Master Plan Action Plan Review

Appendix 2: Cycling Master Plan 2021 Report Card Infographic

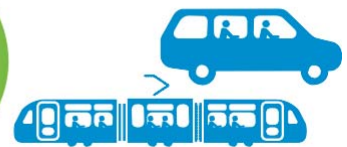
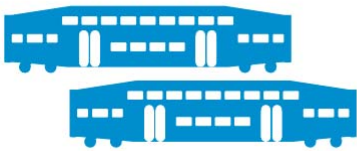


Geoff Wright, P.Eng, MBA, Commissioner of Transportation and Works

Prepared by: Thiago Oliveira, Transportation Planner, Transportation Planning

Mississauga Transportation Master Plan

2022 Action Plan Review



Mississauga Transportation Master Plan
2021 Status Update: Action Plan Review

The Action Plan Review provides details on the status of each Transportation Master Plan Action as of June 2022. Each year, staff will deliver a status update indicating progress of the TMP's Actions. These status updates will allow Council and the public to monitor the progress of the TMP.

Status definitions:

- **Not Started:** Activities to achieve Action have not started.
- **Initiated:** Work is underway to identify projects, teams, and resources required to achieve Action. For example, a Project Charter has been drafted and signed.
- **In Progress:** Tasks from an approved Project Charter or similar work plan are being carried out to achieve Action.
- **Completed:** The Action has been achieved, with supporting documentation available.
- **Paused:** The tasks needed to achieve the Action have been paused and a rationale provided.
- **Ongoing:** The Action is being consistently reviewed and tasks worked towards when appropriate.

Changes Happen on Different Timescales

Timescale	Years	Completed in
Short	1 – 5 years	2020 – 2024
Medium	5 – 15 years	2025 – 2034
Long	15+ years	2035 and after





Action Plan Timeline








Policies, Guidelines, and Standards

Actions to establish or update the rules and regulations that govern Mississauga's transportation system at the local municipal level.

Documenting intentions and best practices makes it possible for them to be consistently applied in practice. Policies in the Mississauga Official Plan govern how Mississauga grows and develops. Standards direct the design and performance of roads, sidewalks, trails, cycling facilities, and transit facilities. Embedding transportation aims in these documents will put the Transportation Master Plan into practice.

Action	Division	Timeline	Status Update
1 Complete Streets design guidelines Create and apply Complete Streets design guidelines and implementation plan that specify the types of infrastructure and streetscape elements that may be suitable for different classes of road.	Infrastructure Planning & Engineering Services		In Progress The Complete Streets Guide has been released for public comment and it will be finalized in summer 2022.
2 Road classification system Revise the City's Road Classification system to recognize movement and placemaking function of streets, incorporate into City's transportation planning practices, and update Mississauga Official Plan accordingly.	Infrastructure Planning & Engineering Services		In Progress The Complete Streets Guide includes a new classification system, which will become part of the Official Plan through the review currently underway.
3 Engineering design standards Review and update engineering design standards, such as intersection design standards and sidewalk standards, to prioritize safety of vulnerable road users and remove barriers to accessibility.	Infrastructure Planning & Engineering Services		Initiated Scope has been defined through the Changing Lanes project, and work will commence in 2022.
4 Closure of walkways Review and update policies concerning Closure of Walkways and Noise Attenuation Barriers on Major Roads, to require an evaluation of impacts of a proposed change on walking distance to transit and nearby destinations, and an assessment of available alternate routes and mitigation measures.	Infrastructure Planning & Engineering Services		Completed - January 2022 Closure of Walkways has been completed following the decision to declare policy 10-08-01 – Closure of Walkways obsolete and approved by council on January 12, 2022.






Action	Division	Timeline	Status Update
5 Traffic Impact Study Guidelines Review and update Traffic Impact Study Guidelines to refocus studies on all movements of people and goods by any mode, rather than primarily focusing on vehicular movements.	Infrastructure Planning & Engineering Services		In Progress Traffic Impact Study Guideline Update Project has been completed and the team is working on the final document with the legal department.
6 Major Transit Station Areas Complete ongoing planning work by City and Region of Peel for Major Transit Station Areas (MTSAs) and add to Mississauga's Official Plan.	City Planning Strategies		In Progress Once Region OPA is approved by Regional council, the team will seek Provincial approval.
7 Parking provision policies Review and update City-wide parking provision policies and related requirements in line with the recommendations of the Parking Matters study and Transportation Demand Management Strategy and Implementation Plan.	City Planning Strategies		In Progress Staff is currently addressing final comments. The final recommendations will be brought to PDC in Spring, 2022 for consideration and approval.
8 Transportation demand management for new development Develop transportation demand management requirements for new developments in line with recommendation #4 in City's 'Transportation Demand Management Strategy and Implementation Plan'.	Infrastructure Planning & Engineering Services		In Progress The Mississauga Bicycle Parking Report Final Draft was presented to PDC on May 31st. TDM soft measures are presently being requested on development applications.
9 Transport facilities in Greenlands policy Establish what active transportation and transit facilities are appropriate in Greenlands by reviewing Mississauga Official Plan sections 11.2.1.1 and 11.2.3.2 and amending if warranted.	City Planning Strategies		In Progress To be considered through the Official Plan Review.
10 Warehousing and logistics land use Investigate land use planning strategies that optimize location of warehousing/logistics usage near suitable transportation facilities, including consideration of a distinct land use category. Implement findings through Official Plan policies.	City Planning Strategies		In Progress To be considered through the Regional Official Plan, Peel Region Strategic Plan and Mississauga Official Plan reviews.









Action	Division	Timeline	Status Update
11 Mode share study Investigate merits of translating city-wide sustainable travel mode share target into set of more specific targets by mode, geographic area, land use type or other segments, and establish effects on other City policies and practices.	Infrastructure Planning & Engineering Services		In Progress To be delivered through the Transit and Road Infrastructure Plan, currently underway. Expected completion end of 2022 / early 2023.
12 Curbside management study Assess current and future competing demands on curb space and curb lane space, including taxis, pick-up/drop off, new mobility options, goods movement and deliveries, mobile businesses, cycling facilities, transit stops and on-street parking, and develop strategies for meeting competing needs.	Infrastructure Planning & Engineering Services		Initiated Scope outlined in the Parking Master Plan and Implementation Strategy and confirmed through the Changing Lanes project.
13 Location of new community infrastructure Prioritize sustainable mode access in the location choice and designs for new community infrastructure and City buildings by adding suitable criteria to the Official Plan and other guiding documents.	City Planning Strategies / Facilities and Property Management		In Progress Policies to be developed through the Official Plan Review.









Plans and Studies









Actions to conduct research and strategic planning projects to establish clear, well-informed direction on new transportation projects and initiatives in the public interest.

In the rapidly evolving field of transportation, there are some topics Mississauga needs to learn more about before making decisive changes for the better. There are also parts of the city that are growing and evolving that need to be looked at closely and thought about carefully to make the best decisions for their next chapter.

Action	Division	Timeline	Status Update
14 Pedestrian network plan Identify and address gaps and inconsistencies in the pedestrian network, with special attention to connectivity and accessibility standards, by conducting a detailed audit.	Infrastructure Planning & Engineering Services		In Progress Detailed information about the exiting pedestrian network is available in the Pedestrian Master Plan.
15 Long-term transit network plan Complete a comprehensive review of the City's long-term transit network, including a potential high-frequency network, and update the associated schedule that appears in the Mississauga Official Plan.	Infrastructure Planning & Engineering Services		In Progress To be delivered through the Transit and Road Infrastructure Plan, currently underway. Expected completion end of 2022 / early 2023.
16 Long-term road network plan Complete a comprehensive review of the City's long-term road network, and update the associated schedule that appears in the Mississauga Official Plan.	Infrastructure Planning & Engineering Services		In Progress To be delivered through the Transit and Road Infrastructure Plan, currently underway. Expected completion end of 2022 / early 2023.
17 Transit priority measures Examine potential locations, costs, and benefits for transit priority measures (such as signal priority, queue jump lanes, HOV lanes, transit-only lanes) to reduce transit journey time and increase reliability, taking advantage of City's Advanced Transportation Management System, as part of the MiWay Infrastructure Growth Plan.	MiWay		Completed - March 2021 ICIP funding was confirmed at the end of 2021. MiWay will begin initiating the detailed design and construction of queue jump lanes at key intersections in 2022.
18 Bus stop and terminal evaluation Include evaluation of the status of bus terminals as pleasant places to wait and transfer between services in the MiWay Infrastructure Growth Plan, using a detailed assessment of their existing facilities and pressures.	MiWay		Completed - March 2021 MiWay received ICIP funding in 2021 for the construction and installation of four terminal shelters and approximately 88 on-street enhanced shelters. Implementation of these shelters will occur between 2022 and 2027.

Action	Division	Timeline	Status Update
19 On-demand transit Evaluate opportunities, costs, and benefits for on-demand transit service in Mississauga to complement existing fixed-route services, including overnight service, first-mile/last-mile connections, and other travel markets.	MiWay		Initiated MiWay is preparing to undertake the on-demand assessment and feasibility study.
20 Ridehailing and ridesharing policy development Facilitate ridehailing and ridesharing in Mississauga through comprehensive review and update of the Mobile Licensing Bylaw, drawing on outcomes of Transportation Network Company (TNC) Pilot study.	Enforcement		Completed - July 2019 Transportation Network Company Licensing By-law (0109-2019) adopted July 3, 2019.
21 Accessible ridehailing Determine and implement best means to ensure that accessible ridehailing (such as taxicabs and TNCs) is available on-demand throughout Mississauga.	Enforcement		Paused Solutions presented have not achieved significant support from PVAC members. PVAC postponed due to COVID-19.
22 Micromobility policy framework Investigate policy options to determine how the City can best work with and regulate micromobility technologies and vendors, including but not limited to bike share systems, e-bike systems, and e-scooter systems.	Infrastructure Planning & Engineering Services		In Progress Consultant screening study commenced; public and stakeholder consultation to continue; recommendations for next steps to be brought to GC by end of Q2 2022
23 Zero-emission vehicle strategy Develop a zero-emission vehicle (ZEV) strategy that examines incentives to increase use of ZEVs and the infrastructure needs of ZEVs in Mississauga, including those related to new developments, retrofits of existing developments, public buildings, and public parking lots.	Environment		In Progress The Zero Emissions Vehicle Strategy is being completed through the Peel Climate Change Partnership, expected completion in 2022.
24 Electric vehicle charging stations Investigate requirements for electric vehicle charging stations in new developments as part of zoning by-law's parking requirements review.	City Planning Strategies		In Progress The draft Parking Regulation Study was presented at PDC/Public Meeting on December, 2021. Staff is addressing comments and will bring the final recommendations to PDC in Spring, 2022.
25 Strategic data management plan Create a City-wide strategic data management plan that includes strategy for leveraging emerging big data technology for collection and maintenance of transportation and traffic data.	IT		Initiated T&W Staff are leading a BR to move this item forward.
26 Traffic management plan Develop a five year plan to guide the application of traffic management tools and resources to effectively facilitate a shift from simply moving vehicular traffic to moving people and goods by any mode, including implementation planning for the Advanced Transportation Management System and other aspects of advancing Intelligent Transportation Systems in Mississauga.	Traffic Management & Municipal Parking		Initiated Project Leader Special Projects recently hired and project has been initiated.






Action	Division	Timeline	Status Update
27 Highway interchange safety and streetscape Create strategy to address safety issues and improve streetscape on municipal roads around 400-series highway interchanges, in collaboration with MTO.	Infrastructure Planning & Engineering Services		Not started For delivery between 2025 and 2034.
28 Off-road trail lighting Examine feasibility of extending street lighting program to serve off-road components of cycling and pedestrian networks through amendment of the Park Trail Lighting policy or otherwise.	Parks & Forestry Infrastructure Planning & Engineering Services		Not started For delivery between 2025 and 2034.
29 Wayfinding review Develop plan to consolidate and/or complement local and regional directional signage programs with a comprehensive, city-wide wayfinding system for all modes.	Infrastructure Planning & Engineering Services		Not started For delivery between 2025 and 2034.
30 Public feedback channels Conduct an end-to-end audit of channels for public feedback on the transportation system to identify and address opportunities for improving efficiency and efficacy.	Strategic communications		Not started For delivery between 2025 and 2034.
31 Land use/transportation corridor studies Conduct comprehensive land use/transportation corridor studies on Transit Priority Corridors not already studied, such as Erin Mills Parkway, Derry Road, Dixie Road, Eglinton Avenue, Airport Road, and on other corridors as needed.	Infrastructure Planning & Engineering Services		Ongoing Studies such as the Transit and Road Infrastructure Plan (TRIP) is currently underway and the Eglinton Corridor TMP is expected to begin in 2022.
32 Local network studies Conduct local network studies to assess transportation and land use on Major Nodes, Community Nodes, Corporate Centres and Special Purpose Areas not generally covered by corridor studies, such as the Airport Corporate Centre, Meadowvale Corporate Centre, Central Erin Mills Major Node, and UTM.	Infrastructure Planning & Engineering Services		Initiated Studies, such as Meadowvale Neighbourhood Character Study and the Downtown Movement Plan are underway or recently concluded.
33 Housing affordability near transit Identify measures to proactively manage the affordability of housing close to high-quality transit.	City Planning Strategies		In Progress City staff is working internally (e.g. Housing Choices in Neighborhoods Project) and with the Region of Peel to develop an inclusionary zoning framework for major transit station areas.
34 Neighbourhood hub pilot Test the concept of 'neighbourhood hubs' that would be a local-area focus for transit service, walking and cycling connections, low-intensity retail, and neighbourhood-level community services by piloting one or more sites.	Infrastructure Planning & Engineering Services		Not started For delivery between 2025 and 2034.









Action	Division	Timeline	Status Update
35 Emergency preparedness for extreme weather Identify parts of the transportation system vulnerable to flash flooding or extreme weather events, and develop a plan for suitable safe egress routes, warning systems, and alternative route information, in conjunction with development of Emergency Response Protocols.	Office of Emergency Management		Not started For delivery between 2025 and 2034.
36 Designated trucking routes Investigate designated truck routes designed to accommodate high volumes of truck traffic and long combination vehicles (LCVs) alongside other modes.	Infrastructure Planning & Engineering Services		Not started For delivery between 2025 and 2034.
37 Bike share system Examine the feasibility of a bike share system in Mississauga, in line with recommendations in the Cycling Master Plan.	Infrastructure Planning & Engineering Services		Initiated To be studied through Micromobility Study, see Action #22.
38 Car-free travel: City sites Create site-specific plans to support and encourage greater sustainable mode use for trips to City-owned facilities such as libraries, community centres, and recreational facilities by users of those facilities.	Infrastructure Planning & Engineering Services		Not started For delivery between 2025 and 2034.
39 Multi-modal access audits: City sites Develop an audit tool to evaluate site access by non-car modes and recommend improvements, applying it to City-owned sites (such as libraries and recreation centres) to make recommendations.	Infrastructure Planning & Engineering Services		Not started For delivery between 2025 and 2034.
40 Transit promotion for special events and major attractions Build on MiWay's existing support for special events and major attractions by reviewing those destinations, and identifying potential improvements such as changes to regular service or the introduction of event-specific services.	MiWay		Ongoing Throughout the COVID-19 pandemic, essential transit service has continued across Mississauga. In 2021 MiWay launched a new Customer Charter to support the Ridership Recovery Strategy, and advance the City's Strategic Plan.
41 Autonomous vehicles assessment Explore the possibilities and implications of autonomous vehicles in Mississauga, including an assessment of required infrastructure changes, other costs, and benefits associated with their use.	Infrastructure Planning & Engineering Services		Not started For delivery by 2035 and after.
42 Smart/connected vehicles and infrastructure Study the potential benefits and costs associated with smart/connected vehicles and transport infrastructure.	Traffic Management & Municipal Parking		Not started For delivery by 2035 and after.






Programs

Actions to invest in new programs or improved levels of service for City work in planning, design, construction, operation, and maintenance of the transportation system.

Many parts of the transportation system are delivered or affected by City services. Changes to those services will help provide Mississauga with what it wants and needs from its transportation system. The City must find ways to direct appropriate resources to these aspects of City work for the goals to be fully realized.

Action	Division	Timeline	Status Update
43 Vision Zero road safety infrastructure enhancements Develop and implement a suite of infrastructure enhancements to support Vision Zero, such as red light cameras, automated speed enforcement, traffic calming measures.	Traffic Management & Municipal Parking		In Progress Automated Speed Enforcement program began operation in 2021 and included a Council approved expansion to 22 cameras. A number of projects have been prepared to expand traffic calming programs.
44 Vision Zero memorial program Develop and implement a program by which a loss of life on the road can be formally recognized.	Infrastructure Planning & Engineering Services		Initiated The team has started working in partnership with staff from Culture Planning to use the public art process to help develop a concept and location for the VZ Memorial.
45 Vision Zero education program Establish road user education programming designed to promote best safety practices for travellers of every mode, by using road signs, social media, formal training, and other creative outreach and education tactics.	Infrastructure Planning & Engineering Services		In Progress Vision Zero Education Program scope of work currently in development.
46 Speed management program Address unlawful and undesirable vehicle speeds through creation of a speed management program that includes both location-specific and city-wide actions.	Traffic Management & Municipal Parking		In Progress Neighborhood Area Speed Limit Project is scheduled to be complete in the Spring of 2022.
47 Enhanced road safety monitoring program Modernize the way that collisions are tracked and monitored, enabling the City to more effectively analyze trends and identify hot spots to inform future priorities and decisions.	Traffic Management & Municipal Parking		Initiated System updates are underway and next steps include updates to the way that collisions are tracked and monitored.






Action	Division	Timeline	Status Update
48 Road safety enforcement program Work with Peel Regional Police to advance efforts to catch and penalize rule breaking behaviour on the road, including aggressive, impaired, and distracted driving.	Traffic Management & Municipal Parking		Initiated Automated Speed Enforcement is underway with 22 cameras. City staff are also participating in the development of a Stop Arm School Bus Camera Program for Peel Region.
49 Mid-block crossings Establish program to provide mid-block crossings, including creation of design standards and protocol for identifying appropriate locations (such as where off-road trails intersect roads), drawing on road safety and accessibility work.	Traffic Management & Municipal Parking		In progress Annual pedestrian crossover program established in 2020 and continues with annual implementations in 2022. The Trail Crossings Best Practices Study has been completed.
50 Targeted education and outreach Develop and implement targeted education and outreach campaigns and programs tailored to traveller groups with distinct needs and opportunities, including newcomers, new parents, post-secondary students, and those benefitting from recent transportation improvements.	Infrastructure Planning & Engineering Services		Paused Staff are reviewing opportunities and awaiting feedback from the Region of Peel on a Smart Commute rebrand. Project was postponed due to Covid19.
51 Transit stop/terminal service information Develop and implement program to provide access to comprehensive service information at transit stops/stations/terminals, with dynamic information at select locations.	MiWay		Completed - March 2021 MiWay received ICIP funding in 2021 for the construction and installation of four terminal shelters and approximately 88 on-street enhanced shelters.
52 Multi-agency transit information Enhance information about transit services in Mississauga to incorporate all transit agencies serving the city, and provide that information through city-wide channels and at transit stations/terminals.	MiWay		Completed - March 2020 ITriplinx is the official trip planner for the Greater Toronto and Hamilton Area (GTHA) and it is accessible through miway.ca, triplinx.ca or through an iPhone or Android app.
53 Major attraction transit information Establish a routine practice of identifying major attractions accessible by MiWay and a communication protocol to suggest initial web-ready 'reach us by MiWay' directions for each site as well as subsequent updates in the event of route changes.	Infrastructure Planning & Engineering Services		Completed - March 2020 Major attractions/destinations throughout the GTHA are included in Triplinx, which allows users to plan trips within Mississauga and across cities, using different forms of transit (e.g. bus, subway, GO Train).
54 Car-free travel: privately-owned sites Standardize, streamline, and promote mechanism for property owners/managers seeking help from City understanding, enhancing, and promoting car-free ways to access their site.	Infrastructure Planning & Engineering Services		Initiated The City is currently working with Region of Peel for a rebrand of the Smart Commute program.
55 Cycling outreach, education and promotion Establish cycling outreach, skills training, and promotion programming, in line with recommendations of Cycling Master Plan.	Infrastructure Planning & Engineering Services		Ongoing Many events and programs were relaunched in 2021. These include: community rides, webinars, safety campaigns, bike rodeos, and bike month challenges.








Action	Division	Timeline	Status Update
56 Bicycle parking supply Expand supply of short-term and long-term bicycle parking supply city-wide, in line with the Cycling Master Plan.	Infrastructure Planning & Engineering Services		In progress 42 new post & ring bicycle parking racks (84 new bicycle parking spots) were installed in 2021.
57 School Walking Routes program Seek opportunities to support enhancements to the Mississauga School Walking Routes program, with the aim of formalizing and expanding existing activities or introducing new activities to encourage active transportation options for students.	Infrastructure Planning & Engineering Services		Initiated Coordinator hired May 2021. Program transferred to City of Mississauga staff to lead (previously led by Traffic Safety Council).
58 Zero-emission City vehicle fleet Convert City's vehicle fleet (buses and corporate) to zero-emission vehicles, when technically, operationally and fiscally feasible, through end-of-life replacement, or otherwise.	MiWay Works, Operations & Maintenance		In progress MiWay is committed to a Hydrogen Fuel Cell Electric Bus feasibility study/pilot program over the next 2 years, and will complete a Battery Electrification study to understand how MiWay facilities need to be changed in order to accommodate a future battery-electric fleet.
59 Long-term cycling network Establish implementation program for long term Cycling Network, as it appears in the Cycling Master Plan.	Infrastructure Planning & Engineering Services		In Progress Continued implementation through Active Transportation Office.
60 Multi-modal access audits: private sites Introduce a program to offer multi-modal access audits to privately-owned, publicly accessible sites (such as shopping centres and fitness centres), using tool developed for City sites (see Action 40).	Infrastructure Planning & Engineering Services		Not started For delivery between 2025 and 2034.

Procedures

Actions to implement new ways of doing business or adapt existing business practices and standard operating procedures to align with evolving transportation priorities.

As transportation priorities change, technology advances and best practices evolve. It is critical that the City adapts the way City business gets done. Some of these actions require investment in tools and training, some require new people to bring new knowledge and skills to the organization, and some simply require staff to approach their work in new ways.





Action	Division	Timeline	Status Update
61 Vision Zero working group Establish an interdepartmental working group tasked with advancing Vision Zero-related goals, objectives, and action items in the Transportation Master Plan.	Infrastructure Planning & Engineering Services		Completed - September 2020 Working Group continues to meet regularly throughout the year to discuss Vision Zero work across the organization.
62 Winter maintenance service standards Establish protocol to review winter maintenance service levels for snow clearance on sidewalks, transit stops, cycling facilities, and trails concurrent with winter maintenance contract renewals, with aim of raising service levels for pedestrians, transit riders, and cyclists where technically, operationally, and fiscally feasible.	Works, Operations & Maintenance		# K HAY ja d f c j YX Yj Y c Z g f j J W Z c f d f c f l m g X Y k U g U b X V i g g t c d g j b c k j b d U W i b h j & \$ & - " @ j Y g c Z g f j J W Z c f d f c f l m g X Y k U g a i h j i g y f U j g f k j h j h Y F C K t z V j Y U b Y g k j h j h Y f c U X U c k U b W W U b X V i g g t c d g U f Y U h h Y \ j \ Y g h Y j Y i j b j b Y k j h j d f c f l m f i c i h r g
63 Walking/cycling construction mitigation Ensure accessible transit stops, pedestrian routes, and cycling routes through construction sites that obstruct normal routes by developing and enforcing suitable standards and procedures.	Infrastructure Planning & Engineering Services		Ongoing Reviews of construction management plans are ongoing; process review of construction management plans and road occupancy permit approvals has been flagged for 2022.
64 Transit service construction mitigation Enable timely service changes or other mitigation measures in response to planned on-street construction by formalizing protocol for notifying MiWay and other transit agencies operating in Mississauga, drawing on existing work.	Infrastructure Planning & Engineering Services		Not started
65 Non-MiWay transit infrastructure Establish inventories and service agreements concerning maintenance of information and infrastructure assets associated with transit service provided in Mississauga city limits, but operated by other transit agencies.	To be determined		Completed - May 2019 Process is in place.









Action	Division	Timeline	Status Update
66 Transportation data working group Establish an interdepartmental working group tasked with advancing the evolution of transportation and traffic data collection, maintenance, analysis, and interpretation, using emerging big data technology.	Infrastructure Planning & Engineering Services		Not started Internal discussions ongoing.
67 Public perception monitoring Gain insight on public perception of the Transportation Master Plan's Goals and the progress toward them by revising transportation question(s) in a citizen satisfaction survey.	Strategic Communications		Completed - June 2019 Customer Satisfaction Survey has been updated. See: https://yoursay.mississauga.ca/3098/widgets/14783/documents/18972
68 Third-party grants Dedicate suitable staff resources to researching and applying for third-party grants that can help advance the aims of the Transportation Master Plan.	Infrastructure Planning & Engineering Services		Ongoing City of Mississauga routinely submits transportation-related proposals to third party, including provincial and federal grants.
69 Official Plan coordination Establish protocols to ensure an editorial review of proposed updates and amendments to the Mississauga Official Plan includes verification that proposed policies advance the goals and objectives of the Transportation Master Plan.	City Planning Strategies		In Progress Coordination underway through the Mississauga Official Plan Review.
70 Corporate Asset Management Plan coordination Establish protocol to ensure Transportation Master Plan is used as a major input to the development of the Mississauga Corporate Asset Management Plan (forthcoming), to ensure planned service levels for the City's transportation infrastructure supports the goals and objectives of the Transportation Master Plan.	Finance		Completed In September 2021 the Core Corporate Asset Management Plan was endorsed by council. The team is now working on to include all non-core City infrastructure assets as the 2021 AM Plan.
71 New mobility and transportation innovation Monitor innovation and change in the transportation and transit sectors, summarize trends in an annual review, and identify issues and opportunities that need to be proactively addressed.	Infrastructure Planning & Engineering Services		Initiated Annual Review delayed due to COVID-19.
72 Transportation planning information hub Establish a transportation planning information hub that routinely collects and maintains data, information, and map layers commonly used in transportation planning.	Infrastructure Planning & Engineering Services		Not started For delivery between 2025 and 2034.








Partnerships

Actions to collaborate with allies, stakeholders, and partner agencies in the transportation field.

Collaboration is an essential part of realizing Mississauga's transportation goals. Several key parts of the transportation system, such as the GO Transit network, TransHelp paratransit service, highways, regional roads, intercity trails, and the airport are owned and operated by other levels of government and partner agencies. The City can help partners understand what they can do to affect the change needed in Mississauga. The City must also continue to listen to and work with allies and stakeholders who are in a position to help determine and achieve Mississauga's transportation goals.

Action	Division	Timeline	Status Update
73 Milton GO line two-way all-day service Continue to advocate for the introduction of an all-day two-way GO train service on the Milton GO line, supporting and advancing associated research and analysis as required.	Infrastructure Planning & Engineering Services		In Progress Staff continue to advocate for two-way all-day service.
74 GO station land study Work with Metrolinx and the Region of Peel to ensure potential for future development on Metrolinx-owned land around GO Stations is considered during the City's and Region's joint projects on Major Transit Station Areas.	City Planning Strategies		In Progress Staff continue to engage with Metrolinx and Peel Region to identify and encourage GO Station land redevelopment, where appropriate.
75 TransHelp strategic plan Work with TransHelp to prepare a long term strategic plan for accessible transit in Mississauga/ Brampton and to advance work to integrate TransHelp services with those of MiWay and Brampton Transit.	To be determined		Not started
76 Multi-modal access audits: schools Offer multi-modal access audits to schools, using tool developed for City sites (see Action 40).	Infrastructure Planning & Engineering Services		Not started

Action	Division	Timeline	Status Update
77 Healthcare providers Strengthen relationships with Local Health Integration Networks and Hospitals to support efforts to expand options for non-driving access to healthcare.	Infrastructure Planning & Engineering Services		Not started
78 Transportation investment coordination Establish protocols to be used by all transportation-related groups in the city for engaging with neighbouring municipalities to coordinate the timing and nature of transportation investment.	Infrastructure Planning & Engineering Services		Not started
79 TDM changes to Planning Act and Municipal Act Advocate for changes to the Planning Act and Municipal Act that would allow municipalities to require transportation demand management practices be designed into new developments, in line with recommendation #5 in the Transportation Demand Management Strategy and Implementation Plan.	Infrastructure Planning & Engineering Services		Not started
80 Peel Region Goods Movement Task Force Continue to serve as an active member of Peel Region Goods Movement Task Force, advancing recommendations to improve the goods movement system in Mississauga.	Infrastructure Planning & Engineering Services		In Progress Staff continue to actively participate.
81 Peel Region Vision Zero Task Force Continue to serve as an active member of Peel Region Vision Zero Task Force, advancing recommendations to improve the safety of transportation in Mississauga.	Infrastructure Planning & Engineering Services		Completed - May 2019 Mississauga staff continue to attend and participate in Peel Region Vision Zero Task Force Meetings.
82 24-hour GO Transit service Advocate for 24-hour GO Transit service in Mississauga.	Infrastructure Planning & Engineering Services		Not started For delivery between 2025 and 2034.
83 Wider Presto support Improve utility of the Presto card by encouraging Presto to support more service providers (such as bikeshare, taxis, car share, and retailers).	Infrastructure Planning & Engineering Services		Not started For delivery between 2025 and 2034.
84 TTC/MiWay fare integration Improve service integration between MiWay and TTC by working with the City of Toronto and the TTC to remove restrictions on MiWay boardings in Toronto, and negotiate a service agreement for MiWay-TTC transfers that are free for riders through participation in Metrolinx's work in this area or otherwise.	MiWay		In Progress The TTC has initiated a study on the cost, impacts, opportunities, and next steps of fare and service integration. MiWay will be a key stakeholder of the study which will conclude in 2021 and may include potential cross-boundary pilot projects. MiWay is also part of Metrolinx Fare & Service Integration Working Group.

Action	Division	Timeline	Status Update
85 Park-and-ride sites Assess possibility of promoting current and adding new park-and-ride locations in Mississauga targeted at inter-municipal travel, drawing on MiWay's Infrastructure Growth Plan and working in partnership with GO Transit and MTO.	Infrastructure Planning & Engineering Services		Not started For delivery between 2025 and 2034.
86 High Occupancy Vehicle (HOV) lanes Advocate for the introduction of HOV lanes on all 400-series highways in and around Mississauga.	Infrastructure Planning & Engineering Services		Initiated Staff advocate for HOV lanes as input to any MTO 400 series Environmental Assessment Study.
87 GTHA regional ATMS strategy Collaborate with MTO, Metrolinx, and GTHA municipalities to coordinate an inter-regional strategy for Advanced Transportation Management Systems (ATMS).	Traffic Management & Municipal Parking		Initiated Initiate discussions with MTO, Metrolinx, GTHA municipalities that have ATMS systems. Appropriate method and discussion tactics still to be determined.
88 Emergency Detour Routes Work with the MTO and the Region of Peel to establish Emergency Detour Routes for 400-series highways in and around Mississauga.	Emergency Management Office		Not started For delivery between 2025 and 2034.
89 Milton local transit connection Work with the Town of Milton to establish local transit connections as travel demand to and from Mississauga increases.	MiWay Infrastructure Planning & Engineering Services		Ongoing Staff continue to review need as growth occurs.
90 Autonomous vehicles collaboration Collaborate with the Province on autonomous vehicles and associated matters to ensure the regulatory environment provides Mississauga and other municipalities with the ability to maximize benefits and mitigate negative effects.	Infrastructure Planning & Engineering Services		Initiated Ongoing collaboration with the Province through the Connected and Autonomous Vehicle Working Group. Participation in the Ontario Smart Mobility Readiness Forum.
91 Pearson Airport regional transit hub Support the GTAA's initiative to develop a regional transit hub at or near Pearson Airport, ensuring that potential opportunities and risks for Mississauga are understood and addressed.	Infrastructure Planning & Engineering Services		Initiated Active collaboration with GTAA, Metrolinx, and City of Toronto.

CYCLING MASTER PLAN

Building a bicycle-friendly city.

First
protected
bike lanes
installed

New bike
parking
program
launched
*Request
a location
today*

Over
10K
engagements on
the City's social media
posts about cycling
programs, infrastructure
& services

Over
1Million
cyclists counted on the
Etobicoke Creek and
Waterfront Trails,
up 13% from 2020

37
cycling
events across
the City

Date: June 14, 2022

To: Chair and Members of General Committee

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

Originator's files:

Meeting date:
June 29, 2022

Subject

Amendment to Existing Consultant Contract – Procurement No. PRC001263 (Aquafor Beech Ltd.) to include additional Construction Supervision and Administration Services for the Applewood Creek Erosion Control Project through Lakeview Golf Course (Ward 1)

Recommendation

That the Chief Procurement Officer or designate be authorized to increase the Contract with Aquafor Beech Ltd. (Procurement No. PRC001263) by an additional amount of \$89,330, funded from PN 18-135, to a revised total Contract Value of \$550,721 (excluding taxes) to fund full-time Construction Supervision and Administration Services over extended work hours during the remainder of the scheduled construction of the Applewood Creek Erosion Control – Lakeview Golf Course project.

Executive Summary

- The Applewood Creek Erosion Control - Lakeview Golf Course project was awarded to Aquafor Beech Ltd. (ABL) in 2019 to undertake an Environmental Assessment (EA) study, Detailed Design, and provide Construction Supervision Services for the recommended Creek Works.
- Construction of the Erosion Control Works has begun and includes a re-alignment and widening of Applewood Creek through the Lakeview Golf Course together with associated modifications to several greens, fairways, cart paths, bridges and the irrigation system.
- Staff recommends that the existing Contract with ABL be amended to expand its specialty Construction Supervision and Administration Services to cover the extended construction work hours that have been adopted to facilitate the planned partial and full openings scheduled for the golf course this summer.

Background

Applewood Creek flows through the City-owned Lakeview Golf Course between the Dixie Outlet Mall and the CN Railway in the southeast corner of the City (refer to Appendix 1). The creek was channelized and its banks were lined with stone-filled gabion baskets that were installed 30 to 40 years ago over the entire 1.3 km (0.8 mile) length through the golf course.

The gabion baskets are approaching the end of their life-span, with many sections beginning to fall into the creek, posing a significant risk to the safety of golf course users and the environment. The City identified this reach of Applewood Creek as a high priority site in need of rehabilitation.

In 2019, the Applewood Creek Erosion Control - Lakeview Golf Course project was awarded to Aquafor Beech Ltd. (ABL) to undertake an Environmental Assessment (EA) study and Detailed Design for the Creek Restoration Works. The original assignment also included an allowance for up to four months of Construction Supervision and Administration Services during the construction of the Creek Works. Recommendation GC-0639-2021 was adopted by Council on December 8, 2021, approving the extension of this assignment to cover these services over the anticipated construction duration of nine months.

Comments

Following completion of Phase I of the EA study, Detailed Design of the Erosion Control Works was undertaken in 2020-2021 and construction is now underway. The work includes removal of the failing gabion basket banks and restoration of the creek using a wider natural channel configuration which follows a more gentle winding alignment through the golf course. Benefits of this project include:

- Repair of existing erosion damages;
- Increased flood conveyance capacity;
- Water quality improvements;
- Long-term fish and wildlife habitat improvements; and
- Improved golf course aesthetics and playability.

As part of the widening and re-alignment of the creek, several modifications to the Lakeview Golf Course itself are also being constructed, including:

- Minor reconfiguration of fairways, tees and greens on several holes immediately adjacent to the creek;
- Re-alignment of the cart path adjacent to the creek;
- Replacement of five bridge crossings over the creek; and
- Alterations to the golf course irrigation system, including removal of an existing pond.

Full time Construction Supervision and Administration Services have been provided by ABL's Consultant team of engineers, golf course landscape architect and irrigation specialists since construction began in November 2021.

Construction is scheduled to be completed and the full 18-hole golf course operational by mid-July. In addition, staff in Capital Works, Environmental Services, and Community Services have developed a plan for a partial 9-hole re-opening of the golf course in late June. To facilitate this plan, the City's construction Contractor has adopted an aggressive work schedule that includes extended weekday work hours (7:00 am - 5:00 pm, Monday to Friday), as well as working Saturdays and some Sundays.

It is recommended that the existing Contract with ABL be amended to provide full-time Construction Supervision and Administration Services over the extended work hours for the remainder of the scheduled construction. In doing so, the City will continue to benefit from the ABL team's specialized knowledge of the site-specific environmental constraints, City and agency requirements, design nuances, and continuity of knowledge on this project. Based on ABL's fee of \$74,329.50 (refer to Appendix 2) and a requested \$15,000 contingency, an increase to the existing Contract in the amount of \$89,330 is required.

Given the requested increase is more than 20% of the Original Contract value and greater than \$100,000, Council approval is required in accordance with Policy 03-06-12 Contract Amendments and Terminations, Section A.3.

Strategic Plan

The implementation of this project falls within the *Connected* Strategic Pillar under its strategic goal to *Build and Maintain Infrastructure*, and within the *Green* Strategic Pillar under its strategic goal to *Lead and Encourage Environmentally Responsible Approaches*.

Financial Impact

Table 1 below outlines the status of the existing and proposed revised Contract amounts with ABL. PN 18-135 Applewood Creek Erosion Control - Lakeview Golf Course has sufficient funds available to accommodate the recommended increase.

Table 1	
Contract Items	Applewood Creek Erosion Control - Lakeview Golf Course (PRC 001263)
Original Contract Value	\$209,955
Approved Change Orders – Heritage Impact Assessment, Archaeologic Investigation, Soils Testing, Hydrant Testing, Reptile Rescue, Golf Course Design Consultation, extension of original Construction Supervision & Administration services from four months to nine months	\$251,436
<i>Proposed Fees for Additional Specialized Construction Supervision & Administration Services plus contingency</i>	\$89,330
Total New Contract Value (excluding taxes)	\$550,721

Conclusion

An increase of \$89,330 (excluding taxes) to the existing Contract with ABL for full-time Construction Supervision and Administration Services over the extended construction work hours that have been adopted for the Applewood Creek Erosion Control - Lakeview Golf Course project represents good value as ABL and its golf course design sub-consultant team have worked closely with Community Services' Recreation and Golf Course staff on the planned 9-hole opening and ultimate full 18-hole opening of Lakeview Golf Course.

The Contract with ABL was established competitively. The ABL Contract continues to represent good value and is sufficiently resourced to accommodate the additional work. Council approval is required, as this increase will exceed 20% of the Original Contract Value as per Policy-03-06-12(A)(3).

Attachments

Appendix 1: Location Map for Applewood Creek Erosion Control Project at Lakeview Golf Course

Appendix 2: Aquafor Beech Limited Change Order Request for Construction Administration and Inspection



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

Prepared by: Linda Bai, P. Eng., Capital Project Manager

APPENDIX 1:

Location Map of Applewood Creek Erosion Control Project Through Lakeview Golf Course



Appendix 2

**Aquafor Beech Limited Change Order Request
for Construction Administration and Inspection**



June 7th, 2022

Attn: Mrs. Linda Bai, P.Eng.

Capital Project Manager, Capital Works Delivery Section

T 905-615-3200 ext.8184

E: linda.bai@mississauga.ca

**Re: Change Order Request for Extended Construction Administration and Inspection –
Applewood Creek Erosion Control at Lakeview Golf Course**

Dear Linda,

As a followup to our discussions, Aquafor has provided extended efforts and coverage of the Lakeview Golf Course implementation program, working extensively with Trisan Construction, their sub-consultants (NGF & Bomanite), as well as the City of Mississauga team.

These efforts have included extended weekday working hours (ie. Mon – Fri / 7am – 5pm), as well as working Saturdays and some Sundays (ie. ~60 hours of inspection per week).

The base scope of our Construction Administration workplan covers a total 190-day duration, for which 130 days of full day (8 hours/day) inspection and 60 days of half-day (4 hours/day).

Specific additional tasks required as part of the extended construction administration and inspection services include:

1. Ongoing full-time inspection (i.e., 60 hours per week)
 - Includes extended days and weekend work to the end of construction completion;
2. 9-hole opening – planning, design, and administration; and
3. Additional Irrigation Design – holes 5 & 12.

With the extensive amount and complexity of works remaining, we are requesting to continue with full time inspection services (i.e., 6 hours extra per day for 60 days, & 8 hours on weekends x 12 weekends).

We have also included additional time for continued contract administration (2 hours per day x 60 days) and professional support from Schollen and GT Irrigation for the 9-hole opening, and irrigation design of holes 5 & 12.

PROPOSED COSTING

Summarized in the table below is the professional fees and disbursement for all tasks noted above. This includes full time onsite inspection for the remainder of the project (i.e., May 15th – July 15th), including weekend work which has been requested by the City. It also includes post construction services, including as-built drawing certification and warrantee review and deficiency administration.

The upset limit of this Change Order request is \$74,329.50, excluding HST, as described in the table below.



June 7th, 2022

CONSULTANT NAME:		Aquafor Beech Limited		Aquafor Beech Limited		Aquafor Beech Limited		Schollen & Company Inc		Schollen & Company Inc		GT Irrigation		TOTAL		
ASSIGNED STAFF - PERSON NAME:		Rob Amos		Inspector / Support		Palka Sharma		Mark Schollen		Cam Tyres		Gary Taylor				
No.	PROJECT TASKS	"#HRS"	"#HRS" x "HRS"	"#HRS"	"#HRS" x "HRS"	"#HRS"	"#HRS" x "HRS"	"#HRS"	"#HRS" x "HRS"	"#HRS"	"#HRS" x "HRS"	"#HRS"	"#HRS" x "HRS"	"Formula Calculation"		
		(#) of HOURS	FEES (\$)	(#) of HOURS	FEES (\$)	(#) of HOURS	FEES (\$)	(#) of HOURS	FEES (\$)	(#) of HOURS	FEES (\$)	(#) of HOURS	FEES (\$)	(#) of HOURS	FEES (\$)	Disbursements (\$)
1	CONSTRUCTION ADMINISTRATION AND INSPECTION (additional 60 days @ 6 hours & 12 weekend days @ 8 hours)	120	\$ 15,600.00	456	\$ 36,480.00		0		0		0		0	576	\$ 52,080.00	\$ 2,604.00
2	9 HOLE OPENING PLAN AND COMMUNICATION	24	\$ 3,120.00	30	\$ 2,400.00		0	20	\$ 5,020.00	20	\$ 3,330.00		0	94	\$ 13,870.00	\$ 693.50
3	ADDITIONAL IRRIGATION DESIGN (HOLES 5 & 12)	4	\$ 520.00	4	\$ 320.00		0		0		0	20	\$ 4,000.00	28	\$ 4,840.00	\$ 242.00
	Total for this phase	148	\$ 19,240.00	490	\$ 39,200.00	0	\$ -	20	\$ 5,020.00	20	\$ 3,330.00	20	\$ 4,000.00	698	\$ 70,790.00	\$ 3,539.50
	Hourly Rate ("HR\$")	\$	130.00	\$	80.00	\$	80.00	\$	251.00	\$	166.50	\$	200.00			
	TOTAL FEES (\$)	\$ 70,790.00														
	TOTAL Number of HOURS	698.00														
	DISBURSEMENTS charges (\$)	\$ 3,539.50														
	TOTAL COST OF THIS PHASE (excluding HST)	\$ 74,329.50														

Should you require any additional information or clarification regarding this request for budget amendment, please do not hesitate to contact the undersigned at 416.705.2367.

Sincerely,
AQUAFOR BEECH LIMITED

Robert Amos, MASC. P.Eng.

Aquafor Beech Ltd.

✉ Amos.R@Aquaforbeech.com

Date: June 13, 2022

To: Chair and Members of General Committee

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

Originator's files:

Meeting date:
June 29, 2022

Subject

2022 Public Sector Network Update and Budget

Recommendation

That the Public Sector Network (PSN) 2022 Operating Budget attached as Appendix 2 to the report from the Chief Financial Officer and Commissioner of Corporate Services, dated June 13, 2022, and entitled, "Public Sector Network Update and Budget", be received as information in accordance with the PSN Partnership Agreement.

Executive Summary

- Under the Public Sector Network (PSN) Partnership Agreement, an annual PSN Budget is required to be submitted to the respective Municipal Councils of the PSN Partners.
- The Public Sector Network (PSN) 2022 Operating budget was passed at Regional Council on May 26, 2022 under Resolution number 2022-476.
- The 2022 PSN Proposed Budget has no impact on the overall City of Mississauga Budget.
- In accordance with the PSN Partnership Agreement, subscriber revenues are applied to offset shared costs for operation and support of the network, thereby reducing partners cost of ownership.
- Metrolinx/Mobilinx have expressed interest in accessing PSN as a subscriber to facilitate operation of the Hurontario LRT.
- PSN has partnered with Sheridan College to access Internet and cloud services hubs located in downtown Toronto.

Background

The fibre optic network, named the Public Sector Network, involves the effort of the four municipal agencies operating within the Region of Peel (City of Mississauga, City of Brampton, Town of Caledon and the Region of Peel). Established in 1996, the network is designed to meet the need to

provide high speed telecommunications between municipal facilities across the Cities of Mississauga and Brampton and the Town of Caledon. In addition to providing operational connectivity between facilities of its owners (Peel Region and local municipalities), PSN provides connectivity for other public sector agencies operating within Peel.

Comments

a) PSN Budget

Under the PSN Owners' Agreement, the PSN Steering Committee is required to submit an annual proposed budget and a statement of actual revenues and expenditures to their respective municipal councils for approval. The PSN Steering Committee consists of staff representatives from the PSN Owners: Region of Peel and the three local municipalities in Peel.

Appendix 1 of the subject report provides a Revenue and Expenditure statement for the year ending December 31, 2021 with commentary on budget variances.

Appendix 2 of the subject report provides the PSN Proposed Budget detailing the proposed allocation of revenues in 2022. In accordance with the PSN Owners' Agreement, revenues received from PSN Subscribers are used to offset shared costs incurred for operation and support of the network, thereby reducing the partners' cost of ownership.

Included in the proposed budget is a withdrawal of \$65,000 from the accumulated PSN reserve to fund two projects scheduled for 2022:

- \$15,000 to complete the link from Sheridan Brampton Campus to connect with third party network infrastructure at the Peel-Toronto border to complete a fully redundant loop connecting Sheridan's Brampton and Mississauga campuses with downtown Toronto Internet and cloud services hubs.
- \$50,000 to undertake a design to address a key area of the PSN original 96-strand backbone along Derry Road and Airport Road, where all 96 existing strands are in use or allocated for use in the near future. Options include an additional cable or replacing the existing cable with higher capacity/strand count.

The Reserve fund balance at the end of 2021 was \$858,352. Even with these withdrawals, PSN is anticipated to end the year with a reserve fund balance of \$822,533.

b) PSN Activity

Despite the impact of COVID-19, which limited some PSN activity, PSN continued to expand during 2021:

- 7 kilometers of new fibre optic cables were installed, representing over 700 new strand-kilometers.
- 16 partner connections were added – 7 sites (locations with staff) and 9 nodes (traffic controllers, bus stops, SCADA sites, etc.);

- 9 City of Mississauga connections were added, including Churchill Meadows Community Centre and eight traffic controllers.

At the end of 2021, PSN consisted of 842 kilometers of fibre (almost 50,000 strand-kilometers), connecting 1,054 partner and subscriber facilities:

Partner Connections (1,039):

- Region of Peel (212)
- Peel Regional Police (25)
- City of Mississauga (406)
- City of Brampton (377)
- Town of Caledon (19)

Subscriber Connections (15)

PSN provides highly reliable service. During 2021, there were only 5 incidents where links were lost. All five incidents involved damage to aerial fibre: four appeared to be caused by fibre being chewed by squirrels and the fifth was caused by a vehicle snagging overhead fibre. Incidents are generally repaired within a few hours. However, since most critical facilities have redundant connections, most incidents result in no loss of service to connected facilities. Overall, PSN maintains availability exceeding 99.99% for connected sites.

c) Hurontario LRT/Metrolinx/Mobilinx

With construction of the Hurontario LRT underway in 2021, much PSN activity has involved working with Metrolinx/Mobilinx and their contractors on plans to relocate PSN fibre located in the Hurontario corridor and areas of construction. Despite best efforts, a significant outage occurred in February 2022, when a PSN cable was severed during attempts to move it. Fortunately, the availability of bypasses created in 2020-2021 minimized downtime for affected sites, although three of four links were lost between Trillium and Credit Valley Hospitals. Subsequent efforts have significantly improved link diversity between these two sites, such that no future single break will affect more than two of the four links.

As part of the discussions, Metrolinx/Mobilinx, have indicated an interest in using PSN to connect their Maintenance and Operation Facilities to the LRT stations and to Peel VCom sites (since they expect to become a VCom user). While discussions are in the early stages, in terms of specific needs, PSN has an established process, including standard Access Agreement and rate structure, under which access to PSN is made available to public sector organizations operating within Peel. Metrolinx, as a public sector organization, is clearly eligible to become a PSN Subscriber. Agreement with Mobilinx (private sector consortium contracted to build and operate the LRT) would fall under a clause in the PSN Owners' Agreement which allows "any person or corporation whose principal purpose is to provide publicly funded services" to become a PSN Subscriber. This clause was specifically written to allow access by organizations contracted to provide services that would otherwise be provided by the public sector.

d) Sheridan College Partnership

Since approximately 2015, the PSN partners have been discussing with Sheridan College an initiative which would allow both Sheridan College and the partners to gain access to Internet and cloud services hubs in downtown Toronto. Because of its key involvement with the Canadian film industry, Sheridan College has a long-standing requirement for very high-capacity video transmissions between the College and the film industry and has been making investments in equipment and connectivity to support this need.

To address this need, PSN provides dark fibre from Sheridan College to the Peel-Toronto border, where PSN fibre is interconnected with fibre from a third-party provider into downtown Toronto. While Sheridan encountered a number of unanticipated issues in implementing the proposed service, these have now been addressed and the service is ready for use.

Once this service was fully operational, it was understood that Sheridan would make capacity on these links available to PSN Owners and Subscribers under mutually beneficial arrangements in which Sheridan would develop a relatively standard fee structure, based on a menu of potential service offerings. This would allow each owner to contract with Sheridan for the specific services that it needs. At the same time, PSN would continue to charge Sheridan for the PSN fibre that it uses, including fibre used to support this new service. (The alternative of waiving fees on both sides was considered. However, since not all PSN owners may wish to use the service and each may have different requirements, it was considered simpler and fairer to all parties to maintain fees in both directions.)

In terms of pricing, Sheridan has stated that its goal is simply to recover an appropriate portion of its significant investment. This should result in pricing for PSN owners that is significantly below commercial rates for comparable services. PSN Owners can verify that proposed pricing is, indeed, favourable, since at least two of the owners currently contract for comparable services from private sector providers.

The terms of any proposed contract would allow any PSN owner to discontinue the service at any time, should it no longer be required or if a more favourable option was available.

On this basis, it is recommended that the City of Mississauga be authorized to enter into agreements to acquire Internet and/or cloud services from Sheridan College by single source, subject to confirmation that pricing is as good as or better than comparable commercial services.

Finally, once the service has been fully tested by the PSN owners, it can be made available to both existing PSN Subscribers and to other public sector organizations within Peel who are not current PSN subscribers. Access to such services by a PSN Subscriber would require additional links from the subscriber's location to a Sheridan-provisioned hub site on the PSN network, generating additional revenue for PSN for use of the fibre, in addition to

revenue to Sheridan College for the Service. At the same time, potential public sector users within Peel would gain access to valuable Internet and cloud services at prices below commercial rates.

In summary, the partnership with Sheridan College is consistent with the PSN goal of reducing the cost of providing public services within Peel and represents a significant new offering that can contribute to this goal.

Financial Impact

The recommendations in this report have no direct financial impact on the City of Mississauga. Revenues received from PSN subscribers are used to offset PSN shared operating costs, which would otherwise be borne by PSN partners. Surplus funds are deposited to the PSN Reserve Fund and applied as determined by the PSN Steering Committee in accordance with established partnership agreements.

The Internet and Cloud services costs will be funded through the Information Technology Maintenance Operating Budget (cost element 715206 and cost centre 22373). In 2023, Internet and Cloud services costs will increase by \$150k and is currently in process for Council approval.

Conclusion

Public Sector Network remains an outstanding example of technological innovation and of the benefits derived through co-operation and partnership among Peel municipalities and with the broader public sector in Peel. Access fees from subscribers to the network continue to fund many shared costs associated with network operations, while providing a small surplus for future network operations or replacement costs.

Attachments

Appendix 1: Public Sector Network, Revenue and Expenditure Statement for 2021

Appendix 2: Public Sector Network, Proposed 2022 Operating Budget



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

Prepared by: Ron Kremer, Program Manager, IT Network Fibre & IoT

Public Sector Network, Revenue and Expenditure Statement for December 31, 2021

**Public Sector Network
Revenue and Expenditure Statement
For the Month Ended December 31, 2021**

	2021 Budget	2021 Actual	Variance under / (over)	
Revenues				
Sheridan College	102,204	102,204	-	
Trillium Health Centre	182,444	182,444	-	
William Osler Health Centre	84,714	89,714	(5,000)	(1)
Total	369,362	374,362	\$ (5,000)	
Common Expenses				
Cable locate services	318,000	299,598	18,402	
One Call Services	15,000	16,611	(1,611)	
Maintenance	3,000	10,060	(7,060)	
Operational Costs	25,000	27,304	(2,304)	
Contribution to Reserve Fund	5,362	20,174	(14,812)	
Other	3,000	614	2,386	
Total Expenses	369,362	374,362	\$ (5,000)	
Surplus / <Deficit>	-	-	-	
<u>Reserve Fund</u>				
Opening balance, Jan 1, 2021	\$ 822,497	\$ 822,497	-	
Contribution from Operating account	\$ 5,362	\$ 20,174	(14,812)	
Investment Income	\$ 20,000	\$ 15,681	4,319	
Closing balance - December 31, 2021	\$ 847,859	\$ 858,352	\$ (10,494)	

Notes:

(1) Recovery of costs to install additional William Osler Link to Peel Memorial

Public Sector Network, Proposed 2022 Operating Budget

Public Sector Network 2022 Proposed Budget					
	2022 Budget	2021 Budget	2021 Actual	2022 Budget 2021 Budget	Variance to 2021 Actual
Revenues					
Sheridan College	\$ 102,202	\$ 102,204	\$ 102,204	\$ (2)	\$ (2)
Trillium Health Centre	\$ 183,397	\$ 182,444	\$ 182,444	\$ 953	\$ 953
William Osler Health Centre	\$ 107,082	\$ 84,714	\$ 89,714	\$ 22,368	\$ 17,368 (1)
Contribution from Reserve	\$ 65,000	\$ -	\$ -	\$ 65,000	\$ 65,000 (2)
Total	\$ 457,681	\$ 369,362	\$ 374,362	\$ 88,319	\$ 83,319 (A)
Common Expenses					
Cable locate services	\$ 325,000	\$ 318,000	\$ 299,598	\$ 7,000	\$ 25,402 (3)
One Call Services	\$ 17,500	\$ 15,000	\$ 16,611	\$ 2,500	\$ 889
Maintenance	\$ 75,000	\$ 3,000	\$ 10,060	\$ 72,000	\$ 64,940 (4, 5)
Operational Costs	\$ 25,000	\$ 25,000	\$ 27,304	\$ -	\$ (2,304) (6)
Contribution to Reserve Fund	\$ 13,181	\$ 5,362	\$ 20,174	\$ 7,819	\$ (6,993)
Other	\$ 2,000	\$ 3,000	\$ 614	\$ (1,000)	\$ 1,386
Total Expenses	\$ 457,681	\$ 369,362	\$ 374,362	\$ 88,319	\$ 83,320 (B)
Surplus / <Deficit>	\$ -	\$ -	\$ -	\$ -	\$ (1.00) (A - B)
Reserve Fund					
Opening balance	\$ 858,352	\$ 822,497	\$ 822,497		
Withdrawal From Reserve	\$ (65,000)	\$ -	\$ -		
Contribution from Operating account	\$ 13,181	\$ 5,362	\$ 20,174		
Investment Income	\$ 16,000	\$ 25,000	\$ 15,681		
Closing balance	\$ 822,533	\$ 852,859	\$ 858,352		
Notes:					
1 Additional link connective Brampton Civic/Peel Memorial added in January 2022					
2. Proposed use of funds: Beanfield connection, design to address network bottleneck					
3. Budgeting 8.5% increase in locate costs, due to construction activity and network growth					
4. \$10,000 to cover cost of basic network repairs identified by inspections					
5. Reserve funding to be used to complete Beanfield/Sheridan connection and for design to address key network bottleneck					
6. Reduced project management costs and allocate software licences back to owners					

City of Mississauga Corporate Report



10.5

Date: June 8, 2022

To: Chair and Members of General Committee

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

Originator's files:
PO.11.BEV

Meeting date:
June 29, 2022

Subject

Delegation of Authority to execute an Authorization Letter to allow City owned land to be included in a development application at 5, 7 and 9 Beverley Street, and 7198 Airport Road (Ward 5)

Recommendation

That a by-law be enacted authorizing the Manager of Realty Services to execute an authorization letter, and any other documentation ancillary thereto, all in form and content acceptable to the City Solicitor, to allow the applicant in the proposed development application at 5, 7, 9 Beverley Street, and 7198 Airport Road, to include City owned lands, consisting of a 1.83 metre (6 foot) wide lane, comprising an area of approximately 160 square metres (1,722.22 square feet) and shown on the sketch dated June 11, 2021, and legally described as part of 12 Foot Lane, Plan Tor 4 abutting CNR Lands Plan Tor 4; 12 Foot Lane abutting Lots 418 to 441 on Plan Tor 4, forming part of PIN 13273-1125, in the City of Mississauga, Regional Municipality of Peel (the "City Lands").

Background

The City is the registered owner of an untraveled road allowance, being all of PIN 13273-1125(LT). The owner of the properties municipally identified as 5, 7 and 9 Beverly Street and 7198 Airport Road (the "Applicant's Property"), which property is adjacent to a portion of the untraveled road allowance, is seeking permission to include the City Lands, being a portion of the untraveled road allowance, in its development application. The City Lands are more particularly shown on the sketch attached hereto as Appendix 2.

The owner of the adjacent property, 2862505 Ontario Limited (the "Applicant"), has approached the City expressing an interest in purchasing the City Lands in order to facilitate their application to redevelop their lands at this location. As there is insufficient time to allow the City stop up, close, and declare the lands surplus, staff is proposing to allow for the City Lands to be included within the Applicant's development application, while these procedural actions are being undertaken by

the City. Providing authorization at this time would allow the applicant to proceed without undue delay associated with the future surplus declaration and sale.

A reference plan has been commissioned by the Applicant to identify the City Lands located within the block which includes the residential lots 5, 7 and 9 Beverley Street, and the commercial property at 7198 Airport Road.

Comments

The City Lands are a 1.83 metre (6 foot) wide section of untraveled road allowance which are not viable on their own and it is appropriate for them to be redeveloped in conjunction with the abutting Applicant's Property.

Realty Services has completed its circulation and received confirmation that there are no concerns with the lands being declared surplus to the City's requirements and sold. The lands shall be sold on an "as is/where is" basis.

Until such time as a reference plan identifying the City Lands is available, the portion of laneway adjacent to the Applicant's Property cannot be stopped up and closed or declared surplus to City needs. Consequently, in order to minimize delay the property owner is requesting the City's authorization to allow them to proceed with a development application for 5, 7 and 9 Beverley Street and 7198 Airport Road that includes the City Lands at this time. At the time of Site Plan application, the property owner will have to have acquired the City Lands. It should be noted that allowing the City Lands to be included in the applicant's proposed development application for a Rezoning and Official Plan Amendment at this time will not fetter Council's discretion to approve or disapprove the development application, and would be in keeping with a logical disposition to the abutting property owner.

The City Delegated Authority By-Law 0148-2018 allows for the Manager of Realty Services to execute any General Agreements, which would provide for the temporary use of City Lands. As the request from the Applicant developer to include these lands in its development agreement, Staff's interpretation is that Delegated Authority By-Law 0148-2018 did not anticipate this situation, and as such Council approval and direction is required to allow the Manager of Realty to execute the necessary authorization documentation.

Anticipating a sale of the City Lands to the Applicant at fair market value once Council resumes, staff is recommending that the Manager of Realty Services be delegated authority to execute on behalf of the City, as owner of the City Lands, an authorization letter permitting the applicant to include the portion of the City's untraveled road allowance within its development application at this time.

The applicant is assuming any risk associated with including the City Lands in their development application in advance of purchasing the City Lands from the City. If negotiations for the sale of the City Lands between staff and the applicant are not successful, the applicant will be required to resubmit their development application without the City Lands.

Financial Impact

There is no financial impact associated with this report. There will, however, be revenue generated to the City by the subsequent sale of the subject lands.

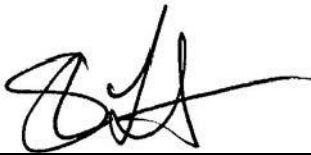
Conclusion

As the City Lands identified in this report is not required for City municipal purposes, and in anticipation of a potential sale of the subject lands to the abutting owner, it is reasonable for the City to authorise the subject lands to be included in the abutting owner's development application.

Attachments

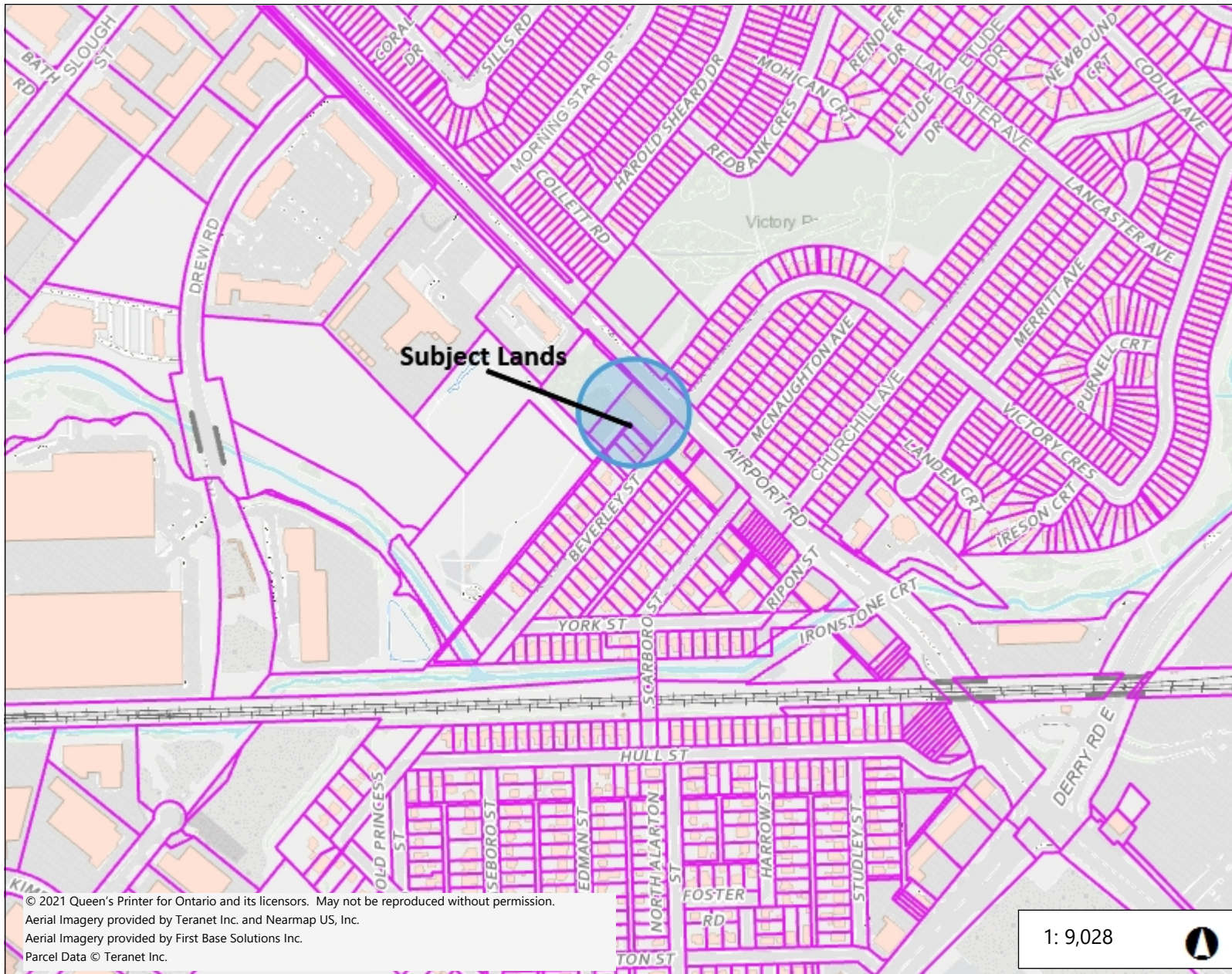
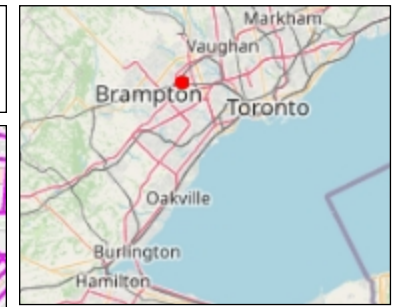
Appendix 1: Location Map of the City Lands

Appendix 2: City Lands identified on the sketch dated June 11, 2021

















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

Prepared by: Erny Ferreira, Real Estate Analyst-Appraiser, Realty Services, Corporate Business Services



Legend

- Road Names
-  Teranet
- Road Names
- Streets
- Arterial
- Collector
- Highway
- Ramp
- Local
- Alleyway / Laneway
- Link
-  Rapid Transit
-  Roads (Paved)
-  Roads (Gravel)
-  Road Shoulder Outlines (Pave
-  Buildings Outlined
-  Bridges
-  Rail Lines
-  Toronto International Airport
-  Shoreline Outline
-  Rivers, Creeks and Ponds
-  Wooded Areas
-  Parking Lots (Paved)
-  Parking Lots (Gravel)
- Light Gray Canvas Reference
- Light Gray Canvas Base

1: 9,028



0.3 0 0.14 0.3 Miles

WGS_1984_Web_Mercator_Auxiliary_Sphere
© 2021 The City of Mississauga 6-8-2022

This map is a user generated static output from an Internet mapping site and is for reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable.

THIS IS NOT A PLAN OF SURVEY

Notes

City-owned lands - Untraveled road allowance, 2 FOOT LAND PL TOR 4
ABUTTING CNR LANDS PL TOR 4; 12
FOOT LANE ABUTTING LTS 418 TO 441
PL TOR 4: 12

Subject Lands

7198 Airport Road

5, 7, 9 Beverley Street

SURVEYOR'S REAL PROPERTY REPORT-PART 1
 PLAN OF SURVEY OF
 ALL OF LOTS 439, 440 AND 441
 REGISTERED PLAN TOR-4 AND
 PEEL STANDARD CONDOMINIUM PLAN
 No. 830
 CITY OF MISSISSAUGA
 REGIONAL MUNICIPALITY OF PEEL
 SCALE 1:250

© COPYRIGHT
 PEARSON & PEARSON SURVEYING LTD. 2021
 Ontario Land Surveyors

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

Part 2
 DESCRIPTION OF LAND: ALL OF LOTS 439, 440 AND 441, REGISTERED
 PLAN TOR-4 AND PEEL STANDARD CONDOMINIUM PLAN No. 830, CITY
 OF TORONTO (FORMERLY CITY OF YORK).

REGISTERED EASEMENTS AND/OR RIGHTS OF WAY:
 No. 5 BEVERLEY STREET (PIN 13273-0441) - NO REGISTERED EASEMENTS
 OR RIGHTS OF WAY ON TITLE.

No. 7 BEVERLEY STREET (PIN 13273-0442) - NO REGISTERED EASEMENTS
 OR RIGHTS OF WAY ON TITLE.

No. 9 BEVERLEY STREET (PIN 13273-0443) - NO REGISTERED EASEMENTS
 OR RIGHTS OF WAY ON TITLE.

No. 1188-7214 AIRPORT ROAD - SUBJECT TO EASEMENT AS IN
 DECLARATION No. PR1466449. SUBJECT TO EASEMENT AS IN PR542409
 AND L2020477.

BOUNDARY FEATURES: NOTE ALL FENCES, CONCRETE, ASPHALT AREA
 AND OVERHEAD UTILITY WIRES IN RELATION TO THE BOUNDARY.

COMPLIANCE WITH MUNICIPAL ZONING BY-LAWS: THIS PLAN DOES NOT
 CERTIFY ZONING COMPLIANCE OR IDENTIFY WHAT ZONING RESTRICTIONS
 ARE INVOLVED.

THIS REPORT WAS PREPARED FOR ARJUN KUMAR AND THE
 UNDERSIGNED ACCEPTS. NO RESPONSIBILITY FOR USE BY OTHER
 PARTIES.

ADDITIONAL REMARKS: NONE

Bearing Note
 BEARINGS ARE ASTRONOMIC AND ARE REFERRED TO THE NORTHWESTERLY
 LIMIT OF BEVERLEY STREET SHOWN ON SURVEYOR'S REAL PROPERTY
 REPORT BY HADJICHAU & CROWNSHAW, O.L.S., DATED NOVEMBER 18, 2009
 AS HAVING A BEARING OF N39°46'00"E.

Benchmark
 ELEVATIONS ARE GEODETIC AND ARE REFERRED TO THE
 CITY OF MISSISSAUGA BENCHMARK
 BENCHMARK: 172 ELEVATION = 170.722m

Note
 SUBSTANTIAL AMOUNTS OF SNOW & ICE ACCUMULATION ON THE
 GROUND AT TIME OF SURVEY. FROZEN GROUND, SNOW COVER & ICE ETC.
 MAY HAVE HIDDEN SOME FEATURES.

TREE CALIPERS ARE NOT TO ARBORIST STANDARDS AND FOR ARBORIST
 CALIPER REFER TO ARBORIST REPORT.

Legend

■ DENOTES SURVEY MONUMENT FOUND
 SIB DENOTES STANDARD IRON BAR
 SSB DENOTES SHORT STANDARD IRON BAR
 IB DENOTES IRON BAR
 CC DENOTES CUT CROSS
 WIT DENOTES WITNESS
 OU DENOTES ORIGIN UNKNOWN
 S DENOTES SET
 M DENOTES MEASURED
 N/S/E/W DENOTES NORTH/SOUTH/EAST/WEST
 DENOTES REGISTERED PLAN TOR-4
 P DENOTES PEEL STANDARD CONDOMINIUM PLAN No. 830
 P1 DENOTES PLAN 439-23708
 P2 DENOTES PLAN 439-35933
 P3 DENOTES SURVEYOR'S REAL PROPERTY REPORT BY
 HADJICHAU & CROWNSHAW, O.L.S., DATED
 NOVEMBER 18, 2009.

D1 DENOTES INSTRUMENT No. R01015500 (PIN 13273-0441)

D2 DENOTES INSTRUMENT No. R0928279 (PIN 13273-0442)

D3 DENOTES INSTRUMENT No. R0104145 (PIN 13273-0443)

D4 DENOTES RADICAL & CROWNSHAW, O.L.S.

1109 DENOTES B. I. McMURCHY, O.L.S.

Y&Y DENOTES CITY OF MISSISSAUGA SURVEY

FIN DENOTES YOUNG & YOUNG SURVEYING INC., O.L.S.

FIN DENOTES TIES TO FRAME

TC DENOTES TOP OF CURB

EA DENOTES EDGE OF PAVEMENT

TW DENOTES TOP OF WALL ELEVATION

DBF DENOTES DOUBLE BOARD FENCE

RF DENOTES BOARD FENCE

CLF DENOTES CHAIN LINK FENCE

OWH DENOTES OVERHEAD WIRES

LS DENOTES LIGHT STANDARD

UP DENOTES UTILITY POLE

OM DENOTES GAS METER

TL DENOTES TRAFFIC LIGHT

WH DENOTES MANHOLE

PH DENOTES FIRE HYDRANT

CB DENOTES CATCH BASIN

W DENOTES WATER KEY / VALVE

Ø DENOTES DIAMETER (ROUND)

DS DENOTES DOOR SILL ELEVATION

○ DENOTES DECIDUOUS TREE WITH TRUNK DIAMETER

○ DENOTES CONIFEROUS TREE WITH TRUNK DIAMETER

○ DENOTES ACCESSIBLE PARKING SPACE

ALL BUILDING TIES ARE TAKEN FROM CONCRETE FOUNDATION FACE
 UNLESS OTHERWISE NOTED.

Surveyor's Certificate

I CERTIFY THAT:

1. THIS SURVEY AND PLAN ARE CORRECT AND IN ACCORDANCE WITH
 THE SURVEYORS ACT AND THE REGULATIONS
 MADE UNDER THEM.

2. THE SURVEY WAS COMPLETED ON THE 11TH DAY OF JUNE, 2021.

June 11, 2021

Date

Michele Pearson

Ontario Land Surveyor

10033 JANE STREET, SECOND FLOOR, MAPLE
 ONTARIO, L6A 1G1
 O.: (289) 555-5453
 F.: (289) 555-5453
 E.: michele@pearsonsurveying.com or dave@pearson.com

PEARSON & PEARSON

SURVEYING LTD.

DRAWING: 2074-AirportRoad7198-7214-BeverlyStreet-577-3-2021.DWG

CALC. BY: JM | DRAWN BY: TM/JM | CHECKED BY: MP/JM | PROJECT: 2074

ASSOCIATION OF ONTARIO
 LAND SURVEYORS
 PLAN SUBMISSION FORM
 2164479



THIS PLAN IS NOT VALID
 UNLESS IT IS AN EXEMPTED
 ORIGINAL COPY
 ISSUED BY THE SURVEYOR.
 In accordance with
 Regulation 1026, Section 2(2)

BEVERLEY STREET
 PIN 13273 - 0505
 (BY REGISTERED PLAN TOR-4)

City of Mississauga Corporate Report



10.6

Date: May 20, 2022	Originator's files: PO.15.DIX PO.15.BRO PO.15.SOU
To: Chair and Members of General Committee	
From: Shari Lichterman, CPA, CMA, Commissioner of Corporate Services and Chief Financial Officer	Meeting date: June 29, 2022

Subject

Surplus Land Declaration and Delegation of Authority to Approve a Land Exchange Agreement between the City of Mississauga and the Peel District School Board (Wards 2, 3 and 8)

Recommendation

1. That the City of Mississauga owned lands located at 3450 Dixie Road having an area of approximately 0.495 acres (0.200 hectares) and legally described as part of Block H, Plan 726, Toronto Township, Parts 1 to 5 on Reference Plan 43R-5732, subject to TT179615, being all of PIN 13327-0024 (LT), in the City of Mississauga, Regional Municipality of Peel (Ward 3), be declared surplus to the City's requirements for the purpose of an exchange with the Peel District School Board at fair market value.
2. That the City of Mississauga owned lands forming part of Clarkson Park, having an area of approximately 0.6277 acres (0.254 hectares) and legally described as part of Block A, Plan 878, subject to VS124533, if any; subject to RO588521, being Parts 1 and 2 on a draft reference plan prepared by Alnashir Jeraj, O.L.S., forming part of PIN 13434-0118 (LT), in the City of Mississauga, Regional Municipality of Peel (Ward 2) be declared surplus to the City's requirements for the purpose of an exchange with the Peel District School Board at fair market value.
3. That the Commissioner of Corporate Services and Chief Financial Officer be delegated authority to approve and execute a Land Exchange Agreement, together with all ancillary documents and amending agreements as may be necessary, between The Corporation of the City of Mississauga and the Peel District School Board, for the exchange of 3450 Dixie Road, having an area of approximately 0.495 acres (0.200 hectares) and identified as PIN 13327-0024, together with a portion of 0 Bromsgrove Road, having an area of approximately 0.6277 acres (0.254 hectares) and identified as a part of PIN 13434-0118, to the Peel District School board, and to receive in exchange from the Peel District School Board the property identified municipally as 3546 South Common Court, having an area of 1.108 acres (0.448 hectares) and legally described as Lot M, Plan 43M-160, subject to LT97887, LT97888, LT97890, being part of PIN

13395-0004 (LT), in the City of Mississauga, Regional Municipality of Peel (Ward 8), at fair market value each to the other, in form and content satisfactory to the City Solicitor.

4. That all steps necessary to comply with the requirements of Section 2(3) of the City's Notice By-law 0215-2008 be taken, including giving notice to the public by posting a notice on the City of Mississauga's website for a two week period, where the expiry of the two week period will be at least one week prior to the execution of an agreement for the sale of subject lands
5. That a new capital project PN 22307 - Land Exchange - Parkland be created with a gross and net budget of \$110,100 and that funding be allocated from the Cash in Lieu Parkland Reserve Fund Account #A32121.
6. That all necessary By-Laws be enacted.

Executive Summary

- At its meeting of July 2, 2014 and July 4, 2018, Council authorized Realty Services to assess the merits of exchanging the City owned lands located at 3450 Dixie Road, comprising an area of approximately 0.200 hectares (0.495 acres) and 0 Bromsgrove Road, comprising an area of approximately 0.254 hectares (0.627 acres) with the Peel District School Board ("PDSB") Lands located at 3546 South Common Court comprising an area of approximately 0.448 hectares (1.108 acres).
- The value of the lands to be exchanged will be based on fair market value as established by a qualified independent appraisal report. While the size of the lands to be exchanged are not equal, the fair market value of the respective properties has been found to be equal.
- The exchange of these lands will resolve certain complications on how they are currently being used by the parties. In acquiring the PDSB's lands, the City will enhance its holdings at South Common Court and own the lands which are currently occupied by the City's baseball diamond. The PDSB, in acquiring the City's lands, will amalgamate them with its current holdings and become the owner of the lands upon which a portion of their sports field (soccer) is currently located.

Background

South Common Park and the adjacent PDSB and Dufferin Peel Catholic District School Board (DPCDSB) properties located at the southeast corner of Burnhamthorpe Road West and Glen Erin Drive have historically accommodated two City owned lit baseball diamonds. The northernmost diamond was located on DPCDSB property through a license agreement with the City, and the southernmost diamond is located in South Common Park, but partially encroaching onto PDSB Lands. In 2015, the northernmost ball diamond was removed to accommodate the expansion of the St. Kateri Tekakwitha parking lot.

City Staff have investigated the possibility of a land exchange with the PDSB to remedy the encroachment and secure ownership of the remaining lit baseball diamond. As such, the City seeks to

acquire approximately 0.44 Ha (1.1 Acre) of land currently owned by the PDSB as part of their Erin Mills Middle School site. Acquisition of this land by the City would ensure the ownership of the entirety of the lit baseball diamond as well as an appropriate buffer zone.

Reciprocally, the PDSB has expressed an interest in acquiring a 0.20 Ha (0.49 Acre) City-owned property located at 3450 Dixie Road. This property was formerly occupied by City of Mississauga Fire Station #106. Acquisition of these lands by the PDSB would enable it to 'square off' the adjacent Burnhamthorpe Public School site. Although the lands at 3450 Dixie Road were declared surplus by the City in June 2014 (Recommendation GC-0348-2014), with the passage of time, staff recommends that the surplus declaration of 3450 Dixie Road be reaffirmed by City Council.

As the Erin Mills Middle School site and former Dixie Road Fire Station lands were not of equal value, staff have identified approximately 0.25 Ha (0.62 Acre) of land in Clarkson Park adjacent to Clarkson Secondary School, where the PDSB encroaches onto City land. The encroachment consists of a small portion of the school parking lot, a concrete slab-on-grade storage shed, and a portion of the school soccer pitch. As a result, the inclusion of this site into the land exchange agreement will allow the transfers to take place without the need to exchange money.

The City and the PDSB jointly commissioned an appraisal report to determine the fair market value of the three properties. Areas of the land exchange have been adjusted to arrive at a net zero value transaction. Draft reference plans have been created to identify parts that will describe the land exchange between the City and the Board.

Comments

Completion of the land exchange contemplated in this report will enable the City to secure complete ownership of the existing lit baseball diamond at South Common Park, rectify a long standing encroachment at Clarkson Park, and dispose of surplus lands that will enable the PDSB to better utilize their Burnhamthorpe Public school site.

Negotiations with the PDSB are nearing completion, however, given the summer recess and extended municipal election pause, staff are seeking Council's approval to declare the lands surplus for the purpose of an exchange, and is recommending that the Commissioner of Corporate Services and Chief Financial Officer be authorized to approve and execute the land exchange agreement, and all documents ancillary thereto including amending agreements, in form and content satisfactory to the City Solicitor.

Prior to executing the land exchange agreement the City will have complied with the City's Notice By-law 0215-2008, by having posted notice of its intent to execute an agreement to transfer the lands.

Financial Impact

This land exchange is premised on equal value transactions and therefore no monies are to be exchanged between the parties.

Given that all the terms of the exchange are not fully completed, Staff is seeking authority for the Commissioner of Corporate Services and Chief Financial Officer to approve and execute the necessary agreement and create such project accounts and undertake any associated budget transfers to complete this transaction.

Nonetheless, for greater clarity, each of the parties will be required to pay their own costs inclusive of Land Transfer Tax, appraisal, environmental, survey, registration and any other reasonable closing costs.

On completion of the Land Exchange Agreement, Staff at the City will be required to pay Land Transfer Tax \$79,356, environmental investigation Phase 1 and 2 ESA if required, at an estimated cost of \$30,000 and Closing and registration costs estimated at \$700. It is recommended that a new capital project PN 22307 – Land Exchange – Parkland be created with a gross and net budget of \$110,100 and that funding be allocated from the Cash in Lieu of Parkland Reserve Fund Account #A32121.

Survey costs of \$4000 plus HST have been incurred and charged to PN17303 and Appraisal cost of \$10,735 including HST have been incurred and charged to PN19306

Total cost of this transaction is estimated at \$124,791.

Conclusion

This report requests City Council to declare certain City lands surplus and delegate authority to the Commissioner of Corporate Services and Chief Financial Officer to approve and execute a Land Exchange Agreement between the PDSB and the City.

It is reasonable to recommend the surplus declaration at this time for the purpose of transfer to the PDSB, and to delegate Authority to the Commissioner of Corporate Services and Chief Financial Officer to approve and execute the Land Exchange Agreement.

Attachments

Appendix 1: Location of 3546 South Common Court (Erin Mills Public School)

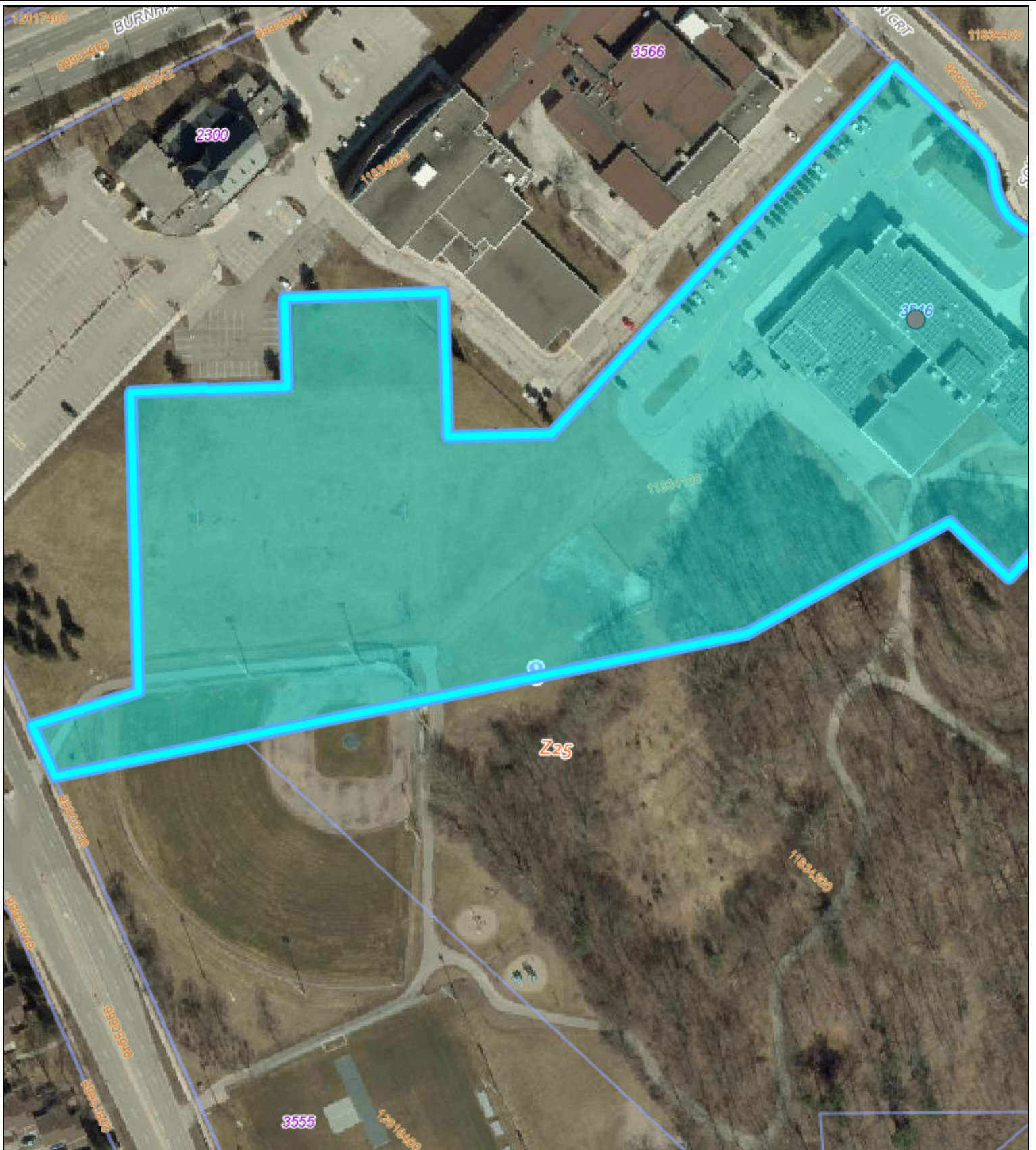
Appendix 2: Location of 3450 Dixie Road (Former Fire Station 106) Site

Appendix 3: Location of Site 0 Bromsgrove Road (Clarkson Park) Site



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

Prepared by: Varghese George, Project Leader, Realty Services, Corporate Business Services



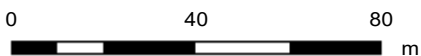
© 2021 The City of Mississauga
© 2021 Queen's Printer for Ontario and its licensors. May not be reproduced without permission.

Aerial Imagery provided by Teranet Inc. and Nearmap US, Inc.

Aerial Imagery provided by First Base Solutions Inc.

Parcel Data © Teranet Inc.

This map is a user generated static output from an Internet mapping site and is for reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable.



THIS IS NOT A PLAN
OF SURVEY



Realty Services

Corporate Business Services

Appendix 1: Location of Lands

3546 South Common Court-Erin Mills Public School



© 2021 The City of Mississauga
 © 2021 Queen's Printer for Ontario and its licensors. May not be reproduced without permission.

Aerial Imagery provided by Teranet Inc. and Nearmap US, Inc.
 Aerial Imagery provided by First Base Solutions Inc.

Parcel Data © Teranet Inc.

This map is a user generated static output from an Internet mapping site and is for reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable.

0 40 80
 m

THIS IS NOT A PLAN
 OF SURVEY



Realty Services

Corporate Business Services

Appendix 2: Location of Lands

3450 Dixie Road- Former Fire Station 106



© 2021 The City of Mississauga
 © 2021 Queen's Printer for Ontario and its licensors. May not be reproduced without permission.

Aerial Imagery provided by Teranet Inc. and Nearmap US, Inc.
 Aerial Imagery provided by First Base Solutions Inc.

Parcel Data © Teranet Inc.

This map is a user generated static output from an Internet mapping site and is for reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable.

0 40 80
 m

THIS IS NOT A PLAN
 OF SURVEY



Realty Services

Corporate Business Services

Appendix 3: Location of Lands
 0 Bromsgrove Road- Clarkson Park

Date: June 16, 2022

To: Chair and Members of General Committee

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

Originator's files:
PO.11.BRA

Meeting date:
June 29, 2022

Subject

Surplus Land Declaration and Delegation of Authority to Approve and Execute a Land Exchange Agreement with Her Majesty the Queen in Right of Canada for City-owned lands identified as the closed portion of Bramalea Road, south of Derry Road East (Ward 5)

Recommendation

1. That the City-owned lands being the closed portion of Bramalea Road, south of future Alstep Drive, having an area of approximately 0.58244 hectares (1.438 acres) legally described as part of the Original Road Allowance between Concessions 4 and 5, East of Hurontario Street, designated as Part 1 on Plan 43R-32747 and as Part 22 on Reference Plan 43R-25151 in the City of Mississauga, Regional Municipality of Peel (the "Bramalea Lands"), be hereby declared surplus to the City's requirements.
2. That the Commissioner of Corporate Services and Chief Financial Officer be given delegated authority to approve and execute a Land Exchange Agreement (the "Agreement"), together with all ancillary documents and amending agreements as may be necessary, between The Corporation of the City of Mississauga (the "City") and Her Majesty The Queen in Right of Canada (the "Crown"), for the exchange of the closed portion of Bramalea Road, south of Derry Road East, having an area of approximately 0.58244 hectares (1.4382 acres) and identified as part of PIN 13527 -0052 (LT) and to receive in exchange from the Crown, certain lands required for the Derry Road East/ Bramalea road improvements being approximately 0.4302 hectares (1.0634 acres), in the City of Mississauga, Regional Municipality of Peel (the "Crown Lands") (Ward 5), in form and content satisfactory to the City Solicitor.
3. That all steps necessary to comply with the requirements of Section 2 (3) of City Notice By-law 215-08 be taken, including giving notice to the public by posting a notice on the City of Mississauga's website for a two week period, where the expiry of the two week period will be at least one week prior to the execution of an agreement for the sale of the subject lands.
4. That all necessary By-laws be enacted.

Executive Summary

- The Greater Toronto Airport Authority (“GTAA”) leases Crown Lands for the purpose of managing and operating the Toronto – Lester B. Pearson International Airport (the “Airport Lease”) The Airport Lease is for a 60-year term beginning December 2, 1996, with a further option to extend for 20 years.
- On September 15, 1999, in connection with the redevelopment of the Toronto - Lester B. Pearson International Airport (“Pearson”), the City entered into an agreement with the GTAA for certain improvements and other arrangements relating to that portion of Bramalea Road lying south of Derry Road. The agreement provided for, among other actions, that the City was to close out and convey a portion of Bramalea Road to be incorporated into the airport lands and, in exchange, the GTAA was to arrange for the transfer of certain Crown-owned lands to the City to support planned traffic improvements.
- The Bramalea Lands were declared surplus to City requirements in 2001 and 2010, however they remain in City ownership as the proposed land exchange did not come to fruition.
- Recently, with the lease to Bombardier of a portion of the GTAA lands municipally identified as 1890 Alstep Drive, which lands are adjacent to the Bramalea Lands, discussions respecting the exchange of lands have resumed. Construction of the Bombardier facility is now underway and it is anticipated that a land exchange agreement between the City and the GTAA may be reached during the summer/election recess. Therefore, this report requests authority to declare the Bramalea Lands surplus and to authorize the Commissioner to execute a land exchange agreement.

Background

Pursuant to the terms of an agreement dated September 15, 1999 between the City of Mississauga (the ‘City’) and the Greater Toronto Airports Authority (the ‘GTAA’), relating to the redevelopment of the Toronto - Lester B. Pearson International Airport, the City was to close out and convey a portion of Bramalea Road for incorporation into the airport lands owned by Her Majesty The Queen in Right of Canada (the “Crown”). This portion of Bramalea Road, being identified as Part 22 on Plan 43R-25151, south future of Alstep Drive, containing an area of approximately 0.378 hectares (0.933 acres), was declared surplus by City Council on November 28, 2001 and closed by By-law 0147-2003.

In subsequent reviews of traffic improvements proposed to be undertaken at the intersection of Derry Road and Bramalea Road, it was determined that certain lands owned by the Crown along Bramalea Road, north and south of Derry Road East, which form part of the Airport Lease with the GTAA, are required by the City for incorporation into the City’s Bramalea Road allowance. The Region of Peel also requires lands for proposed improvements to Derry Road East.

Through discussions between the City’s Transportation and Works Department, Realty Services staff and the GTAA on behalf of the Crown, it was proposed that a possible solution to the GTAA and City requirements for land would be a land exchange agreement that would see the road

widening lands transferred to the City and the Bramalea Lands transferred to the Crown. However, in order for the City to be in a position to fully negotiate a possible land exchange, it was determined that the lands involved will need to be equal in area.

Subsequently, in an attempt to equalize the land areas, the City further closed a portion of Bramalea Road directly north of Part 22 on Plan 43R- 25151 and identified as Part 1, 43R-32747 and containing an area of 0.20444 hectares (0.50518 acres) through By-law 0346-2010 passed on December 15, 2010.

An Agreement was not reached at that time and the Bramalea Lands remain in City ownership.

Recently, with the lease to Bombardier of the GTAA lands municipally identified as 1890 Alstep Drive, which lands are adjacent to the closed Bramalea Road, discussions respecting the exchange of lands have resumed. Construction of the Bombardier facility is now underway.

Comments

Considering the passage of time since the Bramalea Lands were declared surplus in 2001 and 2010, Realty Services staff recirculated the parcels to reconfirm that they are surplus to City requirements. Realty Services has completed its circulation and received confirmation that the lands are surplus to City requirements.

A circulation to the various utility companies was also undertaken and it was determined that Alectra, Bell and the Region of Peel will require easement protection prior to the completion of the proposed land exchange. The exact easement requirements will be described by draft reference plans being prepared by the respective utilities.

The lands required by the City for incorporation into its existing public highway /intersection improvements are yet to be finalized pending the completion and approval of the Derry Road East and Alstep Drive Road Improvements including Bramalea Road, Menkes Drive, Telford Way, and Menway Court Municipal Class Environmental Assessment Study. At its meeting of June 15, 2022, General Committee considered a report from the Commissioner of Transportation and Works endorsing the publication of a "Notice of Study Completion" and placing the Environmental Study Report for a 45-day review period in accordance with the Municipal Class Environmental Assessment process.

Early indications are that the City may require an area of approximately 0.4302 hectares (1.063 acres) from GTAA. The Bramalea Lands contain a total area 0.58244 hectares (1.438 acres). The property requirements are currently at a 30% preliminary design stage, but will ultimately be identified with the completion of the project's 100% detailed design drawings.

The GTAA recently confirmed that the Crown is amenable to a cash payment being made to make up the difference in the relative market values of the parcels to be exchanged.

Several months ago, Alectra asked for and was granted an easement over the City-owned lands to permit installation of overhead pole lines and underground dips in order to supply an electric connection to the Bombardier facility being built. It is proposed that the easement to Alectra will be released concurrent with the transfer of lands to the GTAA.

If negotiations with the GTAA are successful, approval of the recommendations in this report will provide the Commissioner with authority to execute a land exchange agreement.

Prior to the sale of the subject lands, public notice will have been given by the posting of a notice of proposed sale on the City of Mississauga's website for a two week period, where the expiry of the two week period will be at least one week before the execution of the agreement for the sale of the said lands. This notice satisfied the requirement of the City Notice By-Law 0215-2008, as amended by By-Law 0376-2008.

Financial Impact

The financial impacts resulting from the recommendations from this report are minimal and can be covered through existing capital project number 16197.

Conclusion

As the Bramalea Lands are not required for municipal purposes, it is reasonable to declare them surplus to the City and to authorize execution of a land exchange agreement with the federal Crown in the event negotiations are successful.

Attachments

- Appendix 1: Approximate location of City lands to be declared surplus on south of Bramalea Road and Derry Road East, part of PIN 13527-0052. (Ward 5)
- Appendix 2: Plan showing the portion of Bramalea Road to be declared surplus, Part 1 on Reference Plan 43R-32747
- Appendix 3: Plan showing a portion of Bramalea Road already closed and declared surplus, Part 22 on Reference Plan 43R-25151



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

Prepared by: Janeth Huab, Project Leader, Realty Services, Corporate Business Services



© 2021 The City of Mississauga
 © 2021 Queen's Printer for Ontario and its licensors. May not be reproduced without permission.

Aerial Imagery provided by Teranet Inc. and Nearmap US, Inc.
 Aerial Imagery provided by First Base Solutions Inc.

Parcel Data © Teranet Inc.

This map is a user generated static output from an Internet mapping site and is for reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable.

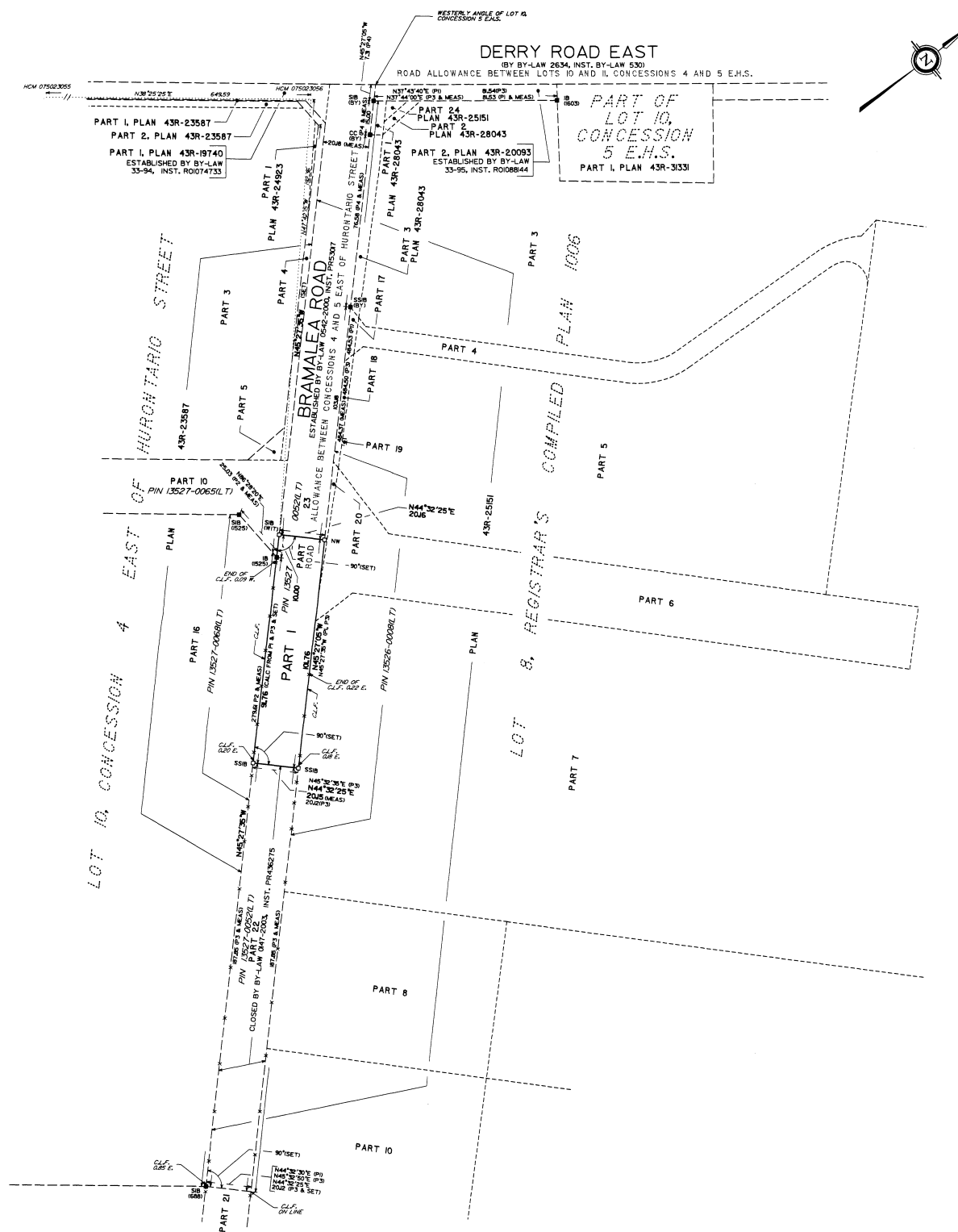
0 150 300
 m

THIS IS NOT A PLAN
 OF SURVEY



Location of closed portion of Bramalea Rd.

Part of PIN 13527- 0052



	MISSISSAUGA <i>Leading today for tomorrow</i>	TRANSPORTATION & WORKS DEPT. BUSINESS SERVICES DIVISION GEOMATICS SECTION 201 CITY CENTRE DR., STE. 800 MISSISSAUGA, ONTARIO L5B 2T4 PHONE 905-615-3200, EXT. 5158
Plotted 20090330	\JP Brenneisen@groundgn	

Date: June 15, 2022

To: Chair and Members of General Committee

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

Originator's files:
PO.13.LIV

Meeting date:
June 29, 2022

Subject

Removal of the Municipal Capital Facility designation under By-law 0222-2014 for the City property known as 4141 Living Arts Drive (Ward 4).

Recommendation

1. That a by-law be enacted to repeal By-law 0222-2014 so that the property known as The Living Arts Centre ("Centre") located at 4141 Living Arts Drive is no longer designated as a municipal capital facilities for the purposes of Section 110 of the Municipal Act, 2001, S.O. 2001, c. 25.
2. That the Clerk be directed to notify the Minister of Education, Municipal Property Assessment Corporation, the Regional Municipality of Peel and the secretary of any school board which includes the land exempted, of the enactment of the By-law.
3. That all necessary by-laws be enacted.

Executive Summary

- Through a Master Relationship Agreement with the City dated July 1, 2014, the LAC Corporation managed and operated the Centre. The execution of the Master Relationship Agreement was authorized through By-law 0183-2014.
- The Centre was designated as a Municipal Capital Facility under By-law 0222-2014 effective the date of the Master Relationship Agreement between the City and LAC Corporation.
- Through By-law 0222-2014, the Centre became exempt from taxation for municipal and school purposes pursuant to Section 110 of the Municipal Act, 2001, S.O. 2001, c. 25, as amended effective as of the effective date of the Master Relationship Agreement.
- In 2019, the Master Relationship Agreement between the City and LAC Corporation was terminated effective December 31, 2019, enacted through By-law 0127-2019.
- Since the City has assumed the management and operation of the Centre, the Municipal Capital Facility designation of the Centre should be removed and By-law 0222-2014 can be repealed.

Background

The City is the owner of the Centre located at 4141 Living Arts Drive. The Centre is a City facility used as a multifaceted arts and entertainment facility for, but not limited to, the fostering, promotion and production of the performing arts, the visual arts, and various other arts for the benefit of the City, the artistic community and the members of the public.

On January 20, 1997, the City entered into a Relationship Agreement (“Relationship Agreement”) with the LAC Corporation and the Living Arts Centre Foundation (“Foundation”) which outlined the shared understanding and principles of the purposes of the LAC Corporation and the overall relationship and roles and responsibilities among the three parties related to the operation of the Centre. On the same date, the City also entered into a Lease Agreement with the LAC Corporation for the operation and management of the Centre.

In 2014, significant amendments and updates were made on the Relationship Agreement in order to reflect the actual roles and responsibilities of the City and the LAC Corporation with respect to the management and operations of the Centre.

Through By-law 0183-2014, on July 1, 2014, the City and the LAC Corporation entered into a new Master Relationship Agreement and ancillary agreement and documents, and the 1997 Relationship Agreement, including the ancillary Lease Agreement, Operating Loan Agreement and the General Security Agreement, were terminated.

By way of By-law 0222-2014, the City declared the Centre as a municipal capital facility thereby exempting the Centre from taxation for municipal and school purposes.

In 2019, in line with the City’s Cultural Master Plan, which included a change in the management model of the Centre, the Master Relationship Agreement between the City and LAC Corporation was terminated effective December 31, 2019, enacted through By-law 0127-2019.

Comments

With the City taking over the operation and management of the Centre effective January 1, 2020, there is no longer a requirement to designate it as a municipal capital facility; it is therefore necessary to repeal By-law 0222-2014, being “A By-law to exempt the property known as 4141 Living Arts Drive in Mississauga, from taxation for municipal and school purposes”, so that the Municipal Property Assessment Corporation (“MPAC”) is then provided with the required information to adjust the classification for the property in consideration that the property is owned and is now also operated and managed by the City.

Financial Impact

There is no financial impact in removing the Municipal Capital Facility designation from the Living Arts Centre.

Conclusion

Since the City has assumed the management and operation of the Centre, the Municipal Capital Facility designation of the Centre can be removed and By-law 0222-2014 can be repealed. This will enable MPAC to adjust the classification for the property in consideration that the property is owned and is now also operated and managed by the City.

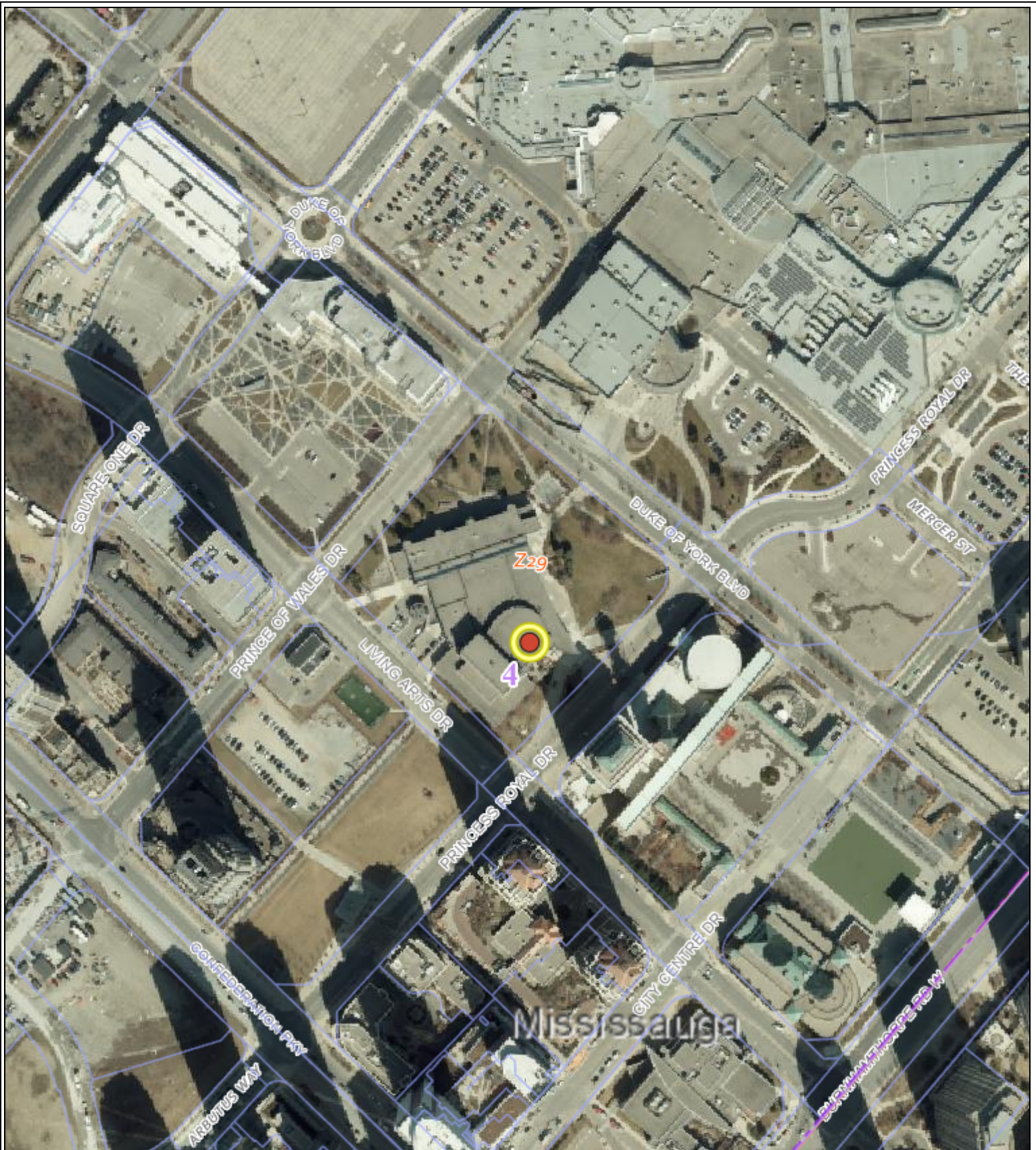
Attachments

Appendix 1: The Living Arts Centre, 4141 Living Centre Drive



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

Prepared by: Janeth Huab, Project Leader, Realty Services



© 2021 The City of Mississauga
 © 2021 Queen's Printer for Ontario and its licensors. May not be reproduced without permission.

Aerial Imagery provided by Teranet Inc. and Nearmap US, Inc.

Aerial Imagery provided by First Base Solutions Inc.

Parcel Data © Teranet Inc.

This map is a user generated static output from an Internet mapping site and is for reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable.

0 50 100
 m

THIS IS NOT A PLAN
 OF SURVEY



Living Arts Centre

4141 Living Arts Centre Drive

Date: June 7, 2022

To: Chair and Members of General Committee

From: Jodi Robillos, Commissioner of Community Services

Originator's files:

Meeting date:
June 29, 2022

Subject

Sports Field Management Policy Revision

Recommendation

That the revised Sports Field Management Policy 08-03-07, attached as Appendix 1 to the Corporate Report dated June 7, 2022 entitled "Sports Field Management Policy Revision" from the Commissioner of Community Services be approved.

Executive Summary

- The Sports Field Management Policy, formerly the Outdoor Sports Field Management policy 08-03-07, addresses field allocation priorities, tournaments, seasons and field maintenance guidelines. The revised policy is reflective and responsive to changing needs and demand for space while ensuring equitable and fair access.
- In reviewing the policy, staff evaluated best practices from other municipalities and consulted sport field user groups for feedback on the current effectiveness of the policy to identify areas for improvement.
- Informed through the community group consultation, staff recommend the following updates to the policy:
 - Addition of indoor sport fields to the allocation process.
 - Revision of the allocation standards of play for the sport of cricket to balance the needs of the user groups requesting permits more equitably.
 - Updates to allocation priority listings to include Tourism Mississauga bookings and events requested by National or Provincial governing bodies.

Background

The City of Mississauga Recreation Division allocates approximately 400 outdoor sports fields and three indoor turf facilities to over 140 user groups annually. The Sports Field Management Policy is the tool that outlines the space allocation process for permitting fields to these user groups.

In 2013, the first Outdoor Sports Field Network was established with the aim of enhancing the customer's experience, promoting ongoing communication and providing a venue for stakeholder consultation. This Network meets bi-annually and includes representatives from both the Mississauga Sports Council as well as representatives from a variety of affiliated and non-affiliated sport groups (i.e. soccer, baseball, softball, cricket, football, rugby, track and field, lacrosse and field hockey). The Network continues to play a significant part in developing and implementing strong policies and were instrumental in developing the initial 2016 Outdoor Sport Field Management Policy.

Present Status

The Sports Field Management Policy has been an effective tool to help provide transparency and fairness in both the allocation and maintenance of the City's sport field assets. The Policy has been well regarded by user groups and a valuable resource for staff to guide the decision making process for sport fields.

While the policy has been effective in many ways, some existing gaps exists and have been addressed through the following policy revisions:

1. An allocation process and priority is included for indoor sport field assets.
2. An allocation formula specific to Cricket groups that is reflective of the fact that the majority of permitted play is currently adult-based.
3. An update to allocation priority lists to include Tourism Mississauga and requests from National and Provincial governing bodies.
4. Various minor administrative housekeeping amendments with minimal policy impact, but intended to provide better clarity.

Comments

The proposed policy updates aim to continue to ensure a fair, transparent and equitable allocation process of Mississauga outdoor sports field resources while maximizing facility utilization and maintaining high quality playing fields.

The initial policy was developed through extensive consultation with the Sports Field Network to establish priorities, criteria, guidelines and standards of play for the management and allocation of sports fields. Most recently, the proposed policy updates were again developed through consultation with the Network, and specifically with cricket user groups.

Cricket allocation is unique due to the majority of its usage by adult users, which does not have direct governing body oversight regarding participant totals. This update is the first step towards improvements to the policy that works for the sport and our local groups. There will be a continued dialogue with all cricket groups to ensure open communication and continued improvements of this formula.

In the proposed standards of play for cricket, priority continues to be given to youth allocation before engaging in the adult formula, which considers an organization's participant totals to inform field allocation. Based on feedback from the user groups and in an effort to minimize impacts to the users, additional language is included in the policy to indicate that no group shall gain or lose more than 10% of their allocated field time from the previous year due to this part of the allocation process.

Additionally, as part of the policy review, staff conducted benchmarking of other municipalities allocation's process, to assess industry best practices. In total, staff reviewed similar policies in nine nearby municipalities. In short, all municipalities have slightly different processes for how they formulate their sport field policies. Benchmarking focuses on how recently they have updated the policy, if it included indoor spaces, priority ranking format and formula used. Mississauga is positioned well within this benchmarking, with a comparatively detailed and actionable policy.

Strategic Plan

The Sports Field Management Policy is linked to the following City of Mississauga strategic pillars:

- Connect – completing Our Neighbourhoods
- Belong – Ensuring youth, older adults and new immigrants thrive

Engagement and Consultation

Staff conducted four stakeholder engagement sessions with sport user groups regarding the policy review.

These were divided into two meetings at the start of the review process, one with all cricket user groups and another open to all other sport user groups. Meetings were divided in order to consult individually with cricket users as their allocation formula would be the most impacted as a result of these changes. These meetings were used to hear directly from the sport groups if

the policy was meeting its mandate, any potential suggestions for updates and for staff to outline some areas the intended review would look to address.

Once the policy review had been conducted, staff met again with both groups to outline the proposed changes to the policy, how their feedback has been incorporated into the policy and to outline the future steps to implement the updated policy. All meetings were well received by the user groups.

Financial Impact

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

Conclusion

This Sports Field Management Policy, supported by stakeholders, ensures a fair, transparent and equitable allocation process of Mississauga sports field resources, while maximizing field usage and preservation. The policy has been an effective tool since its creation in 2016 and the updates to the policy to include both indoor sport fields, addressing the gap to the allocation policy and improved cricket formula will help improve the policy as we move forward.

Attachments

Appendix 1: Revised Sports Field Management Policy

Appendix 2: Comparison and Rationale



Jodi Robillos, Commissioner of Community Services

Prepared by: Matthew Maclaren, Manager of Sport Development & Customer Service Centre

City of Mississauga

Corporate Policy & Procedure



Policy Title: Sports Field Management

Policy Number: 08-03-07

Draft Only – Clean Copy - May 25, 2022

Section:	Community Services	Subsection:	Recreation
Effective Date:	October 14, 2015	Last Review Date:	[Last Review]
Approved by: Council	Owner Division/Contact: Sports Unit, Recreation Division, Community Services Department		

Policy Statement

The City of Mississauga is committed to meeting the community's recreational needs in a fiscally responsible manner through a comprehensive sports field management policy.

Purpose

The purpose of this policy is to ensure a fair, transparent and equitable allocation process of Mississauga sports field resources that will maximize facility utilization while preserving and maintaining high quality playing fields through effective management.

Scope

This policy applies to all sport groups and/or organizations allocated sports fields operated and maintained by the City of Mississauga.

This policy does not establish fees. Fees and any applicable discounts are established through an annual by-law subject to Council approval.

Related Policies

[Community Group Registry Program](#)
[Payment and Refund of Facility Rental Fees](#)

Definitions

For the purposes of this policy:

“Affiliated Sport Provider” means a Mississauga-based group sanctioned by the sport's governing body which provides organized league-based sport activities and/or services primarily to youth

Policy Number: 08-03-07

Effective Date: October 14, 2015

Policy Title: Sports Field Management

Last Review Date:

2 of 15

(21 and under) and that have successfully been granted status as an Affiliated Sport Provider in accordance with Corporate Policy and Procedure – Community Group Registry Program.

“Championship” means a single sport event with rights to the event held by the respective City, regional, provincial, national or international sport organization.

“City Recreation Leagues/Programs” means all community sports leagues/programs that are organized and operated by the Recreation Division, Community Services Department.

“Community Sport Provider” means a Mississauga-based sport group that delivers league-based programs and/or services that directly benefit Mississauga Residents and have successfully been granted status as a Community Sport Provider in accordance with Corporate Policy and Procedure – Community Group Registry Program.

“Mississauga Resident” means anyone who lives permanently in Mississauga (temporary absences for reasons such as vacation do not affect resident status, as long as the resident’s principal address remains in Mississauga); a student who is registered in an educational institution in Mississauga and who lives and attends school in Mississauga for a period of at least eight months during the calendar year; or a non-resident who is the principal owner of a business in Mississauga and thereby pays Mississauga property tax.

“Non-Resident and Commercial Groups” means:

- Organizations or individuals that book facilities with the intent of generating positive net income (profit)
- Businesses providing recreational opportunities for their employees, or
- Local youth or adult user groups that are comprised of non-Mississauga residents

“Regional Group” means a sport group that includes team members from the Peel Region, neighbouring regions or defined league/organization boundaries.

“Resident Group” means an adult sport group or league that has Mississauga Resident representation.

“Sports Unit” means the unit that is responsible for sports field allocation within the Recreation Division, Community Services Department.

“Tourism Mississauga” means the official Destination Marketing Organization (DMO) for the City of Mississauga.

“Tournament” means an annual, single sport non-Championship event. Tournaments are arranged by local sport organizations.

“Youth” means an individual who is 21 years of age and under.

Policy Number: 08-03-07

Effective Date: October 14, 2015

Policy Title: Sports Field Management

Last Review Date:

3 of 15

Administration

This policy is administered by the Sports Unit.

Residency Requirements

Mississauga Residents must be guaranteed a fair opportunity to register, try-out and participate in community-run Mississauga-based recreational and competitive programs. Membership for recreational (house league) players cannot be closed to Mississauga Residents prior to the start of the organization's season or, before the end of try-outs for competitive players, if non-residents make up any portion of the membership. The participant's level of play will be determined by the applicable organization and not by the City.

Corporate Policy and Procedure – [Community Group Registry Program](#) outlines the residency requirements for each registered sport group category.

Requests for exceptions to the residency requirements must be made annually to the Sports Unit by December 31. The Director, Recreation Division, Community Services Department or their designate will make the final decision.

Allocation Priorities

Outdoor Sport Fields

Outdoor sports fields will be allocated in accordance with the following priority list:

1. City Recreation Leagues/Programs & Tourism Mississauga
2. Affiliated Sport Providers – Outdoor & National Sport Organization (NSO)/Provincial Sport Organization (PSO)
3. Dufferin Peel Catholic District School Board and the Peel District School Board
4. Community Sport Providers/Regional – Youth/Outdoor
5. Community Sport Providers/Regional – Adult/Outdoor
6. Resident Groups and Other Registered Community Groups
7. Non-Resident and Commercial Groups

Available hours will be allocated with consideration given to:

- The number of registered participants for groups within the same allocation priority, if applicable
- Historical use
- The intended sport usage
- Seasonal requirements
- Applicable outdoor sports field user contracts, and
- The group's geographic area in relation to available fields

Annual allocation is dependent on the supply of outdoor sports fields and requests by organizations. The previous year's actual registration data for Affiliated Sport Providers will be

Policy Number: 08-03-07

Effective Date: October 14, 2015

Policy Title: Sports Field Management

Last Review Date:

4 of 15

used to project the next year's allocation. Player/team registrations per age group must be submitted with the application, in a format acceptable to the City, to support the actual figures. Information to verify residency requirements must be provided upon request. If additional hours are being requested, the organization must justify this need in writing. Groups should not accept additional registrations for new programs without first consulting with the City to confirm field availability.

The City may verify club registration numbers with the appropriate governing body. Non-affiliated organizations may also be required to provide this information, upon request.

The City reserves the right to reduce, reassign or reallocate fields as required, in order to optimize facility utilization, particularly when demand exceeds supply. When demand for outdoor sports fields exceeds available supply, required fields will be drawn from group allocations in reverse order on the priority listing. For example, an increase in demand from an Affiliated Sport Provider might result in a reduced allocation for an adult Community Sport Provider. No group shall gain or lose more than 10% of their allocated field time (total hours and/or locations may change) from the previous year due to this part of the allocation process.

Indoor Sports Fields

Indoor sports fields will be allocated in accordance with the following priority list:

1. City Recreation Leagues/Programs & Tourism Mississauga
2. Affiliated Sport Providers and NSO/PSO requests
3. Educational Institutions (applicable Monday through Friday 6:00am - 4:00pm within school term)
4. Community Sport Providers/Regional – Youth
5. Community Sport Providers/Regional – Adult
6. Resident Groups and Other Registered Community Groups
7. Non-Resident and Commercial Groups

Indoor seasonal contracts must run for a minimum of 22 weeks.

Signing of Seasonal Contracts

A contract listing permit dates is issued for all seasonal sport field contracts. Failure to sign a contract or to comply with the contract terms and conditions will result in the City cancelling the contract and may result in the cancellation of associated facility bookings

Allocation Request Submission Dates

Submission processes and deadlines will be communicated to groups annually by the Sports Unit. Requests that are not received within the stated deadlines and/or without the required documentation will only be considered after all other requests have been processed. Submission of an application request does not constitute approval.

Policy Number: 08-03-07

Effective Date: October 14, 2015

Policy Title: Sports Field Management

Last Review Date:

5 of 15

Emerging Sports

When reasonable and feasible, the City will allocate field time to recognize and to gauge interest in an emerging sport, providing existing affiliated users are not adversely affected. The group making the request must provide the Recreation Division with a business plan to support their program and demonstrate that it meets unmet community needs. An exemption to the City requirement for a maximum five percent non-resident component may be granted for a three year period, during which time the group is expected to increase the percentage of Mississauga Residents.

The City will strive to utilize unallocated field time first to meet the needs of a new applicant. However, to ensure maximum field utilization, the City reserves the right to reallocate fields and/or times, particularly when demand exceeds supply.

Opening and Closing Dates for Outdoor Fields

The following booking periods apply to outdoor sports fields, weather and field conditions permitting.

Surface Type	LIT		UNLIT	
	Opening Day	Closing Evening	Opening Day	Closing Evening
Artificial Turf/Track	April 1 st	November 30 th	N/A	N/A
Ball Diamond	1 st Saturday in May	1 st Sunday in October	2 nd Saturday in May	1 st Sunday in October
Cricket Pitch	N/A	N/A	2 nd Saturday in May	1 st Sunday in October
Soccer Pitch	4 th Saturday in May	1 st Sunday in October	3 rd Saturday in May	2 nd Sunday in October
Football Field	1 st Saturday in June	3 rd Sunday in November	3 rd Saturday in May	3 rd Sunday in November

On an annual basis, the Sports Unit will consult with the applicable sport organizations and the Parks, Forestry & Environment Division, Community Services Department, to determine if permits may be granted outside of the posted open and close dates. Reasonable efforts will be made to accommodate all requests.

Standards of Play

Entitlement

Entitlement reflects the number of hours sports teams are eligible for at each age level, based on the previous year's registration.

Field Allocation Formula

The Recreation Division will apply an allocation formula for soccer, baseball/softball and cricket (Appendix A) when allocating outdoor sports field time. The formula will determine the total

Policy Number: 08-03-07

Effective Date: October 14, 2015

Policy Title: Sports Field Management

Last Review Date:

6 of 15

entitlement (hours per week) for each organization and the distribution of those hours to different age and skill level groupings. User groups will determine game structure and duration (e.g. one hour game, 1.25 hour practice, etc.). "Select" teams within an organization (with the exception of the Mississauga Baseball Association/Mississauga Girls Softball Association) will not be recognized for allocation purposes.

It may be necessary to adjust the formula from time to time due to changing requirements within a sport(s) (e.g. Long Term Athlete Development standards.) The City will consult with user groups in advance. The Director of Recreation or their designate is authorized to approve agreed upon amendments to Appendix A.

Championships/Tournaments

Requests for Championship and/or Tournament dates will be granted as part of the allocation process and will be considered in accordance with the Allocation Priorities section of this policy.

Allocation of Championships and/or Tournaments will be carried out in a fair and equitable manner in accordance with the following:

- City, regional, provincial, national or international sanctioned Championships supported by the City will receive priority booking
- Established tournaments hosted by Affiliated Sport Providers will receive primary consideration
- The overall number of Championships and/or Tournaments the organization is requesting and/or has been granted
- New or established Championships and/or Tournaments deemed by the City to contribute to community building, and
- The economic benefit and promotion of the City of Mississauga from a sport tourism perspective

Seasonal contract holders will be encouraged to use available allocations within their geographic area to fulfill Championship and/or Tournament requests.

The City reserves the right to reassign fields and/or alter allocated times in order to accommodate Championships and/or Tournaments and/or to maximize field utilization.

Reasonable efforts will be made to accommodate the displaced field time, in accordance with the allocation priorities outlined in this policy.

Cancellation Penalties

Cancellation penalties are outlined in Corporate Policy and Procedure – Payment and Refund of Facility Rental Fees and on the facility rental contract.

The City reserves the right to reasonably postpone, reschedule or cancel any permitted activity due to unforeseen circumstances, without penalty to the organization holding the contract.

Policy Number: 08-03-07

Effective Date: October 14, 2015

Policy Title: Sports Field Management

Last Review Date:

7 of 15

The City will conduct random field audits throughout the outdoor sport season to ensure space is utilized most efficiently and that fields are receiving the proper level of maintenance.

The City reserves the right to cancel a contract or portion of the contract without notice should there be a breach of the conditions or regulations; it is demonstrated that an organization is not using allocated time; or should the City ascertain that the fields are not being used for the purpose contained in the application.

Outdoor Field Management

Maintenance Guidelines

The City's goal is to ensure that all City-operated outdoor sports fields are well maintained and safe for use throughout the playing season. The maintenance guidelines for each outdoor field type, including materials provided by the City, are included as Appendix B to this policy.

Revisions to the opening/closing dates and/or Appendix B may be made with the approval of the Director, Parks, Forestry & Environment Division, Community Services Department or their designate.

Scheduled Maintenance and Regeneration

To achieve the City's goal of providing safe, well maintained fields, it is critical that scheduled rest periods of outdoor fields for turf recovery are observed by all users. Groups who use fields beyond their official open and/or close date or who use fields throughout the season during scheduled rest periods may have their contracts cancelled by the City. Cancellation penalties, as per the contract, will apply.

Inclement Weather/Poor Field Conditions

The City will use the following criteria to determine if a sports field is deemed to be unplayable:

- Visible puddles of water on the surface of the field, or
- Water sponging when walking on the field.

City staff reserve the right to close a sports field, regardless of the type of event that is scheduled or underway. Customer Service Centre (CSC) staff will make every effort to advise user groups of field closures through the City's various communication channels.

The game official is responsible for calling the game unplayable if there is lightning or if he/she deems the sports field unsafe for play.

Organizations must notify the CSC within three business day following a booking(s) that is cancelled due to inclement weather in order to receive the appropriate credit, if applicable.

Policy Number: 08-03-07

Effective Date: October 14, 2015

Policy Title: Sports Field Management

Last Review Date:

8 of 15

Unforeseen Maintenance/Repair

The City will close any field or facility in the event of an unforeseen need for maintenance/repair. Notification of unplanned closures will be communicated as soon as possible to the permit holder directly and will be posted on the City's external website.

Groups should report any hazards or unsafe conditions to the Parks, Forestry & Environment Division as soon as possible by contacting the applicable Parks supervisor/manager.

Damage

Groups will be responsible for the cost of repairs and applicable administration fees that result from the permit holder's negligent or improper use of fields or facilities.

Unauthorized Use of Fields

Exclusive use of a field for an organized, unstructured activity (e.g. pick-up soccer) requires a permit, which may be obtained by contacting the CSC.

The City reserves the right to cancel a contract or portion of a contract without notice should there be a breach of its terms and conditions, including failure to sign a contract or should the City ascertain that the field(s) is not being used for the purpose outlined in the application.

Groups that elect to use a field that the City has closed for maintenance or repair or that is unplayable due to weather conditions will be considered to be trespassing and will be required to pay any resulting damages and/or fines. The group may also have the remainder of their contract cancelled and/or be restricted from booking any other City facility for a period of time as determined by the City. Cancellation penalties, as per the contract, will apply.

Exceptions

Exceptions to this policy require the approval of the Director, Recreation or their designate or the Director, Parks, Forestry & Environment or their designate.

Revision History

Reference	Description
GC-0575-2015 – 2015 10 14	
GC-0149-2018 – 2018 03 28	Revised to align with revisions to the Community Group Registry Program. Moved residency requirements to the CGRP policy.

Policy Number: 08-03-07

Effective Date: October 14, 2015

Policy Title: Sports Field Management

Last Review Date:

9 of 15

APPENDIX A - STANDARDS OF PLAY**Based on Long Term Athlete/Player Development Sport Models**

The Community Services Department will apply the following standards of play when allocating City of Mississauga sports fields for regular season and playoff requirements (practices and games) for all applicable sport groups identified. Competitive and/or development teams are defined as those teams that are sanctioned by a provincial sports organization and normally travel outside of the community to play other municipalities. The formula will determine the entitlement (hours per week) for each organization. Additional hours may be requested and will be subject to field availability.

Allocation Formula – Baseball/Softball

Note: 1 booking = 2.5hrs as per the Sports Fields Fees & Charges By-Law

Note: If 2 teams share a field the entitlement is adjusted

Note: The regular season entitlement will be allocated Monday through Sunday, pending field availability and affiliation status

House League

Age of Team players	# of Players Registered	Base Level # of Players per Team	Actual # of Teams	# of Practices per Team per Week	Teams per Practice Field	# of Games per Team per Week	Total Hours per Team per Week	Softball or Multi-Purpose Field Required	Hardball Field Required	Total Hours per Week	Rainout Allotment (x 15%)	Total Hours per Week
U4 – 7		6		1 (2.5 x .5)	2	2 (2.5 x .5 x 2)	3.75	X				
8 - 9		12		1 (2.5 x 1)	1	1* (2.5 x .5)	3.75 or 5.0*	X				
10 - 11		12		1 (2.5 x 1)	1	1* (2.5 x .5)	3.75 or 5.0*	X				
12 –13		12		1 (2.5 x 1)	1	2 (2.5 x .5 x 2)	5.0	X				
14 –15		12		1 (2.5 x 1)	1	2 (2.5 x .5 x 2)	5.0	X				
14 –15		12		1 (2.5 x 1)	1	2 (2.5 x .5 x 2)	5.0		X			
16 - 18		12		1 (2.5 x 1)	1	2 (2.5 x .5 x 2)	5.0	X				
16 - 18		12		1 (2.5 x 1)	1	2 (2.5 x .5 x 2)	5.0		X			
Total												

* City will allocate for 2 games if Provincial or National Sports Organization governing bodies sanctioned the one additional game or if required for Long Term Athlete Development (LTAD).

Policy Number: 08-03-07

Effective Date: October 14, 2015

Policy Title: Sports Field Management

Last Review Date:

10 of 15

Competitive/Mississauga Baseball Association & Mississauga Girls' Softball Association (Select)

Age of Team players	# of Players Registered	Base Level# of Players per Team	Actual # of Teams	# of Practices per Team per Week	Teams per Practice Field	# of Games per Team per Week	Total Allocated Hours per Team per Week	Softball or Multi-Purpose Field Required	Hardball Field Required	Total Hours per Week	Rainout Allotment (x 15%)	Total Hours per Week
U7 - 9		12		2 (2.5 x 2)	1	1 (2.5)	7.5	X				
10 - 13		12		2 (2.5 x 2)	1	1 (2.5)	7.5	X				
14 - 15		12		2 (2.5 x 2)	1	1 (2.5)	7.5	X				
14 - 16		12		2 (2.5 x 2)	1	1 (2.5)	7.5		X			
16 - 18		12		2 (2.5 x 2)	1	1 (2.5)	7.5	X				
17 - 18		12		2 (2.5 x 2)	1	1 (2.5 x 1.25) 9 inning	8.0		X			
17 - 19		12		2 (2.5 x 2)	1	1 (2.5 x 1.25) 9 inning	8.0	X				
19 - 21		12		1 (2.5 x 1)	1	1 (2.5 x 1.25) 9 inning	6.0	X				
19 - 21		12		1 (2.5 x 1)	1	1 (2.5 x 1.25) 9 inning	6.0		X			
Adult 21+ Female		12		N/A		1 (2.5 x 1.25) 9 inning	3.5	X				
Adult 21+ Male		12		N/A		1 (2.5 x 1.25) 9 inning	3.5		X			
Total												

Policy Number: 08-03-07

Effective Date: October 14, 2015

Policy Title: Sports Field Management

Last Review Date:

11 of 15

Allocation Formula – Soccer

Note: 1 booking = 2.5 hours as per the Sports Fields Fees & Charges By-Law

Note: If 2 teams share a field the entitlement is adjusted by .5

Note: The regular season entitlement will be allocated Monday through Sunday pending field availability and affiliation status.

Recreation

Age of Team players	# of Players Registered	Base Level # of Players per Team	Actual # of Teams	# of Practices per Team per Week	Teams per Practice Field	# of Games per Team per Week	Total Hours per Team per Week	5 v 5 Field	7 v 7 Field	9 v 9 Field	11 v 11	11 v 11 Lit /Unit	Total Hours per Week
U4 -U5		6		1 (60 minutes x .5)	2	N/A	0.5	X					
U6		6		1 (60 minutes x .5)	2	1 (60 minutes x.5)	1.0	X					
U7 -U8		8		1 (60 minutes x .5)	2	1 (60 minutes x.5)	1.0	X					
U9-U10		9		1 (70 minutes)	1	1 (70 minutes x.5)	1.75		X				
U11-U12		12		1 (1 hour)	1		1.0			X*	X		
U11-U12		12				1 (2 hours x .5)	1.0			X*		X	
U13-U19		12		1 (1.5 hours)	1		1.5				X		
U13-U19		12				1 (2 hours x .5)	1.0					X	
19-U21		12		*	1	1 (2 hours x.5)	1.0					X	
Adult 21+		12		N/A	N/A	1 (2 hours x.5)	1.0					X	

* If field availability permits

Policy Number: 08-03-07

Effective Date: October 14, 2015

Policy Title: Sports Field Management

Last Review Date:

12 of 15

Soccer Development

Age of Team players	# of Players Registered	Base Level # of Players per Team	Actual # of Teams	# of Practices per Team per Week	Teams per Practice Field	# of Games per Team per Week	Total Hours per Team per Week	5 v 5 Field	7 v 7 Field	9 v 9 Field	11 v 11 Unilateral	11 v 11 Lateral	Total Hours per Week
U8		8		2 (60 minutes x 2)	1	1 (60 minutes x .5)	2.5	X					
U9–U10		9		2 (60 minutes x 2)	1	1 (60 minutes x .5)	3.0		X				
U11–U12		12		2 (1.5 hours x 2)	1		3.0			X*	X		
U11–U12		12				1 (2 hours x .5)	1.0			X*		X	
U13–U19		12		2 (1.5 hours x 2)	1		3.0				X		
U13–U19		12				1 (2.5 hours x .5)	1.25					X	
19–U21		12		* 1.5 hours	1		1.5				X		
19–U21						1 (2.5 hours x .5)	1.25					X	
Adult 21+		12		N/A	N/A	1 (2.5 hours x .5)	1.25					X	

* If field availability permits

Policy Number: 08-03-07

Effective Date: October 14, 2015

Policy Title: Sports Field Management

Last Review Date:

13 of 15

Allocation Formula - Cricket

Note: The regular season entitlement will be allocated Monday through Sunday pending field availability* and affiliation status. Priority will be given to youth allocation before engaging adult formula within a given priority level.

Age of Team players	# of Players registered	Base Level # of Players per Team	# of Practices per Team per Week	Teams per Practice Field	Total Hours per Team per Week PRACTICE	# of Games Per Team per Week	Total Hours per Team per Week GAME	Seasonal Allocation # weeks in season
Youth		18	1	2	2	0.5	2	18
Adult		20	0	0	0	0.5	4	14

*Teams registered in a cricket league sanctioned by a provincial sport organization recognized by Cricket Canada will receive priority.

Policy Number: 08-03-07

Effective Date: October 14, 2015

Policy Title: Sports Field Management

Last Review Date:

14 of 15

APPENDIX B - Permitted Ball Diamond Maintenance Guidelines

Activity	Lit Irrigated Fields	Unlit Irrigated Fields	Unlit Non-Irrigated Fields
Grass Cutting	3 Times per Week; Grass cut to 3"	3 Times per Week; Grass cut to 3"	1 Time per Week; Grass cut to 3"
Fertilization	5 Times per Year	1 Time per Year	1 Time per Year
Overseeding, Sodding, Topdressing	1 Time per Year or as required	1 Time per Year or as required	1 Time per Year or as required
Aeration	5 Times per Year	3 Times per Year	2 Times per Year
Home Plate	One permanent plate installed; replaced as required	One permanent plate installed; replaced as required	One permanent plate installed; replaced as required
Pitcher's Plate	One permanent plate installed; replaced as required	One permanent plate installed; replaced as required	One permanent plate installed; replaced as required
Lining	1 Time per Week	1 Time per 2 weeks	1 Time per 2 weeks
Screening	Added to low spots as required	Added to low spots as required	Added to low spots as required
Infield Gilling, Raking, Dragging, Levelling	Infield: 5 Times per Week	Infield: 2 Times per Week	Infield: 2 Times per Week
Warning Track Gilling, Rototilling, Levelling	1 Time per 2 Weeks	1 Time per 2 Weeks	1 Time per 2 Weeks
Litter Pickup	1 Time per Week	1 Time per Week	1 Time Per Week
<ul style="list-style-type: none"> Fencing, irrigation, lighting, backstops, players' benches and bleacher maintenance are also provided by the City as required throughout the season on City park facilities. School diamond capital repairs are the responsibility of the appropriate school board. School fields will be lined as per permitted use only. 			

Policy Number: 08-03-07

Effective Date: October 14, 2015

Policy Title: Sports Field Management

Last Review Date:

15 of 15

APPENDIX B - Permitted Cricket Field Maintenance Guidelines

Activity	Major Fields	Combination Soccer/Cricket
Grass Cutting	3 Times per Week; Grass cut to 2.5"	1 Time per Week; Grass cut to 3"
Fertilization	5 Times per Year	1 Time per Year
Overseeding, Sodding, Topdressing	1 Time per Year or as required	1 Time per Year or as required
Aeration	5 Times per Year	2 Times per Year
Lining	1 Time per Week	1 Time per 2 Weeks
Litter Pickup	1 Time per Week	1 Time per Week
<ul style="list-style-type: none"> Fencing, irrigation, players' benches and bleacher maintenance are also provided by the City as required throughout the season on City Facilities. School fields will be lined as per permitted use only. 		

APPENDIX B - Permitted Soccer/Football Field Maintenance Guidelines

Activity	Lit Irrigated Fields	Unlit Irrigated Fields	Unlit Non-Irrigated Fields
Grass Cutting	3 Times per Week; Grass cut to 3"	3 Times per Week; Grass cut to 3"	1 Time per Week; Grass cut to 3"
Fertilization	5 Times per Year	1 Time per Year	1 Time per Year
Overseeding, Sodding, Topdressing	1 Time per Year or as required	1 Time per Year or as required	1 Time per Year or as required
Aeration	5 Times per Year	3 Times per Year	2 Times per Year
Lining	1 Time per Week	1 Time per 2 weeks	1 Time per 2 weeks
Litter Pickup	1 Time per Week	1 Time per Week	1 Time Per Week
<ul style="list-style-type: none"> School field capital repairs are the responsibility of the appropriate school board. School fields will be lined as per permitted use only. 			

Comparison of Current and Proposed Policy – Sports Field Management

<i>Current Policy – What Exists Today in Outdoor Sports Field Management policy.</i>	<i>Proposed Policy – If the information in a specific section is unchanged, or has required minimal revision to terminology only, “No change” will appear.</i>	<i>Rationale – Why changes (deletions and/or additions) to the revised policy were made.</i>
POLICY TITLE Outdoor Sports Field Management	POLICY TITLE Sports Field Management	Title revised, as indoor fields are now included in the policy.
POLICY STATEMENT The City of Mississauga is committed to meeting the community’s recreational needs in a fiscally responsible manner through a comprehensive outdoor sports field management policy.	POLICY STATEMENT The City of Mississauga is committed to meeting the community’s recreational needs in a fiscally responsible manner through a comprehensive sports field management policy.	Minor edit to remove “outdoor”.
PURPOSE The purpose of this policy is to ensure a fair, transparent and equitable allocation process of Mississauga outdoor sports field resources that will maximize facility utilization while preserving and maintaining high quality playing fields through effective management.	PURPOSE The purpose of this policy is to ensure a fair, transparent and equitable allocation process of Mississauga sports field resources that will maximize facility utilization while preserving and maintaining high quality playing fields through effective management.	Minor edit to remove “outdoor”.
SCOPE This policy applies to all sport groups and/or organizations allocated outdoor sports fields operated and maintained by the City of Mississauga. This policy does not establish fees. Fees and any applicable discounts are established through an annual by-law subject to Council approval.	SCOPE This policy applies to all sport groups and/or organizations allocated sports fields operated and maintained by the City of Mississauga. No change.	Minor edit to remove “outdoor”.

<i>Current Policy – What Exists Today in Outdoor Sports Field Management policy.</i>	<i>Proposed Policy – If the information in a specific section is unchanged, or has required minimal revision to terminology only, “No change” will appear.</i>	<i>Rationale – Why changes (deletions and/or additions) to the revised policy were made.</i>
	RELATED POLICIES Community Group Registry Program Payment and Refund of Facility Rental Fees	Added for clarity.
DEFINITIONS For the purposes of this policy: “Affiliated Sport Provider” means a Mississauga-based group sanctioned by the sport’s governing body which provides organized league-based sport activities and/or services primarily to youth (21 and under) and that have successfully been granted status as an Affiliated Sport Provider in accordance with Corporate Policy and Procedure – Community Group Registry Program.	DEFINITIONS For the purposes of this policy: No change.	
“Championship” means a single sport event with rights to the event held by the respective City, regional, provincial, national or international sport organization.	No change.	
“City Recreation Leagues/Programs” means all community sports leagues/programs that are organized and operated by the Recreation Division, Community Services Department.	No change.	
“Community Sport Provider” means a Mississauga-based sport group that delivers	No change.	

<i>Current Policy – What Exists Today in Outdoor Sports Field Management policy.</i>	<i>Proposed Policy – If the information in a specific section is unchanged, or has required minimal revision to terminology only, “No change” will appear.</i>	<i>Rationale – Why changes (deletions and/or additions) to the revised policy were made.</i>
league-based programs and/or services that directly benefit Mississauga Residents and have successfully been granted status as a Community Sport Provider in accordance with Corporate Policy and Procedure – Community Group Registry Program.		
“Mississauga Resident” means anyone who lives permanently in Mississauga (temporary absences for reasons such as vacation do not affect resident status, as long as the resident’s principal address remains in Mississauga); a student who is registered in an educational institution in Mississauga and who lives and attends school in Mississauga for a period of at least eight months during the calendar year; or a non-resident who is the principal owner of a business in Mississauga and thereby pays Mississauga property tax.	No change.	
“Non-Resident and Commercial Groups” means: <ul style="list-style-type: none"> • Organizations or individuals that book facilities with the intent of generating positive net income (profit) • Businesses providing recreational opportunities for their employees, or • Local youth or adult user groups that are comprised of non-Mississauga residents 	No change.	

<i>Current Policy – What Exists Today in Outdoor Sports Field Management policy.</i>	<i>Proposed Policy – If the information in a specific section is unchanged, or has required minimal revision to terminology only, “No change” will appear.</i>	<i>Rationale – Why changes (deletions and/or additions) to the revised policy were made.</i>
“Regional Group” means a sport group that includes team members from the Peel Region, neighbouring regions or defined league/organization boundaries.	No change.	
“Resident Group” means an adult sport group or league that has Mississauga Resident representation.	No change.	
“Sports Unit” means the unit that is responsible for sports field allocation within the Recreation Division, Community Services Department.	No change.	
	“Tourism Mississauga” means the official Destination Marketing Organization (DMO) for the City of Mississauga.	New definition, as Tourism requests have been added to the allocation process.
“Tournament” means an annual, single sport non-Championship event. Tournaments are arranged by local sport organizations.	No change.	
“Youth” means an individual who is 21 years of age and under.	No change.	

<i>Current Policy – What Exists Today in Outdoor Sports Field Management policy.</i>	<i>Proposed Policy – If the information in a specific section is unchanged, or has required minimal revision to terminology only, “No change” will appear.</i>	<i>Rationale – Why changes (deletions and/or additions) to the revised policy were made.</i>
<p>Outdoor sports fields will be allocated in accordance with the following priority list:</p> <ol style="list-style-type: none"> 1. City Recreation Leagues/Programs 2. Affiliated Sport Providers – Outdoor 3. Dufferin Peel Catholic District School Board and the Peel District School Board 4. Community Sport Providers/Regional – Youth/Outdoor 5. Community Sport Providers/Regional – Adult/Outdoor 6. Resident Groups and Other Registered Community Groups 7. Non-Resident and Commercial Groups 	<p>Outdoor sports fields will be allocated in accordance with the following priority list:</p> <ol style="list-style-type: none"> 1. City Recreation Leagues/Programs & Tourism Mississauga 2. Affiliated Sport Providers – Outdoor & National Sport Organization (NSO)/ Provincial Sport Organization (PSO) requests 3. No change. 4. No change. 5. No change. 6. No change. 7. No change. 	<p>Included Mississauga Tourism, as they are also allocated field time.</p>
<p>Available hours will be allocated with consideration given to:</p> <ul style="list-style-type: none"> • The group's priority ranking, as of the application deadline • The number of registered participants for groups within the same category, if applicable • Historical use • The intended sport usage • Seasonal requirements • Applicable outdoor sports field user 	<p>Available hours will be allocated with consideration given to:</p> <ul style="list-style-type: none"> • The number of registered participants for groups within the same allocation priority, if applicable • No change. • No change. • No change. • Applicable outdoor sports field user 	<p>First bullet removed as it's an automatic consideration. Minor edit for consistency in language.</p> <p>Minor edit for consistency in language –</p>

<i>Current Policy – What Exists Today in Outdoor Sports Field Management policy.</i>	<i>Proposed Policy – If the information in a specific section is unchanged, or has required minimal revision to terminology only, “No change” will appear.</i>	<i>Rationale – Why changes (deletions and/or additions) to the revised policy were made.</i>
<p>agreements, and</p> <ul style="list-style-type: none"> • The group’s geographic area in relation to available fields 	<p>contracts, and</p> <ul style="list-style-type: none"> • No change. 	<p>“contracts’ instead of “agreements”.</p>
<p>Allocation is dependent on the yearly supply of outdoor sports fields and requests by organizations. The previous year’s actual registration data for Affiliated Sport Providers will be used to project the next year’s allocation. Player/team registrations per age group must be submitted with the application, in a format acceptable to the City, to support the actual figures. Information to verify residency requirements must be provided upon request. If additional hours are being requested, the organization must justify this need in writing. Groups should not accept additional registrations for new programs without first consulting with the City to confirm field availability.</p> <p>The City may verify club registration numbers with the appropriate governing body. Non-affiliated organizations may also be required to provide this information, upon request.</p>	<p>Annual allocation is dependent on the supply of outdoor sports fields and requests by organizations. The previous year’s actual registration data for Affiliated Sport Providers will be used to project the next year’s allocation. Player/team registrations per age group must be submitted with the application, in a format acceptable to the City, to support the actual figures. Information to verify residency requirements must be provided upon request. If additional hours are being requested, the organization must justify this need in writing. Groups should not accept additional registrations for new programs without first consulting with the City to confirm field availability.</p> <p>No change.</p>	<p>Minor edit for readability – no change to intent.</p>
<p>The City reserves the right to reduce, reassign or reallocate fields as required, in order to optimize facility utilization, particularly when demand</p>	<p>The City reserves the right to reduce, reassign or reallocate fields as required, in order to optimize facility utilization, particularly when</p>	

<i>Current Policy – What Exists Today in Outdoor Sports Field Management policy.</i>	<i>Proposed Policy – If the information in a specific section is unchanged, or has required minimal revision to terminology only, “No change” will appear.</i>	<i>Rationale – Why changes (deletions and/or additions) to the revised policy were made.</i>
<p>exceeds supply. When demand for outdoor sports fields exceeds available supply, required fields will be drawn from group allocations in reverse order on the priority listing. For example, an increase in demand from an Affiliated Sport Provider might result in a reduced allocation for an adult Community Sport Provider.</p>	<p>demand exceeds supply. When demand for outdoor sports fields exceeds available supply, required fields will be drawn from group allocations in reverse order on the priority listing. For example, an increase in demand from an Affiliated Sport Provider might result in a reduced allocation for an adult Community Sport Provider. No group shall gain or lose more than 10% of their allocated field time (total hours and/or locations may change) from the previous year due to this part of the allocation process.</p>	<p>Added after consultation with the outdoor sports groups, as this was raised as a concern.</p>
	<p>Indoor Sports Fields Indoor sports fields will be allocated in accordance with the following priority list:</p> <ol style="list-style-type: none"> 1. City Recreation Leagues/Programs & Tourism Mississauga 2. Affiliated Sport Providers & NSO/PSO requests 3. Educational Institutions (applicable Monday through Friday 6:00am - 4:00pm within school term) 4. Community Sport Providers/Regional – Youth 5. Community Sport Providers/Regional – Adult 6. Resident Groups and Other Registered Community Groups 7. Non-Resident and Commercial Groups 	<p>New section to outline the indoor sports field allocation priorities.</p>

<i>Current Policy – What Exists Today in Outdoor Sports Field Management policy.</i>	<i>Proposed Policy – If the information in a specific section is unchanged, or has required minimal revision to terminology only, “No change” will appear.</i>	<i>Rationale – Why changes (deletions and/or additions) to the revised policy were made.</i>
	Indoor seasonal contracts must run for a minimum of 22 weeks.	
<p>Signing of Seasonal Contracts A contract listing permit dates is issued for all seasonal outdoor sport field contracts. Groups must accept the terms and conditions for use prior to use of the facility. Failure to acknowledge a contract or to comply with the contract terms and conditions will result in the City cancelling the contract and may result in the cancellation of associated facility bookings</p>	<p>Signing of Seasonal Contracts A contract listing permit dates is issued for all seasonal sport field contracts. Failure to sign a contract or to comply with the contract terms and conditions will result in the City cancelling the contract and may result in the cancellation of associated facility bookings</p>	<p>Minor edit to remove “outdoor” and indicate signing of the contract.</p>

<i>Current Policy – What Exists Today in Outdoor Sports Field Management policy.</i>	<i>Proposed Policy – If the information in a specific section is unchanged, or has required minimal revision to terminology only, “No change” will appear.</i>	<i>Rationale – Why changes (deletions and/or additions) to the revised policy were made.</i>
<p>ALLOCATION REQUEST SUBMISSION DATES</p> <p>Submission processes and deadlines will be communicated to groups annually by the Sports Unit. Requests that are not received within the stated deadlines and/or without the required documentation will only be considered after all other requests have been processed. Submission of an application request does not constitute approval.</p> <p>Championship and Tournament allocation requests are submitted separately from practice/game requests.</p>	<p>ALLOCATION REQUEST SUBMISSION DATES</p> <p>Submission processes and deadlines will be communicated to groups annually by the Sports Unit. Requests that are not received within the stated deadlines and/or without the required documentation will only be considered after all other requests have been processed. Submission of an application request does not constitute approval.</p>	<p>Championship and Tournament allocation is not current practice and not practical in execution, so has been removed from the policy.</p>
<p>EMERGING SPORTS</p> <p>When reasonable and feasible, the City will allocate field time to recognize and to gauge interest in an emerging sport, providing existing affiliated users are not adversely affected. The group making the request must provide the Recreation Division with a business plan to support their program and demonstrate that it meets unmet community needs. An exemption to the City requirement for a maximum five percent non-resident component may be granted for a three year period, during which time the group is expected to increase the percentage of</p>	<p>EMERGING SPORTS</p> <p>No change.</p>	

Current Policy – What Exists Today in Outdoor Sports Field Management policy.		Proposed Policy – If the information in a specific section is unchanged, or has required minimal revision to terminology only, “No change” will appear.		Rationale – Why changes (deletions and/or additions) to the revised policy were made.																																				
Mississauga Residents. The City will strive to utilize unallocated field time first to meet the needs of a new applicant. However, to ensure maximum field utilization, the City reserves the right to reallocate fields and/or times, particularly when demand exceeds supply.																																								
OPENING AND CLOSING DATES FOR OUTDOOR FIELDS The following booking periods apply to outdoor sports fields, weather and field conditions permitting.		OPENING AND CLOSING DATES FOR OUTDOOR FIELDS No change.																																						
<table><tr><th>Surface Type</th><th colspan="2">LIT</th><th colspan="2">UNLIT</th></tr><tr><td></td><th>Opening Day</th><th>Closing Evening</th><th>Opening Day</th><th>Closing Evening</th></tr><tr><td>Artificial Turf/ Track</td><td>April 1st</td><td>November 30th</td><td>N/A</td><td>N/A</td></tr><tr><td>Ball Diamond</td><td>1st Saturday in May</td><td>1st Sunday in October</td><td>2nd Saturday in May</td><td>1st Sunday in October</td></tr><tr><td>Cricket Pitch</td><td>N/A</td><td>N/A</td><td>2nd Saturday in May</td><td>1st Sunday in October</td></tr><tr><td>Soccer Pitch</td><td>4th Saturday in May</td><td>1st Sunday in October</td><td>3rd Saturday in May</td><td>2nd Sunday in October</td></tr><tr><td>Football Field</td><td>1st Saturday in June</td><td>3rd Sunday in November</td><td>3rd Saturday in May</td><td>3rd Sunday in November</td></tr></table>		Surface Type	LIT		UNLIT			Opening Day	Closing Evening	Opening Day	Closing Evening	Artificial Turf/ Track	April 1 st	November 30 th	N/A	N/A	Ball Diamond	1 st Saturday in May	1 st Sunday in October	2 nd Saturday in May	1 st Sunday in October	Cricket Pitch	N/A	N/A	2 nd Saturday in May	1 st Sunday in October	Soccer Pitch	4 th Saturday in May	1 st Sunday in October	3 rd Saturday in May	2 nd Sunday in October	Football Field	1 st Saturday in June	3 rd Sunday in November	3 rd Saturday in May	3 rd Sunday in November			Closing Evening for Ball Diamonds, Cricket Pitches and Soccer Pitches has been revised from 4 th Sunday in September to the 1 st Sunday in October, to provide for an extra week of available field time.	
Surface Type	LIT		UNLIT																																					
	Opening Day	Closing Evening	Opening Day	Closing Evening																																				
Artificial Turf/ Track	April 1 st	November 30 th	N/A	N/A																																				
Ball Diamond	1 st Saturday in May	1 st Sunday in October	2 nd Saturday in May	1 st Sunday in October																																				
Cricket Pitch	N/A	N/A	2 nd Saturday in May	1 st Sunday in October																																				
Soccer Pitch	4 th Saturday in May	1 st Sunday in October	3 rd Saturday in May	2 nd Sunday in October																																				
Football Field	1 st Saturday in June	3 rd Sunday in November	3 rd Saturday in May	3 rd Sunday in November																																				
On an annual basis, the Sports Unit will consult with the applicable sport organizations and the Parks & Forestry Division, Community Services Department, to determine if permits may be		On an annual basis, the Sports Unit will consult with the applicable sport organizations and the Parks, Forestry & Environment Division, Community Services Department, to determine		Minor edit to update Division name.																																				

<i>Current Policy – What Exists Today in Outdoor Sports Field Management policy.</i>	<i>Proposed Policy – If the information in a specific section is unchanged, or has required minimal revision to terminology only, “No change” will appear.</i>	<i>Rationale – Why changes (deletions and/or additions) to the revised policy were made.</i>
granted outside of the posted open and close dates. Reasonable efforts will be made to accommodate all requests.	if permits may be granted outside of the posted open and close dates. Reasonable efforts will be made to accommodate all requests.	
STANDARDS OF PLAY Entitlement Entitlement reflects the number of hours sports teams are eligible for at each age level, based on the previous year’s registration.	STANDARDS OF PLAY Entitlement No change.	
Field Allocation Formula The Recreation Division will apply an allocation formula for soccer, baseball/softball and cricket (Appendix A) when allocating outdoor sports field time. The formula will determine the total entitlement (hours per week) for each organization and the distribution of those hours to different age and skill level groupings. User groups will determine game structure and duration (e.g. one hour game, 1.25 hour practice, etc.). “Select” teams within an organization (with the exception of the Mississauga Baseball Association/ Mississauga Girls Softball Association) will not be recognized for allocation purposes. It may be necessary to adjust the formula from time to time due to changing requirements within a sport(s) (e.g. Long Term Athlete Development standards.) The City will consult with user groups in advance. The Director of Recreation or his/her designate, is authorized to approve agreed upon	Field Allocation Formula No change.	

<i>Current Policy – What Exists Today in Outdoor Sports Field Management policy.</i>	<i>Proposed Policy – If the information in a specific section is unchanged, or has required minimal revision to terminology only, “No change” will appear.</i>	<i>Rationale – Why changes (deletions and/or additions) to the revised policy were made.</i>
amendments to Appendix A.		
CHAMPIONSHIPS/TOURNAMENTS Requests for Championship and/or Tournament dates will be granted as part of the allocation process and will be considered in accordance with the Allocation Priorities section of this policy.	CHAMPIONSHIPS/TOURNAMENTS No change.	
Allocation of Championships and/or Tournaments will be carried out in a fair and equitable manner in accordance with the following: <ul style="list-style-type: none"> • City, regional, provincial, national or international sanctioned Championships supported by the City will receive priority booking • Established tournaments hosted by Affiliated Sport Providers will receive primary consideration • The overall number of Championships and/or Tournaments the organization is requesting and/or has been granted • New or established Championships and/or Tournaments deemed by the City to contribute to community building, and • The economic benefit and promotion of the City of Mississauga from a sport tourism perspective 	No change.	

<i>Current Policy – What Exists Today in Outdoor Sports Field Management policy.</i>	<i>Proposed Policy – If the information in a specific section is unchanged, or has required minimal revision to terminology only, “No change” will appear.</i>	<i>Rationale – Why changes (deletions and/or additions) to the revised policy were made.</i>
<p>Seasonal contract holders will be encouraged to use available allocations within their geographic area to fulfill Championship and/or Tournament requests.</p> <p>The City reserves the right to reassign fields and/or alter allocated times in order to accommodate Championships and/or Tournaments and/or to maximize field utilization. Reasonable efforts will be made to accommodate the displaced field time, in accordance with the allocation priorities outlined in this policy.</p>	No change.	
<p>CANCELLATION PENALTIES</p> <p>Cancellation penalties are outlined in Corporate Policy and Procedure – Payment and Refund of Facility Rental Fees and on the facility rental contract.</p> <p>The City reserves the right to reasonably postpone, reschedule or cancel any permitted activity due to unforeseen circumstances, without penalty to the organization holding the contract.</p>	<p>CANCELLATION PENALTIES</p> <p>No change.</p>	
<p>The City will conduct random field audits throughout the outdoor sport season to ensure space is utilized most efficiently and that fields are receiving the proper level of maintenance.</p>	No change.	

<i>Current Policy – What Exists Today in Outdoor Sports Field Management policy.</i>	<i>Proposed Policy – If the information in a specific section is unchanged, or has required minimal revision to terminology only, “No change” will appear.</i>	<i>Rationale – Why changes (deletions and/or additions) to the revised policy were made.</i>
<p>The City reserves the right to cancel a contract or portion of the contract without notice should there be a breach of the conditions or regulations; it is demonstrated that an organization is not using allocated time; or should the City ascertain that the fields are not being used for the purpose contained in the application.</p>		
<p>FIELD MANAGEMENT Maintenance Guidelines The City's goal is to ensure that all City-operated outdoor sports fields are well maintained and safe for use throughout the playing season.</p>	<p>OUTDOOR FIELD MANAGEMENT Maintenance Guidelines No change.</p>	
<p>The City's goal is to ensure that all City-operated fields are well maintained and safe for use throughout the playing season. The maintenance guidelines for each outdoor field type, including materials provided by the City, are included as Appendix B to this policy.</p> <p>Revisions to the opening/closing dates and/or Appendix B may be made with the approval of the Director, Parks & Forestry, Community Services Department or his/her designate.</p>	<p>No change.</p> <p>Revisions to the opening/closing dates and/or Appendix B may be made with the approval of the Director, Parks, Forestry & Environment Division, Community Services Department or their designate.</p>	<p>Minor edit to update Division name.</p>

Current Policy – What Exists Today in Outdoor Sports Field Management policy.	Proposed Policy – If the information in a specific section is unchanged, or has required minimal revision to terminology only, “No change” will appear.	Rationale – Why changes (deletions and/or additions) to the revised policy were made.
<p>Scheduled Maintenance and Regeneration To achieve the City’s goal of providing safe, well maintained fields, it is critical that scheduled rest periods of outdoor fields for turf recovery are observed by all users. Groups who use fields beyond their official open and/or close date or who use fields throughout the season during scheduled rest periods may have their contracts cancelled by the City. Cancellation penalties, as per the contract, will apply.</p>	<p>Scheduled Maintenance and Regeneration No change.</p>	
<p>Inclement Weather/Poor Field Conditions The City will use the following criteria to determine if a sports field is deemed to be unplayable:</p> <ul style="list-style-type: none"> • Visible puddles of water on the surface of the field, or • Water sponging when walking on the field. <p>City staff reserve the right to close a sports field, regardless of the type of event that is scheduled or underway. Customer Service Centre (CSC) staff will make every effort to advise user groups of field closures through the City’s various communication channels.</p> <p>In the event that the City has closed a field due to inclement weather and conditions improve prior to it being reopened (e.g. on a weekend), organizations are permitted to use allocated field</p>	<p>Inclement Weather/Poor Field Conditions No change.</p> <ul style="list-style-type: none"> • No change. • No change. <p>No change.</p>	<p>This option has been removed, as Parks staff are on duty on weekends and will reopen the fields if conditions improve.</p>

Current Policy – What Exists Today in Outdoor Sports Field Management policy.	Proposed Policy – If the information in a specific section is unchanged, or has required minimal revision to terminology only, “No change” will appear.	Rationale – Why changes (deletions and/or additions) to the revised policy were made.
<p>time if they deem the field playable without inflicting damage.</p> <p>The game official is responsible for calling the game unplayable if there is lightning or if he/she deems the sports field unsafe for play.</p> <p>Organizations must notify the CSC within three business day following a booking(s) that is cancelled due to inclement weather in order to receive the appropriate credit, if applicable.</p>	<p>No change.</p> <p>No change.</p>	
<p>Unforeseen Maintenance/Repair The City will close any field or facility in the event of an unforeseen need for maintenance/repair. Notification of unplanned closures will be communicated as soon as possible to the permit holder directly and will be posted on the City’s external website.</p> <p>Groups should report any hazards or unsafe conditions to the Parks & Forestry Division as soon as possible by contacting the applicable Parks supervisor/manager.</p>	<p>Unforeseen Maintenance/Repair No change.</p>	
<p>Damage Groups will be responsible for the cost of repairs</p>	<p>Damage Groups will be responsible for the cost of repairs</p>	<p>Added damage due to negligence,</p>

Current Policy – What Exists Today in Outdoor Sports Field Management policy.	Proposed Policy – If the information in a specific section is unchanged, or has required minimal revision to terminology only, “No change” will appear.	Rationale – Why changes (deletions and/or additions) to the revised policy were made.
and applicable administration fees that result from the permit holder’s improper use of fields or facilities.	and applicable administration fees that result from the permit holder’s negligent or improper use of fields or facilities.	
<p>Unauthorized Use of Fields Exclusive use of a field for an organized, unstructured activity (e.g. pick-up soccer) requires a permit, which may be obtained by contacting the CSC.</p> <p>The City reserves the right to cancel a contract or portion of a contract without notice should there be a breach of its terms and conditions, including failure to acknowledge/sign a contract or should the City ascertain that the field(s) is not being used for the purpose outlined in the application.</p> <p>Groups that elect to use a field that the City has closed for maintenance or repair or that is unplayable due to weather conditions will be considered to be trespassing and will be required to pay any resulting damages and/or fines. The group may also have the remainder of their contract cancelled and/or be restricted from booking any other City facility for a period of time as determined by the City. Cancellation penalties, as per the contract, will apply.</p>	<p>Unauthorized Use of Fields No change.</p> <p>The City reserves the right to cancel a contract or portion of a contract without notice should there be a breach of its terms and conditions, including failure to sign a contract or should the City ascertain that the field(s) is not being used for the purpose outlined in the application.</p> <p>No change.</p>	<p>Removed “acknowledging” the contract, as once it’s signed it has been acknowledged.</p>
EXCEPTIONS	EXCEPTIONS	

<i>Current Policy – What Exists Today in Outdoor Sports Field Management policy.</i>	<i>Proposed Policy – If the information in a specific section is unchanged, or has required minimal revision to terminology only, “No change” will appear.</i>	<i>Rationale – Why changes (deletions and/or additions) to the revised policy were made.</i>
Exceptions to this policy require the approval of the Director, Recreation or his/her designate or the Director, Parks and Forestry or his/her designate.	Exceptions to this policy require the approval of the Director, Recreation or their designate or the Director, Parks, Forestry & Environment or their designate.	Minor housekeeping edits only.

<i>Current Policy – What Exists Today in Outdoor Sports Field Management policy.</i>	<i>Proposed Policy – If the information in a specific section is unchanged, or has required minimal revision to terminology only, “No change” will appear.</i>	<i>Rationale – Why changes (deletions and/or additions) to the revised policy were made.</i>
	<p>APPENDIX A - STANDARDS OF PLAY Based on Long Term Athlete/Player Development Sport Models</p> <p>The Community Services Department will apply the following standards of play when allocating City of Mississauga sports fields for regular season and playoff requirements (practices and games) for all applicable sport groups identified. Competitive and/or development teams are defined as those teams that are sanctioned by a provincial sports organization and normally travel outside of the community to play other municipalities. The formula will determine the entitlement (hours per week) for each organization. Additional hours may be requested and will be subject to field availability.</p>	<p>Minor edit to remove “outdoor”, as the policy now applies to indoor and outdoor fields.</p>
		<p>In consultation with the cricket organizations, the Cricket chart has been replaced with a simplified chart that designates Youth and Adult standards of play.</p>
	<p>APPENDIX B – PERMITTED MAINTENANCE GUIDELINES No changes to the guidelines.</p>	

REPORT 6 - 2022

To: CHAIR AND MEMBERS OF GENERAL COMMITTEE

The Heritage Advisory Committee presents its sixth report for 2022 and recommends:

HAC-0047-2022

That the following items were approved on consent:

- 9.1 - Request to Alter a Heritage Designated Property: 2700 Lakeshore Road West (Ward 2)
- 9.2 - Guiderail Replacement, Second Line West (Ward 11)
- 9.3 - 2022 Designated Heritage Property Grant Allocations
- 9.4 - Meadowvale Village Heritage Conservation District Subcommittee Report 3 – 2022 - May 10, 2022 - 0340-2022
- 9.5 - Port Credit Heritage Conservation District Subcommittee Report 3- 2022 – April 4, 2022 - 0343-2022

(HAC-0047-2022)

HAC-0048-2022

That the City approve the demolition of a garage at 2700 Lakeshore Road West, known as Harding Waterfront Estate, as per the Corporate Report from the Commissioner of Community Services dated May 13, 2022.

(HAC-0048-2022)

HAC-0049-2022

That the proposal to replace and extend the guiderail Second Line West as per the Corporate Report from the Commissioner of Community Services dated May 20, 2022 be approved with the following condition:

1. That the guiderail be treated with a vinyl wrap to mitigate the visual impacts of the infrastructure in the community.

(HAC-0049-2022)

HAC-0050-2022

1. That the Corporate Report entitled “2022 Designated Heritage Property Grant Allocations” dated May 13, 2022 from the Commissioner of Community Services be approved.
2. That \$9,665 be transferred from the Arts Reserve (#30195) to Heritage Grants CC (#21133) to fund an additional three applications as part of the Designated Heritage Property Grant program.

(HAC-0050-2022)

HAC-0051-2022

That the Recommendation MVHCD-0006-2022 contained in the Meadowvale Village Heritage Conservation District Subcommittee Report 3 - 2022 dated May 10, 2022, be approved.
(HAC-0051-2022)

HAC-0052-2022

That the recommendations PCHCD-0006-2022 to PCHCD-0007-2022 contained in the Port Credit Heritage Conservation District Subcommittee Report 3 - 2022 dated April 4, 2022, be approved.
(HAC-0052-2022)

HAC-0053-2022

That the Memorandum dated May 6, 2022 from Paul Damaso, Director, Culture Division entitled "Alteration to a Listed Heritage Property adjacent to the Old Port Credit Village Heritage Conservation District: 70 Mississauga Road South (Ward 1) be received for information.
(HAC-0053-2022)

HAC-0054-2022

1. That the request to install a plaque at Rattray Marsh commemorating the purchase and conservation of the marsh, be approved.
2. That staff communicate with Credit Valley Conservation Authority to facilitate the installation and location of the plaque.
3. That staff investigate further and bring this matter back to the Heritage Advisory Committee prior to installation with the location and appropriate wording on the plaque.

(HAC-0054-2022)

REPORT 4 - 2022

To: CHAIR AND MEMBERS OF GENERAL COMMITTEE

The Accessibility Advisory Committee presents its fourth report for 2022 and recommends:

AAC-0030-2022

That the deputation and presentation regarding Vision Zero Road Safety Memorial by Rachel Pennington, Public Art Curator and Erica Warsh, Project Leader, Vision Zero to the Accessibility Advisory Committee on June 14, 2022, be received for information.

(AAC-0030-2022)

AAC-0031-2022

That the verbal update regarding the Region of Peel's Accessibility Advisory Committee provided by Mary Daniel, Citizen Member and Member of the ROP AAC be received.

(AAC-0031-2022)

AAC-0032-2022

That the Accessibility Advisory Committee Work Plan be approved as discussed at the June 14, 2022 Accessibility Advisory Committee meeting.

(AAC-0032-2022)

AAC-0033-2022

1. That the deputation and associated presentation on Vimy Park Landscape Improvement by Erin Eldridge, Landscape Architect, About & Associates and Kathi Ross, Project Manager Parks Program, City of Mississauga to the Facility Accessibility Design Subcommittee on May 30, 2022 be received for information.
2. That the Accessibility Advisory Committee recommend accessible access be located at the front of the cenotaph to facilitate inclusion and accessibility.
3. That accessible parking be provided in front of the cenotaph with curb cut to facilitate access.

(AAC-0033-2022)

REPORT 6 - 2022

To: CHAIR AND MEMBERS OF GENERAL COMMITTEE

The Mississauga Cycling Advisory Committee presents its sixth report for 2022 and recommends:

MCAC-0046-2022

That the deputation from Glenn Voakes, Resident regarding Pedestrian Etiquette Signage, be received.

(MCAC-0046-2022)

MCAC-0047-2022

That the deputation from Jodi Robillos, Commissioner, Community Services regarding Site Specific Storage Requests, be received.

(MCAC-0047-2022)

MCAC-0048-2022

That the deputation from Scott Holmes, Director, Works Operations and Maintenance regarding Bike Lane Winter Maintenance Update, be received.

(MCAC-0048-2022)

MCAC-0049-2022

That the following item(s) were approved on the consent agenda:

- 10.1 Micro-mobility Program Development Phase 1 Final Report (All Wards)
- 10.2 Traffic Calming – Ward 10
- 10.3 Traffic Calming – Ward 2
- 10.4 Ipsos Cycling Global Survey Results 2022

(MCAC-0049-2022)

MCAC-0050-2022

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

(MCAC-0050-2022)

MCAC-0051-2022

1. That the Mississauga Cycling Advisory Committee (MCAC) recommends the establishment of three (3) annual awards in addition to the Phil Green Award.
2. That the Youth/School Cycling Award be presented annually to a student or group of students who meets the following criteria:
 - a. That the nominees must be a student or group of students, between the ages of 12 and 18, attending an elementary, middle or secondary school in the City of Mississauga.
 - b. That nominations be accepted for a student or group of students who has encouraged and promoted cycling amongst their peers and/or set an example for safe cycling.
 - c. That the Communications and Promotions Subcommittee be the Nominating Committee to request, review and recommend nominations annually to MCAC.
 - d. That the nominations be ratified at the end of the calendar year and presented to City Council in February of every year.
3. That the Business Award be presented annually to a person/business who meets the following criteria:
 - a. That the nominees can be a business or business owner in the City of Mississauga.
 - b. That nominations be accepted for a business or business owner that has encouraged cycling among its employees and/or customers by breaking down barriers to cycling, for example with bicycle parking, discounts for cyclists, and more.
 - c. That the Communications and Promotions Subcommittee be the Nominating Committee to request, review and recommend nominations annually to MCAC.
 - d. That the nominations be ratified at the end of the calendar year and presented to City Council in February of every year.
4. That the Cycling Equity, Diversity and Inclusion Award be presented annually to a person/group who meets the following criteria:
 - a. That nominees can be a person or group residing or working in the City of Mississauga.
 - b. That nominations be accepted for a person or a group of people who have helped improve access for those who may experience barriers to cycling (i.e., people with disabilities, low-income households, other marginalized group, etc.).
 - c. That the Communications and Promotions Subcommittee be the Nominating Committee to request, review and recommend nominations annually to MCAC.
 - d. That the nominations be ratified at the end of the calendar year and presented to City Council in February of every year.

(MCAC-0051-2022)

MCAC-0052-2022

That the Micro-Mobility verbal update from Matthew Sweet, Manager, Active Transportation, be received.

(MCAC-0052-2022)

MCAC-0053-2022

That the Cycling Master Plan 2021 Report Card Infographic from Matthew Sweet, Manager, Active Transportation, be received.

(MCAC-0053-2022)

MCAC-0054-2022

That the Mississauga Cycling Advisory Committee 2022 Action List, be approved as amended.

(MCAC-0054-2022)

MCAC-0055-2022

That the corporate report dated May 27, 2022 from the Commissioner of Transportation and Works entitled “Micro-mobility Program Development Phase 1 Final Report (All Wards)” be received for information.

(MCAC-0055-2022)

MCAC-0056-2022

That the report from the Commissioner of Transportation and Works, dated April 12, 2022 and entitled “Traffic Calming – Ward 10” be received for information.

(MCAC-0056-2022)

MCAC-0057-2022

That the report from the Commissioner of Transportation and Works, dated April 26, 2022 and entitled “Traffic Calming – Ward 2” be received for information.

(MCAC-0057-2022)

MCAC-0058-2022

That the Ipsos Cycling Global Survey Results 2022 from Paulina Pedziwiatr, Citizen Member be received for information.

(MCAC-0058-2022)

REPORT 2 - 2022

To: CHAIR AND MEMBERS OF GENERAL COMMITTEE

The Public Vehicle Advisory Committee presents its second report for 2022 and recommends:

PVAC-0008-2022

1. That the Public Vehicle Licensing By-law 420-04 Schedule 9, to be amended to permit taxicabs to charge a fuel surcharge based on the price of gasoline per litre.
2. That an incremental fuel surcharge that applies to the fare rate whenever fuel prices increase above a certain price point per litre be introduced.
3. That all necessary by-laws be enacted.

(PVAC-0008-2022)

PVAC-0009-2022

That the 2022 Public Vehicle Advisory Committee Work Plan, be approved.

(PVAC-0009-2022)