



GENERAL COMMITTEE

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

WEDNESDAY, MAY 29, 2013 – 9:00 A.M.

COUNCIL CHAMBER – 2nd FLOOR – CIVIC CENTRE
300 CITY CENTRE DRIVE, MISSISSAUGA, ONTARIO, L5B 3C1

Members

Mayor Hazel McCallion	
Councillor Jim Tovey	Ward 1
Councillor Pat Mullin	Ward 2
Councillor Chris Fonseca	Ward 3
Councillor Frank Dale	Ward 4
Councillor Bonnie Crombie	Ward 5
Councillor Ron Starr	Ward 6
Councillor Nando Iannicca	Ward 7
Councillor Katie Mahoney	Ward 8
Councillor Pat Saito	Ward 9
Councillor Sue McFadden	Ward 10 (Chair)
Councillor George Carlson	Ward 11

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- B. Item 2 Gavin Longmuir, Manager, Forestry

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- 1. Orchard Heights Park Access (Ward 1)
- 2. Emerald Ash Borer Management Plan Update
- 3. Parking Prohibition – Barry Avenue (Ward 11)
- 4. Lower Driveway Boulevard Parking – Tours Road between Winston Churchill Boulevard and Edenwood Drive (Ward 9)
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Mississauga Cycling Advisory Committee Report 5-2013 – May 14, 2013

Road Safety Mississauga Advisory Committee Report 3-2013 – May 21, 2013

COUNCILLORS' ENQUIRIES

CLOSED SESSION

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

ADJOURNMENT

CALL TO ORDER

DECLARATIONS OF DIRECT (OR INDIRECT) PECUNIARY INTEREST

APPROVAL OF THE AGENDA

PRESENTATIONS

DEPUTATIONS

- A. Item 1 David Babstock, Resident
- B. Item 2 Gavin Longmuir, Manager, Forestry

MATTERS CONSIDERED

1. Orchard Heights Park Access (Ward 1)

Corporate Report dated May 9, 2013 from the Commissioner of Community Services with respect to Orchard Heights Park access.

RECOMMENDATION

That vehicle access to Orchard Heights Park be reinstated immediately and remain available from April 1 to November 30 each year, as outlined in the Corporate Report dated May 9, 2013 from the Commissioner of Community Services.

2. Emerald Ash Borer Management Plan Update

Corporate Report dated May 6, 2013 from the Commissioner of Community Services providing an update on the Emerald Ash Borer Management Plan.

RECOMMENDATION

That the report dated May 6, 2013 from the Commissioner of Community Services entitled "Emerald Ash Borer Management Plan Update" be received for information.

3. Parking Prohibition – Barry Avenue (Ward 11)

Corporate Report dated May 3, 2013 from the Commissioner of Transportation and Works with respect to a parking prohibition on Barry Avenue.

(3.)

RECOMMENDATION

That a by-law be enacted to amend By-law 555-2000, as amended, to implement a parking prohibition on both sides of Barry Avenue from 11:00 p.m. to 7:00 a.m.

4. Lower Driveway Boulevard Parking – Tours Road between Winston Churchill Boulevard and Edenwood Drive (Ward 9)

Corporate Report dated April 30, 2013 from the Commissioner of Transportation and Works with respect to lower driveway boulevard parking on Tours Road.

RECOMMENDATION

That a by-law be enacted to amend By-law 555-2000, as amended, to implement lower driveway boulevard parking between the curb and sidewalk, at any time, on both sides of Tours Road between Winston Churchill Boulevard and Edenwood Drive.

5. Warning Clause Agreement between the City of Mississauga and David Lawrence Richardson and Donaria Dos Reis Pursuant to Site Plan Application SP 12/054 (Ward 1)

Corporate Report dated May 10, 2013 from the Commissioner of Transportation and Works with respect to a Warning Clause Agreement with David Lawrence Richardson and Donaria Dos Reis pursuant to Site Plan Application SP 12/054.

RECOMMENDATION

That a by-law be enacted to authorize the Commissioner of Transportation and Works and the City Clerk to execute and affix the Corporate Seal to the Warning Clause Agreement between David Lawrence Richardson and Donaria Dos Reis and The Corporation of the City of Mississauga to the satisfaction of the City Solicitor.

6. Transit By-law Revisions

Corporate Report dated May 6, 2013 from the Commissioner of Transportation and Works with respect to revisions to the Transit By-law.

RECOMMENDATION

1. That a by-law be enacted to amend the Transit By-law 425-2003, as amended, to include additional regulations with respect to incidences as outlined in this report from the Commissioner of Transportation and Works dated May 6, 2013.

(6.)

2. That Legal Services be authorized to make an application to the Ministry of the Attorney General for set fines under Part I of the Provincial Offences Act for By-law 425-2003, as amended.

7. School Bus Loading Zone Removal – Church Street (Ward 11)

Corporate Report dated May 3, 2013 from the Commissioner of Transportation and Works with respect to the removal of a School Bus Loading Zone.

RECOMMENDATION

That a by-law be enacted to amend By-law 555-2000, as amended, to remove the School Bus Loading Zone on the west side of Church Street between a point 15 metres (49 feet) south of Water Street and a point 30 metres (98 feet) southerly thereof.

8. Assumption of Municipal Services (Ward 2 and 10)

Corporate Report dated May 10, 2013 from the Commissioner of Transportation and Works with respect to the assumption of municipal services.

RECOMMENDATION

That the City of Mississauga assume the municipal works as constructed by the developer under the terms of the Servicing Agreement for CA'B'065-066/03, Joseph Batty, (lands located north Lakeshore Road West, east of the Credit River, west of Mississauga Road and south of The Queen Elizabeth Way, in Z-08, known as Temagami Crescent Extension) and that the Letter of Credit in the amount of \$43,848.29 be returned to the developer.

CA'B'065-066/03 (Ward 2)

That the City of Mississauga assume the municipal works as constructed by the developer under the terms of the Servicing Agreement for CA'B'067-070/03, Castlegreen Building Corporation Limited, (lands located north Britannia Road West, east of Castlegrove Court, west of Grossbeak Drive and south of Prairie Circle, in Z-56, known as Residential Development – CA'B'067-070/03) and that the Letter of Credit in the amount of \$144,142.05 be returned to the developer.

CA'B'067-070/03 (Ward 10)

9. Toronto's Future Weather & Climate Driver Study

Corporate Report dated May 7, 2013 from the Commissioner of Community Services with respect to Toronto's Future Weather & Climate Driver Study.

RECOMMENDATION

That the report dated May 7, 2013, from the Commissioner of Community Services, entitled Toronto's Future Weather & Climate Driver Study be received for information.

10. Huron Park Outdoor Basketball Rejuvenation Project Request for Funding (Ward 7)

Corporate Report dated April 29, 2013 from the Commissioner of Community Services with respect to the Huron Park Outdoor Basketball Rejuvenation Project request for funding.

RECOMMENDATION

1. That PN 13-315, Huron Park Outdoor Basketball Rejuvenation, be established with a gross and net budget of \$125,000.
2. That funds allocated for Ward 7 in the amount of \$125,000 be transferred from the 2009 Supplementary Capital Project Reserve Fund (Account# 35574), into the Huron Park Outdoor Basketball Rejuvenation project (PN 13-315).
3. That all necessary by-laws be enacted.

11. Renaming of Youth/Senior Room in Clarkson Community Centre – 2475 Truscott Drive (Ward 2)

Corporate Report dated May 10, 2013 from the Commissioner of Community Services with respect to the renaming of the Youth/Senior Room in Clarkson Community Centre.

RECOMMENDATION

That the following naming request be considered for the period of 30 days:

1. That the Youth/Senior room in Clarkson Community Centre, located at 2475 Truscott Drive, be renamed in recognition of Margaret Marland; and,

(11.)

2. That the requirement for the recognition of an individual be posthumous, as outlined in the City's "Property and Facility Naming and Dedications" Corporate Policy 05-02-02, be waived.

12. Park Renaming – Portion of the Etobicoke Valley – South Side of Dundas Street East at the Little Etobicoke Creek (Ward 1)

Corporate Report dated May 10, 2013 from the Commissioner of Community Services with respect to a park renaming.

RECOMMENDATION

That the following renaming request be considered for the period of 30 days:
Portion of the Etobicoke Valley (P-238) be renamed and renumbered to "Pallett Green" (P-521).

13. Single Source Contract Award to Gledhill Shaw Enterprise Ltd. For Firefighter Applicant Testing

Corporate Report dated May 10, 2013 from the Commissioner of Community Services with respect to a single source contract award for Firefighter applicant testing.

RECOMMENDATION

1. That Gledhill-Shaw Enterprises Ltd. (Gledhill-Shaw) be established as a single source vendor for the provision of Firefighter Applicant Testing.
 2. That the Purchasing Agent or designate be authorized to continue to treat Gledhill-Shaw Enterprises Ltd. as a single source vendor for the provision of Firefighter Applicant Testing, as required, for the period June 1, 2013 to May 31, 2018, and execute forms of commitment satisfactory to Materiel Management, Fire & Emergency Services, Human Resources and Legal Services.
14. Proposed Surplus Land Declaration of a Portion of Brookmede Park Located at 2264 Council Ring Road for the Purposes of a Proposed Land Exchange between the City of Mississauga and Peel District School Board (Ward 8)

Corporate Report dated May 16, 2013 from the Commissioner of Corporate Services and Treasurer with respect to a Proposed Surplus Land Declaration of a portion of Brookmede Park.

(14.)

RECOMMENDATION

1. That a portion of City owned property, known as Brookmede Park, located at 2264 Council Ring Road, containing a site area of approximately 335 square metres (3,605.91 square feet), be declared surplus to the City's requirements for the purposes of a proposed land exchange with Peel District School Board. The subject lands are legally described as Part of Block K, Plan 915, designated as Parts 1 and 2 on a Draft Reference Plan prepared by Tarasick McMillan Kubicki Limited (File No. 4638-RP), in the City of Mississauga, Regional Municipality of Peel, in Ward 8.
 2. That the Realty Services Section of the Corporate Services Department be authorized to enter into negotiations for a Land Exchange Agreement between The Corporation of the City of Mississauga ("City") and the Peel District School Board (the "Board"), including all documents ancillary thereto, and, any amending agreements as may be required to exchange title to their respective lands.
 3. That all steps necessary to comply with the requirements of Section 2.(1) of City Notice By-law 215-2008 be taken, including giving notice to the public by the posting of a notice on the City of Mississauga's website for at least three weeks prior to the execution of a land exchange agreement for the subject lands under Delegated Authority.
15. Proposed Surplus Land Declaration of Parts of Hillside Park at 1311 Kelly Road for the Purpose of a Proposed Sale to the Peel District School Board (Ward 2)

Corporate Report dated May 17, 2013 from the Commissioner of Corporate Services and Treasurer with respect to a Proposed Surplus Land Declaration of parts of Hillside Park.

RECOMMENDATION

1. That a portion of City owned property known as Hillside Park, located at 1311 Kelly Road, containing a site area of approximately 1.38 ha. (3.4 acres), be declared surplus to the City's requirements for the purpose of a proposed sale to the Peel District School Board. The subject lands are legally described as Part of Blocks D and E, Plan 587, designated as Parts 3, 4, 5, 6, 7, 8, 9 and 10 on a Draft Reference Plan prepared by Viorel Mares, OLS, (the Assistant City Surveyor), in the City of Mississauga, Regional Municipality of Peel, in Ward 2.

(15.)

2. That the Realty Services Section of the Corporate Services Department be authorized to enter into negotiations for an Agreement of Purchase and Sale, including all documents ancillary thereto and amending agreements as may be required, between the Corporation of the City of Mississauga ("City"), as the vendor and the Peel District School Board ("PDSB") as the purchaser for the disposal of the subject lands.
3. That the Realty Services Section of the Corporate Services Department be authorized to enter into negotiations for an Agreement of Purchase and Sale, including all documents ancillary thereto and amending agreements as may be required, between the Corporation of the City of Mississauga ("City"), as the purchaser and the Peel District School Board ("PDSB") as the vendor for the acquisition of the Willow Glen Public School property.
4. That subject to successful negotiations, the Realty Services Section of the Corporate Services Department report to Council seeking approval of the Agreements of Purchase and Sale for the disposal of a portion of Hillside Park, and the acquisition of Willow Glen Public School.
5. That all steps necessary to comply with the requirements of Section 2.(1) of City Notice By-law 215-2008 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 before the execution of the Agreement of Purchase and Sale of the said lands, as per the requirements of the City Notice By-law 0215-2008, as amended by By-law 0376-2008.

ADVISORY COMMITTEE REPORTS

Mississauga Cycling Advisory Committee Report 5-2013 – May 14, 2013

(Recommendation MCAC-0027-2013 to MCAC-0031-2013)

Road Safety Mississauga Advisory Committee Report 3-2013 – May 21, 2013

(Recommendation RSM-0010-2013 to RSM-0013-2013)

COUNCILLORS' ENQUIRIES

CLOSED SESSION

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

ADJOURNMENT



Corporate Report

Clerk's Files

Originator's
Files

General Committee

MAY 29 2013

DATE: May 9, 2013

TO: Chair and Members of General Committee
Meeting Date: May 29, 2013

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

SUBJECT: Orchard Heights Park Access – Ward 1

RECOMMENDATION: That vehicle access to Orchard Heights Park be reinstated immediately and remain available from April 1 to November 30 each year, as outlined in the Corporate Report dated May 9, 2013 from the Commissioner of Community Services.

**REPORT
HIGHLIGHTS:**

- April 1, 2012 a Council approved pilot eliminated vehicle access to Orchard Heights Park in response to Orchard Heights Residents Association's concerns about undesirable and illegal activity
- Over the 2012 pilot period, two letters were received about the lack of accessibility of the park for residents with disabilities, who require a vehicle for park access
- Orchard Residents Association have requested permanent closure of park vehicle access
- The City is committed to the accessibility of parks and public spaces and staff recommend that vehicle access be restored
- Measures have been initiated to enhance safety and enforcement at Orchard Heights Park.

BACKGROUND:

Prior to 2012, Orchard Heights Park was open for vehicle access from April-November annually.

At its meeting of March 7, 2012, Council approved a pilot project controlling vehicle access to Orchard Heights Park (P-019) between April and November, 2012. Pedestrian access was retained throughout the pilot period.

The closure of the park to vehicle access was in response to petition on behalf of the Orchard Heights Ratepayers Association and was motivated by concerns about undesirable activity taking place in the parking lot, especially at night. Staff were directed to report back to General Committee regarding the results of the pilot park driveway closure.

COMMENTS:Pilot Park Driveway Closure – April 2012

Parks staff monitored Orchard Height Park throughout the summer and the 311 Call Centre was alerted to track any concerns regarding the closure of vehicle access. There were no concerns raised with regard to parking or other issues through 311, directly to Parks, or to the Councillor's office, with the exception of the following two complaints:

In May 2012 a resident contacted staff and the local Councillor and wrote the Mayor with concerns that he could no longer use the park due to the slope of the park driveway. The resident uses a wheel chair and had previously been able to visit Orchard Heights Park using his van.

In July 2012, an additional resident wrote to City staff and contacted the Councillor's office by telephone with concerns which were followed up by an email. The resident was concerned about the necessity of parking on the narrow street for users who are not within walking distance, and accessibility for residents like himself with mobility issues.

The Orchard Heights Homeowners Association and both of the concerned residents were informed that this report is being considered by General Committee.

Community Input

In February, 2013, Councillor Tovey held a community meeting in the Orchard Heights area to receive feedback from residents. The majority of residents present expressed the view that restriction of vehicle access should continue.

One resident in attendance stated strongly that restricting vehicle access created a situation preventing a person with a mobility disability from accessing the park. This resident who lives in the community was a regular park user, but was not able to use the park in 2012.

Although input from the majority of residents at the Community Meeting supported permanent elimination of vehicle access, staff are concerned that at least two users with mobility disabilities can no longer access the park. Based on input from the community, Councillor Tovey supports closure of Orchard Heights Park to vehicle access on a year round basis.

Incident Reports

The City's Corporate Security have logged three incident reports related to Orchard Heights Park since 2010. Peel Regional Police have indicated that there were two reported incidents/occurrences at the park with three reports in the vicinity of the park in 2010, and five in 2011.

CPTED Review

Orchard Heights Resident Association safety concerns were reviewed. Recently, with the assistance of Peel Regional Police, staff carried out a Crime Prevention through Environmental Design (CPTED) assessment of Orchard Heights Park. As a result, it is recommended that the vehicle gates remain open April -November, and that the following measures be taken to address community concerns and enforcement:

- A park entrance sign, regulatory signs, and a "Parks Watch" sign be posted at the entrance way to Orchard Heights;
- A communication plan to educate the community, including information as to the best response to any concerns (calling the Corporate Security 24 hours Parks Watch line, calling 311 or

calling 911 if crime is suspected) be implemented;

- That Peel Regional Police and Corporate Security be requested to carry out patrols of the park to monitor and address unwanted activity in 2013.

Accessibility

While not all park amenities are fully accessible, Orchard Heights has been accessible for vehicles for many years due to the existing driveway and parking area. The City of Mississauga works to remove barriers to persons with disabilities, in keeping with the principles of the Accessibility for Ontarians with Disabilities Act (2005). The City's accessibility vision as developed by the Accessibility Staff Working Group and Accessibility Advisory Committee is that Mississauga is to be: "A Great Place to live, work, travel and play for everyone!" (Including persons with disabilities). Council approved the City's tenth annual Accessibility Plan in February 2013. This Plan outlines projects to continue to remove barriers, including barriers in the built environment. As well, Council adopted the revised Mississauga Accessibility Design Handbook in 2007 (first adopted in 2005), to guide planners in ensuring that City facilities and premises are accessible."

The City's Accessibility Plan provides guidelines for making public facilities and spaces accessible. Particularly in parks and other outdoor areas, full accessibility is not possible because of natural surfaces and slopes. At the same time staff recognize that the Design of Public Spaces Standard (Accessible Built Environment Standard, under the Accessibility for Ontarians with Disabilities Act) became a regulation in December 2012. This standard outlines requirements for outdoor environments on a go forward basis for new construction or redevelopment.

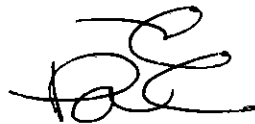
FINANCIAL IMPACT: Communication and signage would be approximately \$1,000, funded from the 2013 Parks Operating Budget.

CONCLUSION:

The 2012 pilot closure of vehicle access to Orchard Heights Park highlighted the divergent objectives of restricting vehicle access to control potential undesirable activity, versus reinstating vehicle access to make the park as accessible as possible to residents with mobility disabilities. Staff recommend the City reinstate seasonal vehicle access to the park, and implement a pro-active program to address resident concerns regarding park safety and enforcement.

ATTACHMENTS:

Appendix 1: Corporate Report – Control of Access to City Parks
Appendix 2: Site Map – Orchard Heights Park



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

Prepared By: Andy Wickens, Manager, Parks



Corporate Report

Clerk's Files

Originator's
Files

DATE: February 10, 2012

TO: Chair and Members of General Committee
Meeting Date: February 29, 2012

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

SUBJECT: Control of Access to City Parks (Ward1)

GENERAL COMMITTEE

FEB 29 2012

- RECOMMENDATION:**
1. That a pilot program to close vehicle access to Orchard Heights Park (P-019) between April 1, 2012 and November 30, 2012 in the report dated February 10, 2012 from the Commissioner of Community Services be approved;
 2. That staff report back to General Committee with regard to the results of the pilot program.

BACKGROUND: On January 18 2012, Council received a petition, on behalf of the Orchard Heights Homeowners Association, asking that vehicle access to Orchard Heights Park be closed. The issue was originally brought to the attention of City staff and the former Councillor in 2009 and involves concerns about undesirable activity, such as drug dealing and drug use taking place in the park parking lot especially at night.

Orchard Heights is 4.04 hectares in size and is located off Lincolnshire Boulevard in Ward 1 (See Appendix 1). It forms part of the flood plain of Etobicoke Creek, is relatively inaccessible and is generally used for passive activities. There are no amenities in the park other than the parking lot. Both City staff and Toronto Region Conservation (TRCA) staff require service access to the site.

Historically, the City of Mississauga has not restricted vehicle or pedestrian access to its parks. Exceptions to this are Kariya Park where the pedestrian access gates are closed at night, and Jack Darling Memorial Park where vehicle access is controlled after 9:00 pm. These two parks are locked and unlocked by Corporate Security; however they do not have the resources to control access gates in any additional park locations across the City. In addition, some park parking lots, including the lot at Orchard Heights Park, where there is little off-season traffic are closed during the winter months and reopened in the spring when sports use and other warm weather activities commence. Residents have been informed that Corporate Security will respond to issues related to the Parks By-law on a 24 hour basis, and that criminal activity should be reported to Peel Regional Police.

In the past, Parks has received requests to restrict access to parks at night on a year round basis; these requests have usually been driven by concerns about after hours activities in parking lots. Requests for access control have been denied since City parks are not staffed to accommodate daily opening and closing of gates.

PRESENT STATUS:

Parks staff have installed gates at the driveway entrance to the parking lot at Orchard Heights Park and these gates have been closed for the winter period – these replace the barrier which was previously used in the winter months. Access for Parks staff, and for TRCA to service monitoring equipment in the park will be maintained and pedestrian access is unimpeded.

The Orchard Heights Homeowners Association (OHHA) has indicated a desire for the gates to be closed at night year round via a petition to Council. Staff have had discussions with the Association about keeping the gates closed for the summer period on a trial basis, while monitoring any issues related to parking on nearby streets by park users. The OHHA is amenable to this proposal.

COMMENTS:

As noted above, neither Parks Operations nor Corporate Security are in a position to open and close gates on a daily basis in City parks. The City has formal agreements with a number of community groups that include control of access to specific amenities (for example, tennis clubs and leash free areas) however there are currently no instances

where the City has turned over access to an entire park to the public. The possibility of creating a park access control agreement with local residents exists, but there are a number of practical issues, including ensuring public daily access between 7:00 am and 11:00 pm, which make this type of arrangement difficult. The alternative to an access control agreement is to leave the parking access to the park permanently closed (pedestrian access would remain unimpeded). This approach is preferred by staff and has been agreed to by the OHHA.

There are many parks across the City which do not have vehicular access and parking facilities. The potential concern with ongoing closure of the parking lot is congestion in nearby streets due to vehicle parking. At present Parks staff do not have any clear information as to the level of legitimate use of the park by users who arrive by automobile, so the potential impacts of permanent closure are difficult to estimate. Therefore, a pilot project is being suggested which will allow both staff and residents to monitor any issues and adjust the program if need be.

FINANCIAL IMPACT: There are no operating costs associated with closing Orchard Heights Park to vehicle access on a pilot basis.

CONCLUSION: The City wishes to respond to the desire of OHHA to curb undesirable activities in the parking lot of Orchard Heights Park in the most effective, practical way possible. Recognizing that actions related to the control of access to parks have implications across the City, staff are recommending closure of Orchard Heights Park to public vehicle access on a pilot basis for 2012. Staff will report back to General Committee at the end of the pilot period.

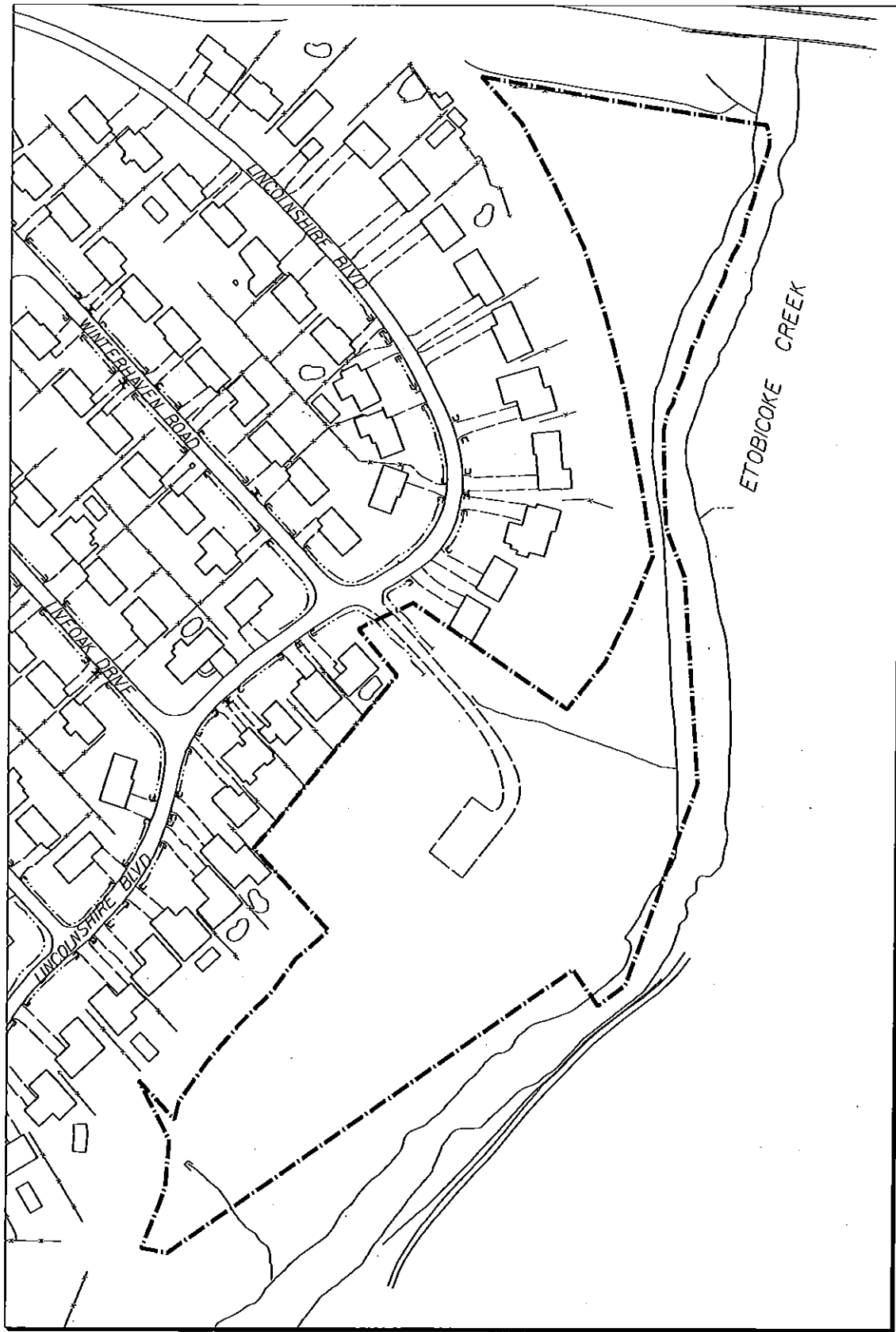
ATTACHMENTS: Appendix 1: Orchard Heights Park (P-019)



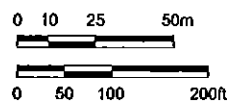
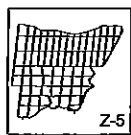
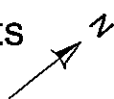
Paul A. Mitcham, P.Eng., MBA
Commissioner Community Services

Prepared By: Andy Wickens, Manager, Parks

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Orchard Heights
P-019



MISSISSAUGA
Community Services
Produced by Geomatics, T&W



Corporate Report

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Originator's
Files

General Committee

MAY 29 2013

DATE: May 6, 2013

TO: Chair and Members of General Committee
Meeting Date: May 29, 2013

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

SUBJECT: Emerald Ash Borer Management Plan Update

RECOMMENDATION: That the report dated May 6, 2013 from the Commissioner of Community Services entitled "Emerald Ash Borer Management Plan Update" be received for information.

**REPORT
HIGHLIGHTS:**

- Emerald Ash Borer (EAB) has been identified in all Wards of the City and poses a serious threat to all Ash trees
- City owns over 116,000 Ash trees in parks, cemeteries, woods and streets
- City owns 23,311 Ash street trees; 1200 removals in 2013 to be replaced in 2014; remaining street tree removals over 5-6 years
- Treatment of Ash trees in healthy condition is more effective than removal and replacement, 10,000 trees will be treated in 2013
- 50% of the recommended EAB levy was funded in 2013; levy increase is required in 2014 and will provide additional funding of \$2.8 million annually.
- Peak EAB infestation originally predicted to commence in 2016 is currently present, resulting in costs earlier than anticipated

BACKGROUND:

On July 4, 2012, Council approved recommendation GC-0473-2012: That the Active Management Plan for the control of Emerald Ash Borer be endorsed in principle, subject to long-term budget funding.

At the November 26, 2012, Budget Committee meeting, staff provided an update of the EAB Management Plan, including works to be undertaken in 2013 and details of the required funding and resources to implement a 10 year Active Management Plan.

An EAB levy of \$5.6 million (for 2013-2022) was proposed to cover the estimated \$51 million required to implement the plan. Half of the required reserve funds were approved for 2013, leaving a 2.8 million reserve shortfall.

On December 12, 2012, Council adopted Resolution BC-0063-2012: That Council Budget Committee approve the 2013 Budget as set out in:

- 1) ii Appendix 2 – 2013 Budget Requests amended to reduce the Emerald Ash Borer to \$2.8 million

COMMENTS:

Detection of EAB has been extremely difficult due to the very small size of the insect. Trees have been found to be infected for many years prior to the appearance of any external symptoms. Since the discovery of EAB in Ontario in 2002 and Mississauga in 2008, staff have completed multiple city-wide survey and delineation programs to detect and monitor the spread of EAB.

The EAB population model developed in 2012 determined that the insect infestation would increase to significant levels and peak between 2016 and 2019. Current data has determined that significant population levels are already present throughout the city and are expected to continue until 2017.

TreeAzin, registered for EAB treatment has proven efficacy results supporting the manufacturers claim that one application of the product affords the tree an acceptable level of protection from EAB for a two year period. Trees will require treatment every two years over a minimum ten year timeframe or until delineation surveys determine that EAB populations have diminished.

OPTIONS:**2013 EAB Management Plan Implementation****Ash Street Trees**

Staff are currently completing individual inspections of all 23,311 City owned Ash street trees to determine if the tree is a candidate for treatment or if it should be removed and replaced. The following criteria are utilized in the inspection process:

- Existing health condition;
- Structural composition;
- Location;
- Level of EAB infestation; and,
- Ability of the tree to continue as a sustainable City asset.

The individual inspections have identified that the significant EAB infestation of Ash street trees that was previously predicted for 2016 and beyond is currently present. The initial goal of treating approximately 15,000 city-owned Ash street trees with TreeAzin will not be obtainable with approximately 7000 viable street trees now receiving treatment in 2013 (every two years until 2023). Treatment trees have been marked with a green dot to inform the public and city contractors as to which trees will be treated.

The remaining City owned Ash street trees will be scheduled for removal over the next 5 - 6 years based on structural condition and geographic location. Approximately 1200 Ash street trees will be removed in 2013 commencing in May and will be replaced in the spring of 2014.

Ash Park Trees

An inspection program, assessing 23,000 Ash park trees to determine trees to be treated versus removed and replaced will be completed by July 2013. The same criteria, identification and scheduling methodology utilized in assessing Ash street trees will be utilized in the review of Ash park trees. Approximately 3,000 Ash park trees will be treated with TreeAzin in 2013 (every two years until 2023).

Data collected in the Ash park tree inspection program will determine the number of additional Ash park trees that will receive treatment commencing in 2014 (every two years until 2024), along with the total number of trees that will require removal.

Woodlands

Currently there are still no viable treatment options available to preserve or protect approximately 70,000 Ash trees within woodlots and natural areas. An inspection program to collect data pertaining to Ash tree populations within city woodlots will be completed by July 2013. The data will allow staff to determine when to schedule the removal of Ash trees adjacent to pathways, homes, schools and roadways or if they need to eliminate public access to individual woodlots by fencing to address liability and public safety concerns.

Based on previous site inspections, staff will be erecting fencing around Grand Park Woods (Ward 7) this summer, eliminating public access. The site has a significant number of dead and declining Ash trees and is in close proximity to a main arterial roadway, a commercial business and residential area.

Privately Owned Ash Trees

Information to assist residents in determining appropriate action for their own Ash trees is available on the City's website.

Private property owners are responsible for all costs associated with the treatment or removal of Ash trees located on their property. The City will not treat privately owned Ash trees or provide financial or staff resources to remove dead or declining private Ash trees.

Communications Tactics

Communication tactics have been implemented allowing residents to have access to current information, including location of EAB infestations, roles and responsibilities of the City regarding treatment and or removal of City-owned trees and resident's options regarding their privately-owned trees. Information is provided by :

- Community meetings: Over 100 residents attended 4 public information sessions in April 2013 allowing residents to:
 - listen to a staff presentation and ask questions of City staff and BioForest (TreeAzin manufacturer) staff
 - receive hard copy information packages
- Website updates including detailed Q&A and fact sheets
- 3-1-1 Call centre information
- eCity homepage and Forestry section updates
- Media relations - releases and proactive outreach
- Pamphlets and notices

2d

TreeAzin

TreeAzin has shown to be a cost effective alternative to the removal and replacement of infected trees. Funding of \$16 million (\$1.6 annually over 10 years) will be utilized to treat 20,000 City owned Ash trees. Funding of \$24 million would be required to remove and replace the same 20,000 trees if they were not treated with TreeAzin. Utilizing TreeAzin to preserve and protect a percentage of City owned Ash trees will save the City \$8 million dollars.

STRATEGIC PLAN: The Green Pillar for Change within the Strategic Plan identifies the need to conserve, enhance and connect natural environments in the City of Mississauga.

FINANCIAL IMPACT: Total costs for the EAB Management Plan over a 10 year timeframe are estimated at \$51 million. EAB levy funding of \$2.8 million was approved for 2013 EAB Management Plan implementation.

EAB levy increase in 2014 will provide additional funding of \$2.8 million for a total of \$5.6 million annual funding. This is the amount required to generate the funding of \$51 million.

CONCLUSION: Significant EAB populations are evident throughout the City requiring the removal of structurally unsafe dead and declining City owned Ash trees to be completed sooner than previously estimated.

The implementation of a proactive management plan that includes the use of TreeAzin demonstrates the City's commitment to the preservation of a percentage of City-owned Ash trees on its streets and parkland and is more cost effective than removal and replanting.

An increase to the EAB levy in 2014 to fund tree removal, replanting, fencing and treatment is required to bring it to the previously identified funding level of \$5.6 million annually.

Mississauga's EAB infestation has a significant ecological and aesthetic impact along with substantial impacts to City Service Areas.



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

Prepared By: Gavin Longmuir, Manager, Forestry



Corporate Report

Clerk's Files

Originator's Files MG.23.REP
RT.10.Z-39

General Committee

MAY 29 2013

DATE: May 3, 2013

TO: Chair and Members of General Committee
Meeting Date: May 29, 2013

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

SUBJECT: Parking Prohibition
Barry Avenue (Ward 11)

RECOMMENDATION: That a by-law be enacted to amend By-law 555-2000, as amended, to implement a parking prohibition on both sides of Barry Avenue from 11:00 p.m. to 7:00 a.m.

BACKGROUND: The Transportation and Works Department is in receipt of a request through the local Ward Councillor from the residents of Barry Avenue to implement an overnight parking prohibition on Barry Avenue. Residents are requesting to remove parking to help mitigate unwanted issues occurring during the overnight hours.

COMMENTS: Barry Avenue is a local residential road which is approximately 110 metres (361 feet) long with three residential properties located on the south side of the roadway. Presently three (3) hour parking is permitted on both sides of Barry Avenue.

As per city policy, residents who wish to change the existing parking regulations on a roadway must proceed with the petition process. However, the petition process has been omitted in this instance since this overnight parking prohibition request was brought forward by the local Ward Councillor through the residents of Barry Avenue.

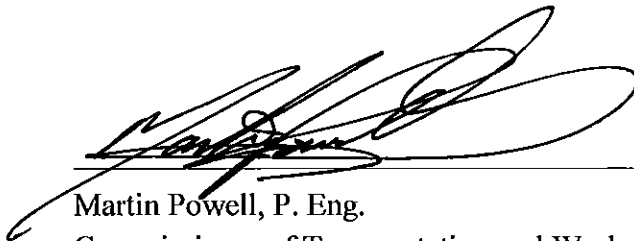
The Transportation and Works Department has no concerns with the implementation of a parking prohibition on both sides of Barry Avenue from 11:00 p.m. to 7:00 a.m. The existing 3-hour on-street parking will be maintained on both sides of Barry Avenue between 7:00 a.m. and 11:00 p.m.

The Ward Councillor supports this proposal for this parking prohibition.

FINANCIAL IMPACT: Costs for the sign installation can be accommodated in the 2013 Current Budget.

CONCLUSION: The Transportation and Works Department recommends that a parking prohibition be implemented on both sides of Barry Avenue from 11:00 p.m. to 7:00 a.m.

ATTACHMENTS: Appendix 1: Location Map: Parking Prohibition
Barry Avenue (Ward 11).



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

Prepared By: Ouliana Drobychevskaia, Traffic Technologist





Corporate Report

Clerk's Files

Originator's
Files

MG.23.REP
RT.10.Z-56

General Committee

MAY 29 2013

DATE: April 30, 2013

TO: Chair and Members of General Committee
Meeting Date: May 29, 2013

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

SUBJECT: **Lower Driveway Boulevard Parking**
Tours Road between Winston Churchill Boulevard
and Edenwood Drive (Ward 9)

RECOMMENDATION: That a by-law be enacted to amend By-law 555-2000, as amended, to implement lower driveway boulevard parking between the curb and sidewalk, at any time, on both sides of Tours Road between Winston Churchill Boulevard and Edenwood Drive.

BACKGROUND: The Transportation and Works Department has received a completed petition from an area resident to implement lower driveway boulevard parking on Tours Road between Winston Churchill Boulevard and Edenwood Drive. A sidewalk is present on both sides of the road and lower driveway boulevard parking between the curb and sidewalk is currently prohibited. Three-hour parking is permitted on Tours Road.

COMMENTS: To determine the level of support for lower driveway boulevard parking between the curb and sidewalk, a parking questionnaire was distributed to the residents of Tours Road.

Eighteen (18) questionnaires were delivered and eight (44%) were returned; seven (88%) supported the implementation of lower

driveway boulevard parking and one (12%) were opposed.

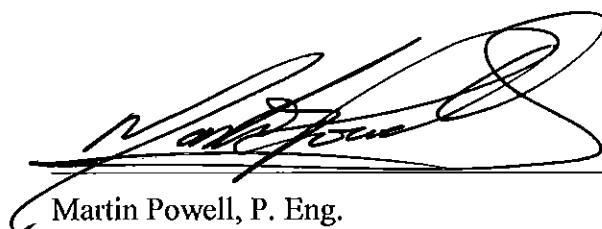
Since greater than 66% of the total respondents support lower driveway boulevard parking, the Transportation and Works Department recommends implementing lower driveway boulevard parking between the curb and sidewalk, at anytime, on both sides of Tours Road between Winston Churchill Boulevard and Edenwood Drive.

The Ward Councillor supports the proposal for lower driveway boulevard parking. The existing three-hour on-street parking will be maintained.

FINANCIAL IMPACT: Costs for the sign installations can be accommodated in the 2013 Current Budget.

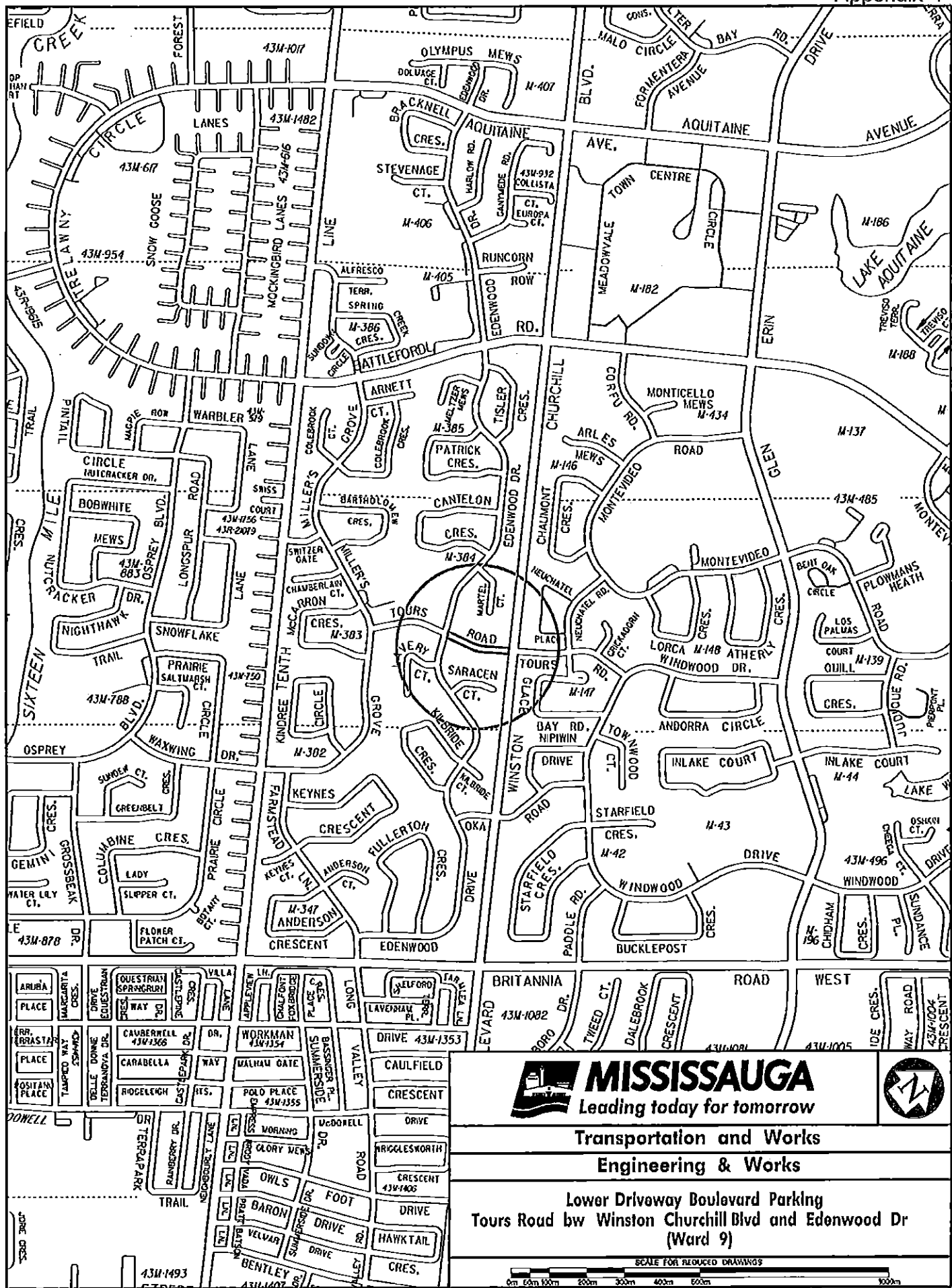
CONCLUSION: Based on the results of the questionnaire, the Transportation and Works Department supports lower driveway boulevard parking between the curb and sidewalk, at anytime, on both sides of Tours Road between Winston Churchill Boulevard and Edenwood Drive.

ATTACHMENTS: Appendix 1: Location Map: Lower Driveway Boulevard Parking
Tours Road between Winston Churchill Boulevard
and Edenwood Drive (Ward 9)



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

Prepared By: Magda Kolat, Traffic Operations Technician





Corporate Report

Clerk's Files

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MG.03.REP
SP 12/054

DATE: May 10, 2013

TO: Chair and Members of General Committee
Meeting Date: May 29, 2013

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

SUBJECT: **Warning Clause Agreement Between the City of Mississauga
and David Lawrence Richardson and Donaria Dos Reis
Pursuant to Site Plan Application
SP-12/054 (Ward 1)**

General Committee

MAY 29 2013

RECOMMENDATION: That a by-law be enacted to authorize the Commissioner of Transportation and Works and the City Clerk to execute and affix the Corporate Seal to the Warning Clause Agreement between David Lawrence Richardson and Donaria Dos Reis and The Corporation of the City of Mississauga to the satisfaction of the City Solicitor.

BACKGROUND: David Lawrence Richardson and Donaria Dos Reis are the owners of a parcel of land described as 334 Willa Road, Mississauga, Ontario, being composed of Part of Block A, Plan 337, Instrument #RO1080404, in the City of Mississauga, (the "Development Lands"). David Lawrence Richardson and Donaria Dos Reis have submitted a site plan application to construct an addition to the existing dwelling on the above-noted Development Lands.

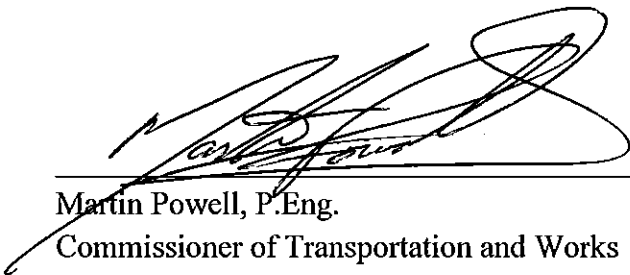
COMMENTS: The lands are located within the floodplain for Cooksville Creek. The Transportation and Works Department has identified that an agreement will be required to advise the owners of the Development Lands of the potential for flooding from Cooksville Creek, to save the City harmless from any acts,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

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

FINANCIAL IMPACT: Not applicable.

CONCLUSION: The Warning Clause Agreement between The Corporation of the City of Mississauga and David Lawrence Richardson and Donaria Dos Reis will advise the owners of the potential for flooding from Cooksville Creek and will save the City harmless. The Warning Clause Agreement has been approved by Legal Services.

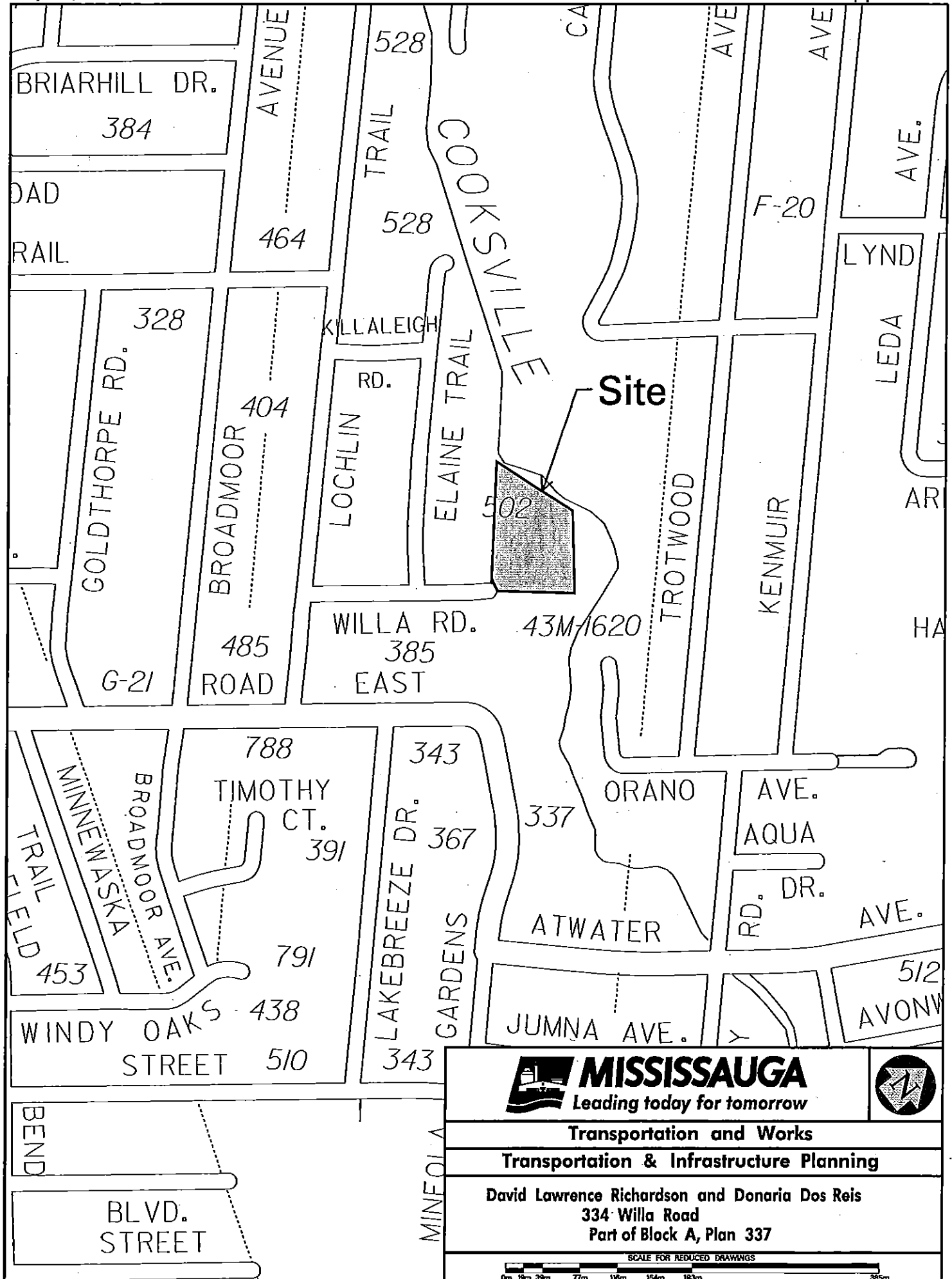
ATTACHMENTS: Appendix 1 – Site Location Map – 334 Willa Road



Martin Powell, P.Eng.

Commissioner of Transportation and Works

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





Corporate Report

Clerk's Files

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Files

General Committee

MAY 29 2013

DATE: May 6, 2013

TO: Chair and Members of General Committee
Meeting Date: May 29, 2013

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

SUBJECT: Transit By-law Revisions

RECOMMENDATION:

1. That a by-law be enacted to amend the Transit By-law 425-2003, as amended, to include additional regulations with respect to incidences as outlined in this report from the Commissioner of Transportation and Works dated May 6, 2013.
2. That Legal Services be authorized to make an application to the Ministry of the Attorney General for set fines under Part I of the *Provincial Offences Act* for By-law 425-2003, as amended.

**REPORT
HIGHLIGHTS:**

- That the Transit By-law 425-03, as amended be amended to include the following updates and additions:
 - Carrying of open alcohol (new)
 - Unauthorized vehicles on transit property (new)
 - Unauthorized sale of MiWay fare media (new)
 - Fare media changes and fare technology changes including the addition of the Presto smartcard (updated wording)
 - Update to the short wording for the set fines document (new and updated)

BACKGROUND:

The City of Mississauga Transit By-law 425-03, as amended (the "Transit By-law") was created in October 2003 to deal with regulations regarding the conduct on or about transit property as well as fares and payment on transit vehicles.

In September 2007 the Transit By-law was reviewed and amended to better address transit safety and provide guidelines to educate, inform and enforce transit safety for Mississauga Transit customers and staff.

COMMENTS:

In 2012, MiWay reached 50 million boarding annually which is reflective of the growing and evolving transit system in Mississauga. To effectively manage and enforce the transit system safety as MiWay evolves ongoing reviews and updates to the Transit By-law must be considered.

Since the inception of the Transit Enforcement Unit in 2007 incidences on MiWay have been recorded and tracked in an incident database. The information has allowed both Transit and Enforcement staff the ability to gain a better understanding of the types of incidences that occur and to be proactive in educating our customers on transit and safety.

A review of the information also indicates that the current Transit By-law requires further changes to meet the needs of the transit system and its customers.

Key Amendments to the Transit By-law:

a) Carrying of Open Alcohol

The carrying of open alcohol on any transit property or vehicle is prohibited and has been added to section 12(d.1) of the Transit By-law and a suggested set fine of \$150.00.

b) Unauthorized Vehicles on Transit Property

Many unauthorized vehicles are driving onto or through transit property. This creates an unsafe environment for pedestrians and for our bus operators moving through our terminals. The revision in the wording would restrict unauthorized vehicles on City of Mississauga Transit property and a suggested set fine of \$150.00.

6b

c) Unauthorized Sale of MiWay Fare Media

Transit staff is often alerted to the unauthorized sale of MiWay fare media. These vendors have not been screened or given permission to sell MiWay fare media and in some cases sell the media at inflated rates. Including a provision in the Transit By-law to prohibit this activity would help to discourage unauthorized sale of MiWay fare media. This addition will carry a suggested set fine to unauthorized agents of \$300.00.

d) Fare Collection/Technology

There have been several changes and advances in fares and fare collection technology over the past few years. The introduction of the Presto smartcard fare payment system, as well as various fare integration rules with GO Transit, Brampton Transit and the TTC have occurred since the Transit By-law was last reviewed. The By-law has been updated in several areas to reflect Presto and other changes to fare categories as attached in Appendix 1- By-law 425-03 updated.

Key Amendments to the Transit By-law Short Wording:

The Transit By-law is enforced through short wording. Fines are issued to enforce the rules and regulations and deter future occurrences.

There are sections of the Transit By-law that do not have short wording. These provisions cannot be enforced when required without the short wording unless issuing a summons to court.

Updated short wording is essential for our Transit Enforcement team to issue a Provincial Offences Notice when an offence occurs as attached in Appendix 2- By-law 425-03 short form wording updated.

The Transit Enforcement team along with the Transit Marketing and Operations teams will inform and educate the public with regard to the by-law changes and promote safety and security on MiWay property and for MiWay services.

STRATEGIC PLAN: The changes to the Transit By-law contribute to the following strategic goals:

Move: Developing a transit-orientated city

- Build a reliable and convenient transit system

Belong: Ensuring Youth, older adults and new immigrants thrive

- Ensure affordability and accessibility
- Attract and retain youth
- Nurture diverse cultures

Connect: Completing our neighbourhoods

- Maintain a safe city

FINANCIAL IMPACT: The financial impact of the proposed changes and additional fines to the Transit By-law and Short Wording are low and therefore a financial impact is not expected to be significant.

CONCLUSION: The Transit By-law governs regulations with respect to access and behaviour of passengers on MiWay vehicles and City property, and with respect to all fare related policy. Staff recommends that Transit By-law 425-03, as amended be amended to improve the ability of the Transit Enforcement team to provide a safe, secure and family-friendly environment for City staff, visitors and MiWay customers.

ATTACHMENTS: Appendix 1: The Corporation of the City of Mississauga By-law 425-03, as amended Current and Updated Wording
Appendix 2: The Corporation of the City of Mississauga By-law 425-03, as amended Short Wording



Martin Powell, P.Eng.

Commissioner of Transportation and Works

*Prepared By: Mary-Lou Johnston, Manager-Business Development
Transit*

6d

Appendix 1

A by-law to amend By-law 425-03,
being a by-law to regulate and prohibit matters
relating to bus passenger transportation systems

WHEREAS Council of The Corporation of the City of Mississauga deems it desirable to regulate and prohibit matters relating to its bus passenger transportation systems;

AND WHEREAS sections 8, 9 and 11(2) of the *Municipal Act, 2001*, S.O. 2001, c.25, as amended, enable Council to pass by-laws to regulate and prohibit in respect of matters relating to bus passenger transportation systems;

AND WHEREAS section 425 of the *Municipal Act, 2001* authorizes the Corporation of the City of Mississauga to pass by-laws providing that a person who contravenes a by-law of the City of Mississauga passed under that Act is guilty of an offence;

AND WHEREAS The Council of the Corporation of the City of Mississauga is desirous of amending its Transit By-law 425-03, as amended, to effect housekeeping measures;

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

1. That By-law 425-03, as amended, is hereby amended by deleting the following terms and definitions in alphabetical order:

"Enforcement Officer" means any one of the Corporation's By-law Enforcement Officer, or an officer with the Mississauga Transit Enforcement Services;

"pass" means a pass voucher, valid for a specific time period, issued by Mississauga Transit together with appropriate identification verifying the validity thereof;

2. That By-law 425-03, as amended, is hereby amended by adding the following terms and definitions in alphabetical order:

"Enforcement Officer" means any one of the Corporation's By-law Enforcement Officers, or an officer with the Mississauga Transit Enforcement Services, whose duty is to enforce the by-laws of the Corporation and all other application laws;

"Loyalty scheme" means the Presto card program that rewards frequent MiWay users with zero cost travel after a set number of paid trips;

"Mississauga Transit Property" means any property owned, leased, licensed, occupied or used by the Corporation that constitutes any part of the public transportation system including any Mississauga Transit Vehicle and any bus shelter;

"pass" means a pass voucher or a Presto card, valid for a specific time period, issued by Mississauga Transit together with appropriate identification verifying the validity thereof;

"Presto card" means the smart card issued by Metrolinx that can be loaded with money to pay for fares;

6e

"Presto concessions" means the various concessions and programs that can be configured into a Presto card;

"Presto transfer" means a time stamp inserted on a Presto card after its owner pays into a Presto device, and which entitles its owner to travel for up to two hours on any GTA and Hamilton fixed route transit service provider;

3. That paragraph 3(1)(a) of By-law 425-03, as amended, is hereby deleted and replaced by the following paragraph:
 - (a) he or she has tendered the applicable fare for payment;
4. That paragraph 3(1)(c) of By-law 425-03, as amended, is hereby deleted and replaced by the following paragraph:
 - (c) a Presto card with sufficient fare amount on the Presto card for deduction to pay for the fare, or with a valid Presto transfer, or in the case of a Presto registered user, overdraft capacity for one trip.
5. That subsection 3(4) of By-law 425-03, as amended, is hereby deleted and replaced by the following subsection:
 - (4) Mississauga Transit will refund an overpayment referred to in subsection 3(3) by mailing to the customer either the overpayment value in MiWay fare media (tickets) or by cheque.
6. That section 4 of By-law 425-03, as amended, is hereby deleted and replaced by the following section:
 4. Any person who refuses either to tender payment of the applicable fare as provided in subsection 3(1), tender payment with a Presto card, or to tender a greater amount as provided in subsection 3(3), or, to produce either a valid pass, ticket, transfer, or other documentation approved by the Corporation, shall be deemed to have refused to pay the required fare and shall not be allowed to use the Corporation's public bus transportation system.
7. That paragraph 6(b) of By-law 425-03, as amended, is hereby deleted and replaced by the following paragraph:
 - (b) the adult pass is transferable. The student and senior passes are not transferable;
8. That paragraph 6(e) of By-law 425-03, as amended, is hereby deleted and replaced by the following paragraph:
 - (e) the pass is not refundable, except in respect of senior's annual pass as provided in subsection 7(3) below;
9. That paragraph 7(1)(c) of By-law 425-03, as amended, is hereby deleted and replaced by the following paragraph:
 - (c) the pass holder shall have the pass ready for inspection at all times and upon request the pass must be shown to a Transit Supervisor or an Enforcement Officer;
10. That subsection 7(3) of By-law 425-03, as amended, is hereby deleted and replaced by the following subsection:
 - (3) In the event of a senior's annual pass holder's death, the pass holder's estate may make an application to Mississauga Transit to obtain a full or partial refund of the pass.

11. That subsection 7(4) of By-law 425-03, as amended, is hereby deleted and replaced by the following subsection:
 - (4) In addition to complying with all the requirements in subsection 7(1), the holder of a student's pass shall provide documentary proof for inspection by the bus operator, a Transit Supervisor, or an Enforcement Office that the pass holder is a student.
12. That paragraph 12(1)(c) of By-law 425-03, as amended, is hereby deleted and replaced by the following paragraph:
 - (c) cause a disturbance to the public, or engage in any other conduct or activity that is contrary to the *Criminal Code*, R.S.C. 1985, c. C-46, or any other applicable law;
13. That paragraphs 12(1)(d) of By-law 425-03, as amended, are hereby deleted and replaced by the following paragraphs:
 - (d) smoke, or carry a lighted cigar, cigarette, or pipe;
 - (d.1) consume alcoholic beverages or carry an open container of alcohol that is not properly contained or in a re-sealable container;
14. That paragraph 12(1)(l) of By-law 425-03, as amended, is hereby deleted and replaced by the following paragraphs:
 - (l) fail to be fully clothed at all times; and
 - (1.1) fail to wear shoes at all times;
15. That subsection 12(1) of By-law 425-03, as amended, is hereby amended by adding the following paragraphs:
 - (o) fail to comply with an order given by an Enforcement Officer; and
 - (p) use profane, abusive, indecent, foul, insulting or obscene language while upon Mississauga Transit Property.
16. That section 14 of By-law 425-03, as amended, is hereby deleted and replaced by the following section:
 14. No person shall remove any article left in or on Mississauga Transit Property, or any other property or premises of the Corporation, by a person as a result of inadvertence or otherwise. This section does not apply to a Mississauga Transit employee or an Enforcement Officer engaged in their duties. Any article so removed shall be kept for a period of 14 days from the date it was removed subject to the following exceptions:
 - (a) The owner of the article may retrieve the article within this 14-day period;
 - (b) Any perishable item may be disposed of immediately;
 - (c) The police shall be contacted immediately to pick-up any item that creates a safety hazard or may be evidence of a crime; and
 - (d) Any animals removed shall be kept, treated, or otherwise disposed of pursuant to the Corporation's applicable by-laws regarding animal control and care.

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17. That section 17 of By-law 425-03, as amended, is hereby deleted and replaced by the following section:

17. No person shall operate, cause or permit to be operated any vehicle on any property which forms part of the Corporation's public transportation system, and includes any land owned, leased, licenced, used or occupied as part of Mississauga Transit Property.

18. That By-law 425-03, as amended, is hereby amended by adding the following section:

17.1 VENDORS

17.1 Only authorized vendors by the City of Mississauga may sell tickets, transit passes and any fare media.

19. That section 19 of By-law 425-03, as amended, is hereby deleted and replaced by the following section:

Compliance

19. Any person who fails to comply with the provisions of this By-law may be ordered by an Enforcement Officer to immediately desist from the activity constituting or contributing to such contravention; or to immediately remove from Mississauga Transit Property any animal or thing owned by or in the control of such person which is involved in such contravention; or to leave forthwith from any vehicle, property, or premises that forms part of Mississauga Transit Property. Failure to comply with any such order shall be deemed to be an offence.

20. That By-law 425-03, as amended, is hereby amended by adding the following section:

19.1 COMPLIANCE WITH OTHER BY-LAWS AND REGULATIONS

(1) This By-law shall not be construed to reduce or mitigate any restrictions or regulations lawfully imposed by the City or by any governmental authority having jurisdiction to make such restrictions or regulations.

(2) If there is a conflict between a provision in this By-law and a provision of any other City by-law, the provision that establishes the highest standard to protect the health, safety and welfare of the general public shall apply.

21. That section 20 of By-law 425-03, as amended, is hereby deleted and replaced by the following section:

20. Any person who contravenes any provision of this By-law, including an order made under this By-law, is guilty of an offence and on conviction is liable to a fine and such other penalties as provided for in the *Provincial Offences Act*, R.S.O. 1990, c.P.33 and the *Municipal Act, 2001*, as each may be amended from time to time.

ENACTED AND PASSED this day of , 2013.

MAYOR

CLERK

City of Mississauga Transit By-Law #425-03 SHORT WORDING	SEC	SET FINE \$	TOTAL \$
Boarding/Riding/Using bus without tendering fare	3(1)(a)	120	150
Using/Producing a revoked, expired, fictitious, invalid or altered pass, ticket or transfer	5(a)	120	150
Lending/Giving/Selling a transfer to someone else	5(b)	120	150
Using/Producing a pass, ticket or transfer issued to someone else	5(c)	120	150
Using/Producing a pass or ticket being used by another person at same time	5(c)	120	150
Failing to show entire pass to operator	7(1)(a)	120	150
Failing to retain pass as proof of payment on transit vehicle	7(1)(b)	120	150
Failing to show pass to transit supervisor upon request (delete)	7(1)(c)	120	150
Failing to produce for inspection senior's pass bearing signature of pass holder and Mississauga Transit photo identification card	7(2)(a)	120	150
Failing to provide documentary proof that student pass holder is a student	7(4)	120	150
Handling/Operating bus or part of bus mechanism or equipment	9	245	300
Handling/Operating transportation system equipment or devices	9	245	300
Riding/Standing/Holding on to exterior of transit vehicle	10(1)	120	150
Leaning out of/Projecting body, or a part of body, outside transit vehicle or beyond perimeter of platform	10(2)	120	150
Boarding/Leaving transit vehicle other than by designated doors	10(3)	120	150
Boarding/Leaving or attempting to board/leave transit vehicle against instructions provided by transit vehicle operator, supervisor or by-law enforcement officer	10(4)	245	300
Attempting to cause/cause damage to bus, bus shelter or other public transportation vehicle or property	11	245	300
Littering on any public transportation system property, transit vehicle or bus shelter	12(1)(a)	120	150
Activating any emergency alarm or device, or using any emergency telephone, on any public transportation system property, transit vehicle, or bus shelter	12(1)(b)	245	300
Cause Disturbance (rescinded)	/	/	/
Smoking/Carrying lighted cigar, cigarette, or pipe on any public transportation system property, transit vehicle, or bus shelter	12(1)(d)	120	150
Selling/Attempting to sell any newspaper, magazine, merchandise, or any other article or thing, on any public transportation system property, transit vehicle, or bus shelter	12(1)(e)	120	150
Distributing any pamphlet or literature on any public transportation system property, transit vehicle, or bus shelter	12(1)(e)	120	150
Soliciting members of the public for any purpose on any public transportation system property, transit vehicle, or bus shelter	12(1)(e)	120	150
skateboarding on any public transportation system property, transit vehicle, or bus shelter	12(1)(f)	120	150
Bringing a bicycle on transit vehicle contrary to instructions from transit operator	12(1)(g)	120	150
Occupying a position that interferes or likely to interfere with safety of transit operator or safe operation of transit vehicle	12(1)(g.1)	120	150
Acting in a manner that interferes or likely to interfere with operation of any part of transit vehicle	12(1)(g.2)	120	150
Bringing any explosive, flammable, or toxic material, or any dangerous weapon, on any public transportation system property, transit vehicle or bus shelter	12(1)(i)	245	300
Bringing any dog not leashed and muzzled or contained in a cage on any public transportation system property, transit vehicle, or bus shelter	12(1)(j)	70	90

Bringing any animal not a dog that could cause a disturbance or a nuisance or threaten the safety of any other person on any public transportation system property, transit vehicle, or bus shelter	12(1)(j)	70	90
Playing a musical instrument on any public transportation system property, transit vehicle, or bus shelter	12(1)(k)	120	150
Operating any radio, transmitting or receiving device, tape recorder, or similar, without using earphones, on any bus, bus shelter, or other public transportation vehicle or property	12(1)(k)	120	150
Failing to be fully clothes and wear shoes at all times on any public transportation system property, transit vehicle, or bus shelter (delete)	12(1)(l)	120	150
Spitting on any public transportation system property, transit vehicle, or bus shelter	12(1)(m)	120	150
Failing to leave public transportation vehicle or property when ordered by Transit Supervisor or By-Law Enforcement Officer	18	245	300

NEW ADDED SHORT FORMS	SEC	SET FINE \$	TOTAL \$
Failing to show pass to Transit Supervisor or Enforcement Officer upon request	7(1)(c)	120	150
Engage in riotous/boisterous/violent/threatening/illegal activity on any public transportation system property, transit vehicle, or bus shelter	12(1)(c)	245	300
Consume alcohol/carry open alcohol on any public transportation system property, transit vehicle, or bus shelter	12(1)(d.1)	120	150
Failing to be fully clothed at all times on any public transportation system property, transit vehicle, or bus shelter	12(1)(l)	120	150
Failing to wear shoes at all times on any public transportation system property, transit vehicle, or bus shelter	12(1)(l.1)	120	150
Fail to comply with order given by enforcement officer	12(1)(o)	245	300
Use profane, indecent, abusive, foul, insulting, or obscene language in/upon any public transitporation system property, transit vehicle, or bus shelter	12(1)(p)	120	150
Stop/Enter/Operate/Drive/Pull an unauthorized vehicle on City of Mississauga transit property	17	120	150
Sell tickets, transit passes, any fare media, unless authorized vendor	17.1	245	300



Corporate Report

Clerk's Files

Originator's Files MG.23.REP
RT.10.Z38

General Committee

MAY 29 2013

DATE: May 3, 2013

TO: Chair and Members of General Committee
Meeting Date: May 29, 2013

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

SUBJECT: School Bus Loading Zone Removal
Church Street (Ward 11)

RECOMMENDATION: That a by-law be enacted to amend By-law 555-2000, as amended, to remove the School Bus Loading Zone on the west side of Church Street between a point 15 metres (49 feet) south of Water Street and a point 30 metres (98 feet) southerly thereof.

BACKGROUND: The Transportation and Works Department is currently reviewing the existing parking regulations on Church Street as a result of a request from the local Ward Councillor. An investigation revealed that parking is prohibited within the School Bus Loading Zone on the west side of Church Street between a point 15 metres (49 feet) south of Water Street and a point 30 metres (98 feet) southerly thereof. The School Bus Loading Zone was implemented in 1994 for the public school operation located at 170 Church Street.

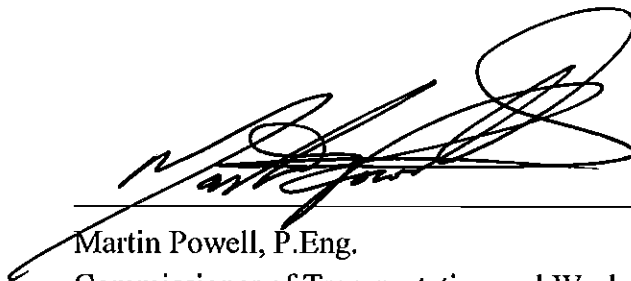
COMMENTS: The public school is no longer open and no school bus service is provided for the private school, which is currently located at 170 Church Street. As a result, the Transportation and Works Department supports removing the School Bus Loading Zone on Church Street.

The Ward Councillor supports the removal of the School Bus Loading Zone on Church Street.

FINANCIAL IMPACT: Costs for the sign removal can be accommodated in the 2013 Current Budget.

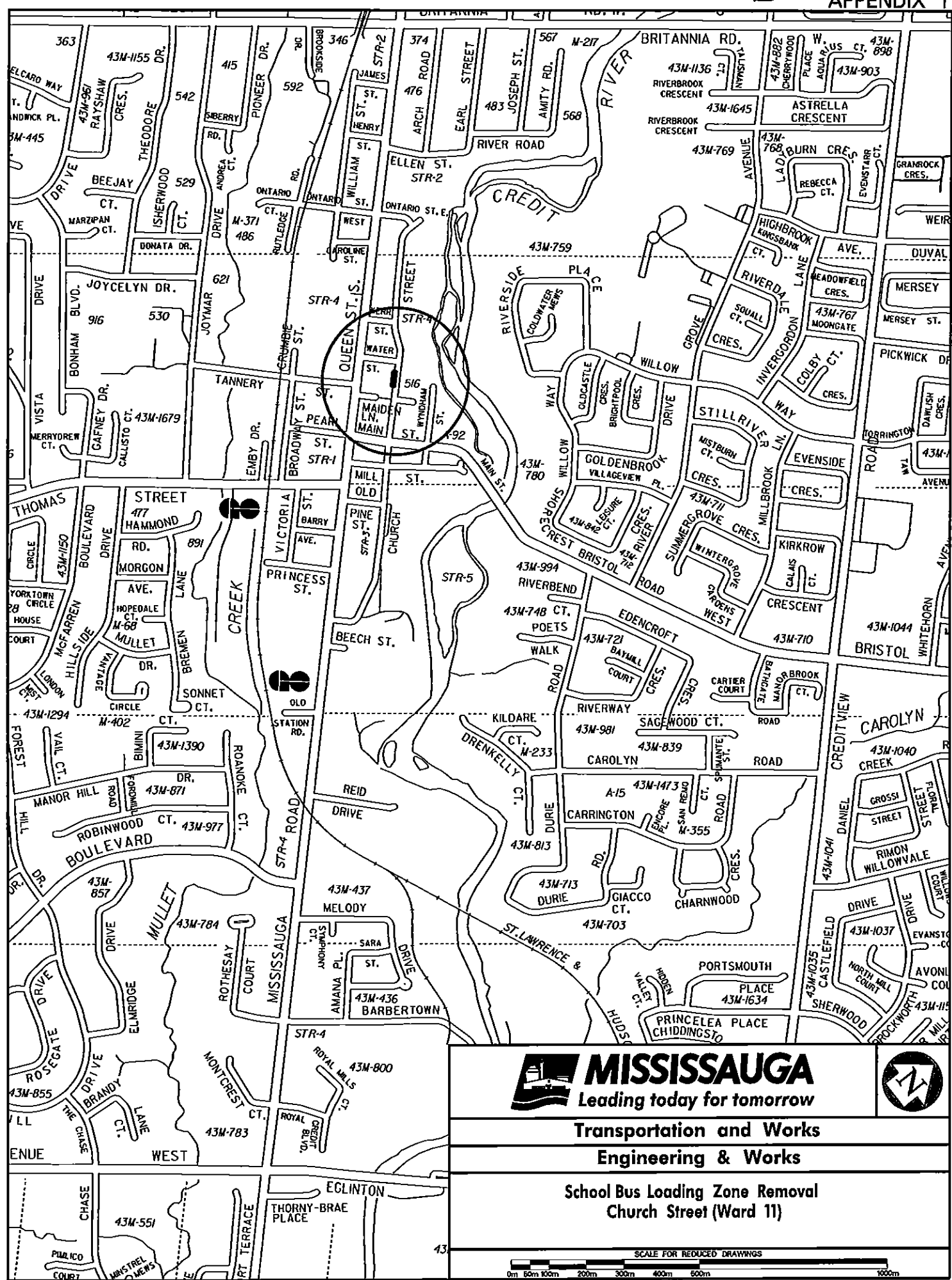
CONCLUSION: The Transportation and Works Department recommends removing a School Bus Loading Zone on the west side of Church Street between a point 15 metres (49 feet) south of Water Street and a point 30 metres (98 feet) southerly thereof.

ATTACHMENTS: Appendix 1: Location Map: School Bus Loading Zone Removal Church Street (Ward 11)

A handwritten signature in black ink, appearing to read 'Martin Powell', is written over a horizontal line.

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

Prepared By: Ouliana Drobychevskaia, Traffic Technologist



MISSISSAUGA
Leading today for tomorrow



**Transportation and Works
Engineering & Works**

**School Bus Loading Zone Removal
Church Street (Ward 11)**





Corporate Report

Clerk's
Files

Originator's Files CA'B'067-700/03
CA'B'065-066/03

General Committee

MAY 29 2013

DATE: May 10, 2013

TO: Chair and Members of General Committee
Meeting Date: May 29, 2013

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

SUBJECT: Assumption of Municipal Services (Ward 10 and 2)

RECOMMENDATION: That the City of Mississauga assume the municipal works as constructed by the developer under the terms of the Servicing Agreement for CA'B'065-066/03, Joseph Batty, (lands located north Lakeshore Road West, east of the Credit River, west of Mississauga Road and south of The Queen Elizabeth Way, in Z-08, known as Temagami Crescent Extension) and that the Letter of Credit in the amount of \$43,848.29 be returned to the developer.

CA'B'065-066/03 (Ward 2)

That the City of Mississauga assume the municipal works as constructed by the developer under the terms of the Servicing Agreement for CA'B'067-070/03, Castlegreen Building Corporation Limited, (lands located north Britannia Road West, east of Castlegrove Court, west of Grossbeak Drive and south of Prairie Circle, in Z-56, known as Residential Development – CA'B'067-070/03) and that the Letter of Credit in the amount of \$144,142.05 be returned to the developer.

CA'B'067-070/03 (Ward 10)

- BACKGROUND:** The developers identified on the attached Table of Assumption (Appendix 1) have complied with all the requirements of the Servicing Agreement for the installation of the municipal services.
- FINANCIAL IMPACT:** With the assumption of Temagami Road Extension (CA'B'065-066/03), the City will now be required to provide maintenance of 40 metres (131 feet) of newly constructed storm sewer and 0.045 lane kilometres (148 feet) of roadway.
- With the assumption of Residential Development -- CA'B'067-070/03, the City will now be required to provide maintenance of 35 metres (115 feet) of newly constructed storm sewer.
- CONCLUSION:** It is in order for the City to assume the municipal works within the sites identified on the attached Table of Assumption (Appendix 1).
- ATTACHMENTS:**
- Appendix 1: Table of Assumption
 - Appendix 2: Approximate location of Temagami Road Extension (CA'B'065-066/03)
 - Appendix 3: Approximate location of Residential Development -- CA'B'067-070/03



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

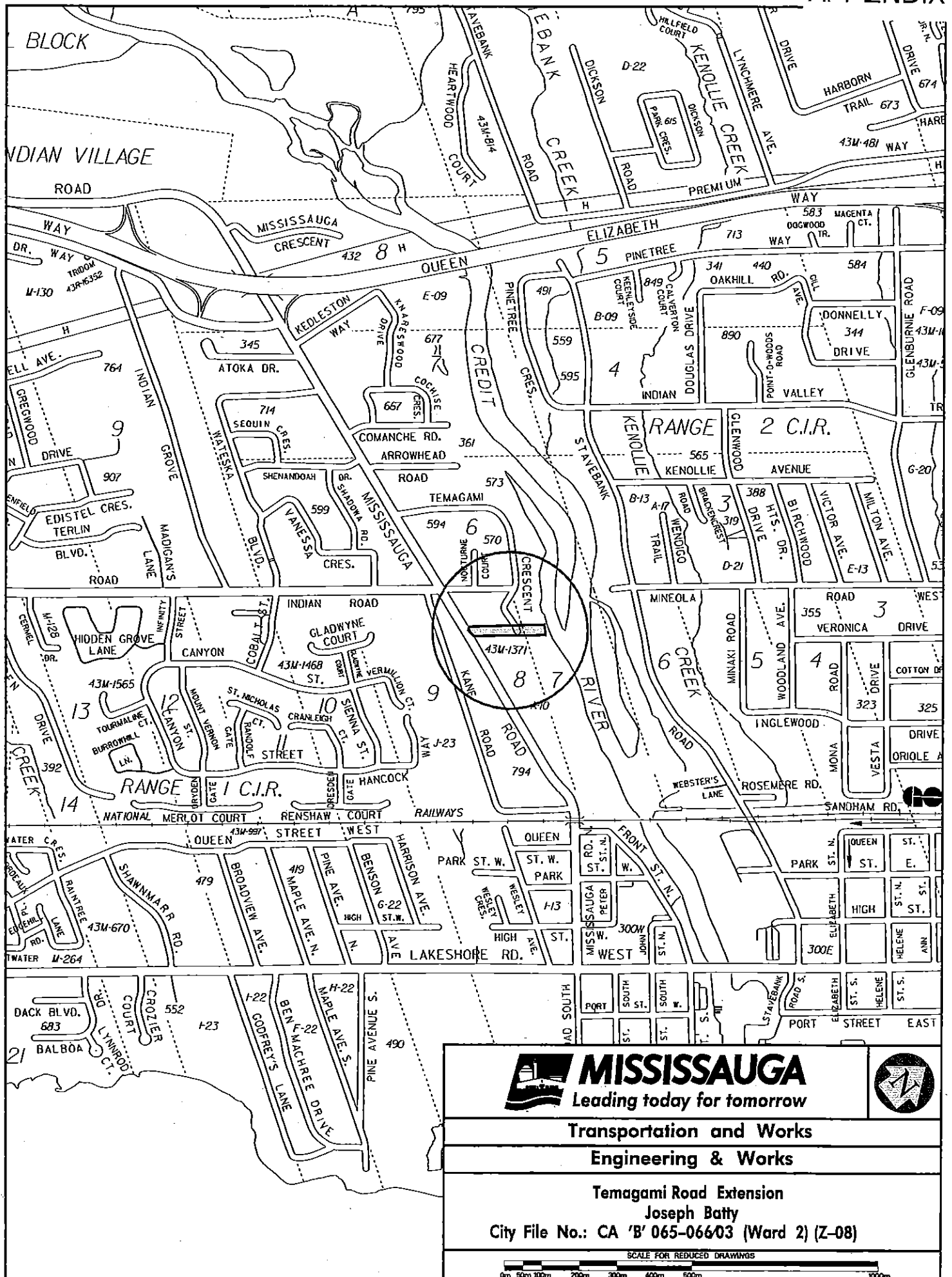
*Prepared by: Silvio Cesario, P.Eng.,
Acting Manager, Development Construction*

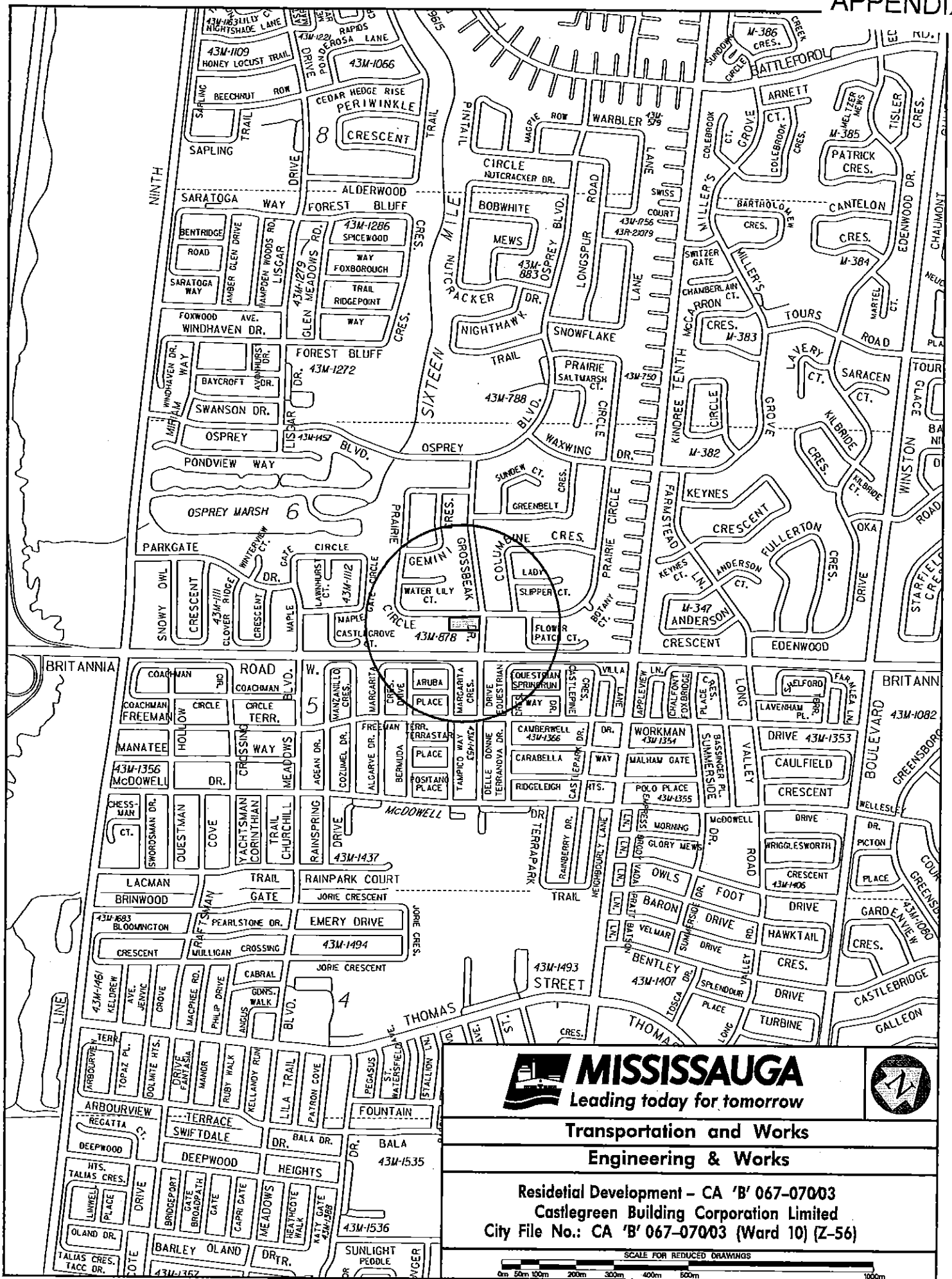
APPENDIX 1

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TABLE OF ASSUMPTION				
PLAN/FILE REFERENCE #	LOCATION	DEVELOPERS ADDRESS	SERVICING AGREEMENT DATE	SECURITIES TO BE RELEASED
CA'B'065-066/03	North Lakeshore Road West, east of the Credit River, west of Mississauga Road and south of The Queen Elizabeth Way (Z-08)	Joseph Batty 364 Temagami Crescent Mississauga, ON L5H 4K8	September 29, 2004	\$43,848.29 (Cancel Insurance)
CA'B'067-070/03	North Britannia Road West, east of Castlegrove Court, west of Grossbeak Drive and south of Prairie Circle (Z-56)	Castlegreen Building Corporation Limited 4646 Dufferin Street, Suite 6 Toronto, ON M3H 5S4 Attn: Mr. Earl Rumm	September 15, 2004	\$144,142.05 (Cancel Insurance)

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Corporate Report

Clerk's Files

Originator's
Files

General Committee

MAY 29 2013

DATE: May 7, 2013

TO: Chair and Members of General Committee
Meeting Date: May 29, 2013

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

SUBJECT: Toronto's Future Weather & Climate Driver Study

RECOMMENDATION: That the report dated May 7, 2013, from the Commissioner of Community Services, entitled Toronto's Future Weather & Climate Driver Study be received for information.

**REPORT
HIGHLIGHTS:**

- On May 7, 2013, the Environmental Advisory Committee (EAC) received a presentation from Dr. Christopher Morgan, Program Manager, with the City of Toronto's Environment & Energy Office, entitled "Toronto's Future Weather & Climate", which summarized the outcomes of the Toronto's Future Weather & Climate Driver Study prepared by consultants.
- A copy of Toronto staff's "Outcomes Report" has been distributed to Mississauga's Mayor and Members of Council, the EAC and staff.
- The Study integrates a weather forecasting model with a climate model to project future weather patterns and extreme weather events.
- The Study projects an increasingly wet and volatile climate which includes summers with much more intense rainfall and extreme heat.

- The findings of the Toronto Study are relevant to Mississauga as the Study focuses on future weather patterns at Toronto Pearson International Airport.

BACKGROUND:

The City of Toronto's Future Weather & Climate Driver Study: Outcomes Report was released on October 30, 2012. A copy of the Toronto Study "Outcomes Report" was received by Mississauga's Environmental Advisory Committee (EAC) on December 11, 2012, and the Committee directed City of Mississauga staff to invite City of Toronto staff to present the Study findings to EAC as well as the Mayor and Members of Council. Environment Division (Community Services Department) staff contacted the Toronto Environment Office on December 18, 2012, requesting a presentation.

On May 7, 2013, the Environmental Advisory Committee received a presentation from Dr. Christopher Morgan, Program Manager, with the City of Toronto's Environment & Energy Office, entitled "Toronto's Future Weather & Climate", which summarized the outcomes of the Toronto's Future Weather & Climate Driver Study prepared by consultants. An invitation to attend EAC for Dr. Morgan's presentation was extended to the Mayor and Members of Council as well as staff from all City departments.

The City of Toronto contracted SENES Consultants Limited (SENES) to conduct a study to identify what future impacts climate change could be expected to have on the City of Toronto. Justification for the study included:

- a number of unanswered questions related to future weather conditions in terms of heat, precipitation, smog, drought and wind;
- the limitations of global-regional climate models;
- Toronto's recent extreme weather; and
- the need for predicted extremes rather than averages.

The SENES Study uses a weather-climate approach to project future weather changes Toronto may expect in 2040 – 2049. The Study

projects an increasingly wet and volatile climate which includes summers with much more intense rainfall and extreme heat.

SENES used a new technique to produce some of the results. The Study integrates a weather forecasting model with a climate model to project future weather patterns and extreme weather events. The parameters that were developed in the climate model were inputted into a weather model to predict what the weather would be like in the future timeframe. This technique allowed SENES to estimate frequency and severity of extreme weather events, which is not produced in a normal climate modeling exercise.

The findings of the Toronto Study are relevant to Mississauga as the Study focuses on future weather patterns at Toronto Pearson International Airport. Weather averages data from points in west Mississauga and east Mississauga, are also contained in an appendix of the SENES report. These data could be used by staff looking for more location-specific projections. More granular data (1 kilometre x 1 kilometre) (0.6214 miles x 0.6214 miles) covering the entire city is also available for purchase from SENES.

Appendix 1 provides a copy of the Toronto's Future Weather & Climate Driver Study: Outcomes Report. Table 2 on page 13 of the report summarizes projected future weather changes compared to recent weather.

PRESENT STATUS:

A copy of Toronto staff's "Outcomes Report" has been widely circulated amongst Mississauga's Mayor and Members of Council, EAC and staff. Many staff attended the deputation received at EAC on May 7, 2013. A copy of the slides presented to EAC on May 7, 2013 entitled "Toronto's Future Weather & Climate" is provided in Appendix 2.

COMMENTS:

The SENES report is based on one possible future climate scenario, which SENES believes is conservative yet the most likely scenario. There are many other climate scenarios that could have been used and therefore, the report provides a somewhat narrow picture of what the future climate and weather would be like.

Because the Study is based on one climate scenario, and because of the margin of error inherent in modelling calculations, this scenario is not a certainty.

STRATEGIC PLAN: The City's Strategic Plan identifies Living Green as one of the Strategic Pillars for Change. The Study provides information which supports the strategic goals set under Living Green to "Lead and Encourage Environmentally Responsible Approaches" and "Promote a Green Culture".

FINANCIAL IMPACT: Not applicable.

CONCLUSION: The information in the SENES Study and summarized in the Toronto's Future Weather & Climate Driver Study: Outcomes Report, provides one picture of the potential impacts of climate change.

ATTACHMENTS:

- Appendix 1: Toronto's Future Weather & Climate Driver Study: Outcomes Report
- Appendix 2: Presentation slides entitled "Toronto's Future Weather & Climate" presented to EAC on May 7, 2013



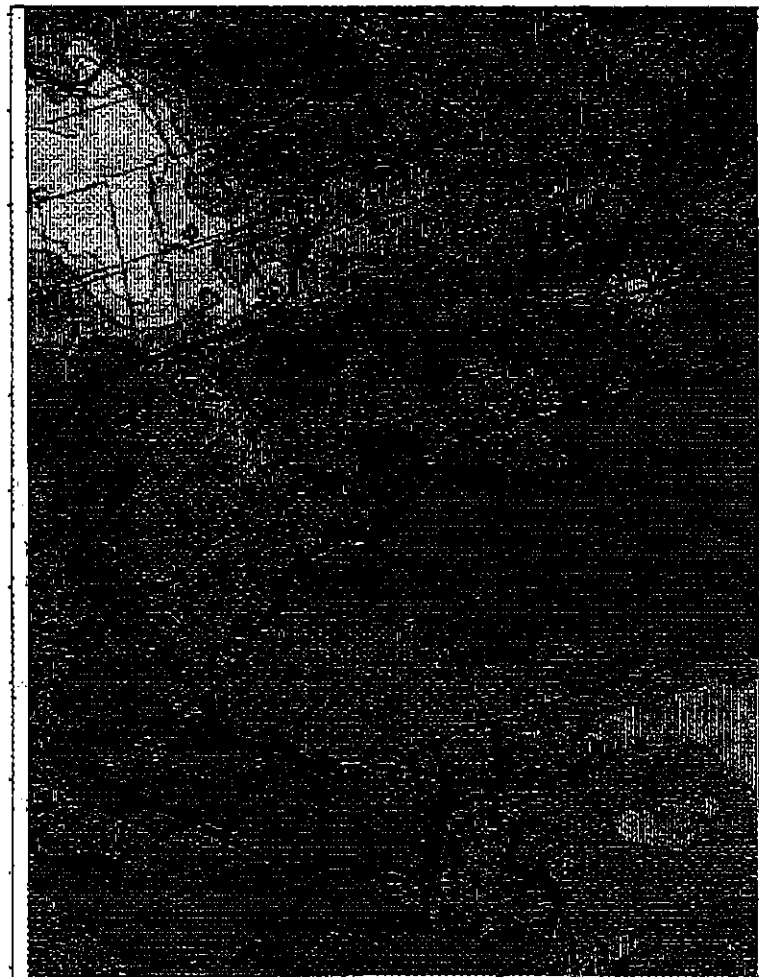
Paul A. Mitcham, P.Eng., MBA
Commissioner of Community Services

Prepared By: Brenda E. Osborne, Director, Environment

TORONTO'S FUTURE WEATHER & CLIMATE DRIVER STUDY:

OUTCOMES REPORT

Summary of the SENES
Consultants Ltd Study by
Toronto Environment Office
October 30, 2012



Less Snowfall Expected in 2040-2049 (in centimetres)

- 140 centimetres less in parts of Toronto
- 160 centimetres less on parts of the Oak Ridges Moraine

Why We Did What We Did

Clear Direction from City Council re: policies and actions including

*Climate Change Action Plan (2007)
Ahead of the Storm (2008)*

To Prepare the City for the Future

*The City needed Toronto & GTA specific
Weather & Climate Information
unavailable from Environment Canada.*

*Toronto Environment Office uses
an innovative approach to
modelling climate and weather.*

*We combine modelling technologies
Global Climate Models (GCM)
Regional Climate Models (RCM)
Local Weather Models (WRF)*

*Advisors: Environment Canada, Ministry of
Environment, Toronto Region
Conservation Authority*

Consultants: SENES + Hadley UK

INTRODUCTION

In order to more effectively plan municipal infrastructure investment and provision of services, the City of Toronto needs to know what currently influences Toronto's present weather and climate. The City needs to determine how these influences are likely to change, and how severe the consequences are likely to be in the future. In simple terms, the City of Toronto needs a better understanding of why Toronto gets the weather and climate it gets now and what weather and climate it can expect to get in the future.

For large cities with high density populations and concentrated critical infrastructure, climate and weather can have a significant impact on economic activity and municipal services. Existing global and regional climate models have not provided cities, such as Toronto, with sufficiently tailored information to understand and address specific local future impacts.

The *Toronto's Future Weather & Climate Driver Study* aims to help understand what projections on future climate mean for the City of Toronto. By improving the level of certainty about climate related weather changes, the City will be better guided in making investment and budgetary decisions regarding infrastructure and service provision responsibilities.

The study was undertaken by SENES Consultants, based in Richmond Hill. SENES works on projects around the globe and specializes in climate modelling. The Toronto Environment Office commissioned the study to support the City's climate change policies.

WHY DID THE CITY UNDERTAKE THE CLIMATE DRIVERS STUDY?

There are three reasons why the City cannot solely rely on the existing climate projections derived from Global and Regional Climate Models to fully understand current and future climate and weather patterns for Toronto:

1) ***The Great Lakes*** – The Great Lakes have an important influence on Toronto's climate and weather. Without the Great Lakes, Toronto would have an extreme continental climate instead of its more moderate continental climate. Global and regional climate models do not adequately represent the moderating effect of the Great Lakes on the City's climate and weather. The implication is that the City cannot adequately predict future climate change impacts for Toronto from these models alone.

2) ***Lack of focus on urban climate and weather impacts*** – Large urban centres, such as Toronto, comprise a small percentage of Canada's land mass. However, they are home to a substantial percentage of Canada's economic activity and population (80% of the Canadian population live in urban areas). Local impacts of future climate changes on city and urban populations are not sufficiently detailed in the global and regional climate models to inform cost effective infrastructure planning and adaptation.

3) ***The need for weather and climate 'extremes' rather than 'averages'*** – The operation of critical infrastructure such as the electrical grid, water treatment plants, sewers and culverts, public transport and roads are sensitive to particular temperature and weather thresholds. Beyond these thresholds infrastructure may have reduced capacity or may not function at all. While we cannot ignore gradual climate change, variation in the patterns of extreme weather pose a particular challenge to the operation of municipal and provincial infrastructure. The focus of global and regional climate models on climate averages are unlikely to provide cities, such as Toronto, with adequate insight into extreme weather projection changes necessary for prudent infrastructure management.

Monitored weather events identified in Table 1 below (Environment Canada) show an increasing occurrence of record years between 2000 and 2009. This data suggests that extreme weather events are changing more rapidly than predicted by the models built around the standard 30-year climate averages.

New Approach

The approach was new and innovative when this project was conceived.

The approach taken has been very successful (proved value of approach).

Approach subsequently adopted by the National Center for Atmospheric Research, and by the Ministry of the Environment with the University of Toronto.

To Answer New Questions

Included Influence of the Great Lakes, Niagara Escarpment and the Oak Ridges Moraine.

Examined a 10 Year Period (not 30 Years)

Wanted data and information concerning the future "extremes"-of-weather rather than the future "means"-of-climate.

Recent Empirical Data

Globally, 2010 ranked as the warmest year on record, as was 2005 and 1998 before it.

The 10 warmest years on record have all occurred since 1998.

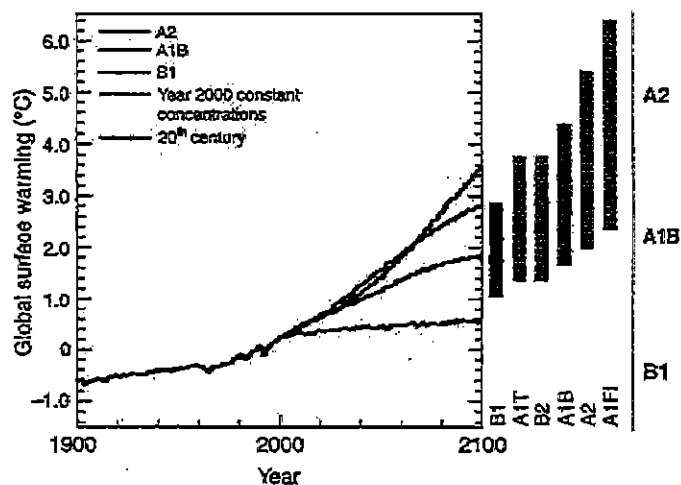
Over the ten years from 2001 to 2010, global temperatures have averaged 0.46°C above the 1961-1990 average, and are the highest temperature increase ever recorded for a 10-year period since the beginning of instrumental climate records.

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Table 1: Record Weather Events in Toronto by Year in the Period 2000-2009 Provide Rationale For Study

Year	Record Events
2000	Wettest summer in 53 years with 13% more precipitation than normal.
2001	Driest growing season in 34 years; first ever heat alert; 14 nights with temperatures above 20°C (normal is 5 nights).
2002	Driest August at Pearson Airport since 1937; warmest summer in 63 years; 5 th coldest Spring.
2003	Rare mid-Spring ice storm – Pearson Airport used a month's supply of glycol de-icer in 24-hours.
2004	Year without a summer; May rainfall in Hamilton set an all-time record; and another all-time record 409 mm rainfall was set at Trent University in July which was equivalent to 14 billion litres of water in 5 hours (a 200 year event).
2005	Warmest January 17 since 1840; January 22 nd blizzard with whiteouts; warmest June ever; number of Toronto days greater than 30°C was 41 (normal is 14); August 19 storm washed out part of Finch Avenue.
2006	23 tornadoes across Ontario (14 normal); record year of major storms; record one-day power demand of 27,005 MW due to summer heat.
2007	Protracted January thaw; 2 nd least snow cover ever in Toronto (half the normal amount); snowiest Valentine's Day ever; chunks of ice fell from CN Tower; 2-3 times the normal number of hot days in the summer; record latest-in-season string of +30°C days around Thanksgiving.
2008	Toronto's 3 rd snowiest winter ever; record for highest summer rainfall.
2009	3 rd rainiest February in 70 years; Hamilton had a 100-year storm; one of the wettest summers on record; tornados hit Vaughan-Woodbridge area in late August; an unusually mild and storm-free November in Toronto – Downtown had a record "no snow" for the first time ever – first snow-free November at Pearson Airport since 1937.
2012	Toronto's earliest ever official heat wave (June 19-21)
Also	Three 1 in 100 year storms in Toronto in less than 12 years: July 2000, August 2005, July 2012.

**International Panel on Climate Change (IPCC)
Scenarios of Future Climate Driven by Population,
Economics, and Technology Adoption¹**



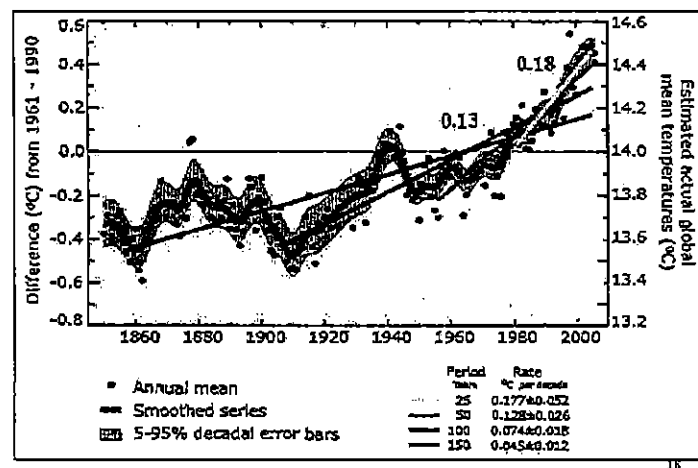
IPCC Emission Scenarios

- B1** Low Growth (Integrated World)
- A1B** Moderate Growth (Balanced Energy Use)
- A2** High Growth (Divided World)

The City's approach adopted Scenario A1B regarded as an upper-middle of the road scenario (i.e., not an extreme scenario) into the future. Also note that A1B & A2 are essentially similar until 2060.

¹From Pachauri, R.K. and Reisinger, A. (Eds.) "Climate Change 2007: Synthesis Report Contribution of Working Groups I, II and III to the Fourth Assessment Report of the Intergovernmental Panel on Climate Change, (2007) at p 46. Accessed at http://www.ipcc.ch/pdf/assessment-report/ar4/syr/ar4_syr.pdf

**Exponentially Increasing Rates of Temperature
Change in the recent past and into the Future²**



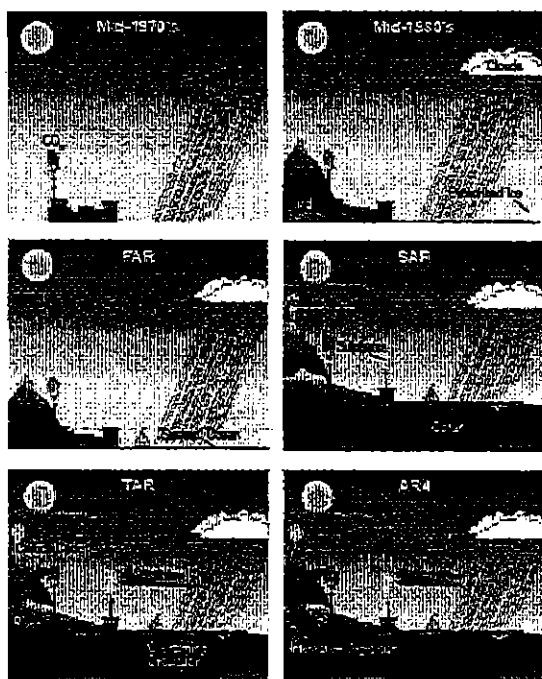
Showing different rates (slopes) of change from the same monitored temperature data set (1860-2010)

This shows that the changes are occurring more rapidly now than before and that they should also be examined on smaller and more recent time intervals in respect to City responsibilities.

² From Climate Change 2007: The Physical Science Basis. Contribution of Working Group I to the Fourth Assessment Report of the IPCC [Solomon, S., D. Qin, M. Manning, Z. Chen, M. Marquis, K.B. Averyt, M. Tignor and H.L. Miller (eds.)]. Cambridge University Press, Cambridge, United Kingdom and New York, NY, US at Technical Summary 3.1 - Accessed at http://www.ipcc.ch/publications_and_data/ar4/wg1/en/tsmts-3-1-1.html

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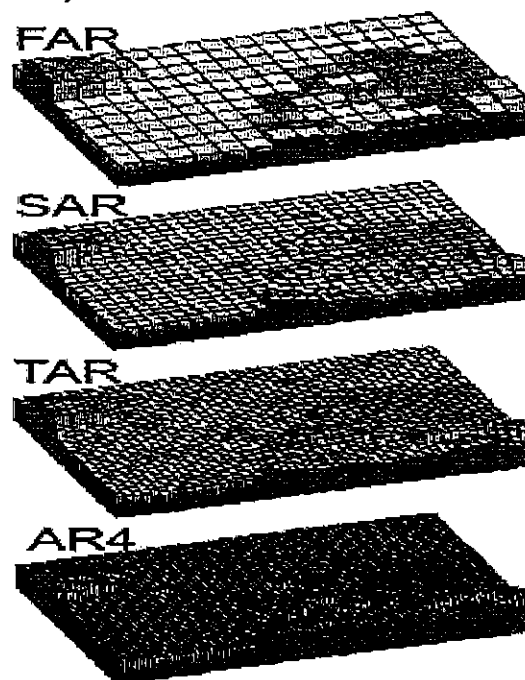
Global and Regional Climate Model Improvements (from 1970 to 2010) in Physical and Chemical Complexity³



More processes and better chemistry were included sequentially and created increasing certainty in the results obtained.

³ From Le Treut, H., R. Somerville, U. Cubasch, Y. Ding, C. Mauritzen, A. Mokssit, T. Peterson and M. Prather, 2007: Historical Overview of Climate Change. In: *Climate Change 2007: The Physical Science Basis. Contribution of Working Group I to the Fourth Assessment Report of the IPCC* [Solomon, S., D. Qin, M. Manning, Z. Chen, M. Marquis, K.B. Averyt, M. Tignor and H.L. Miller (eds.)]. Cambridge University Press, Cambridge, United Kingdom and New York, NY, USA. Chapter 1.2

Model Improvements of Geographic Scale and Three Dimensional Computational Grid Resolution (1990- 2007)⁴



Scale & Resolution of IPCC Assessment Reports (AR)

FAR = 1 st - 1990	SAR = 2 nd - 1996
TAR = 3 rd - 2001	AR4 = 4 th - 2007

⁴ From *Climate Change 2007: The Physical Science Basis. Contribution of Working Group I to the Fourth Assessment Report of the IPCC* [Solomon, S., D. Qin, M. Manning, Z. Chen, M. Marquis, K.B. Averyt, M. Tignor and H.L. Miller (eds.)]. Cambridge University Press, Cambridge, United Kingdom and New York, NY, US at Chapter 1.5 Accessed at http://www.ipcc.ch/publications_and_data/ar4/wg1/en/ch1s1-5.html

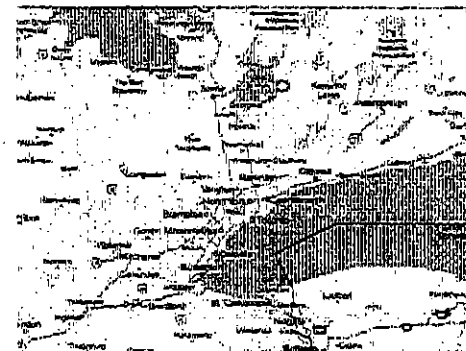
HOW DID WE APPROACH THIS STUDY?

Overcoming the limitations of global and regional climate models in understanding localized climate and weather requires a unique approach. In consultation with climatologists, meteorologists, hydrologists and climate adaptation specialists from Environment Canada, the Ontario Ministry of the Environment and Toronto Region Conservation Authority, SENES and the City of Toronto used existing Environment Canada and United Kingdom Meteorological Office - Hadley Centre results from global and regional climate models as input into a local-scale, weather forecasting research model.

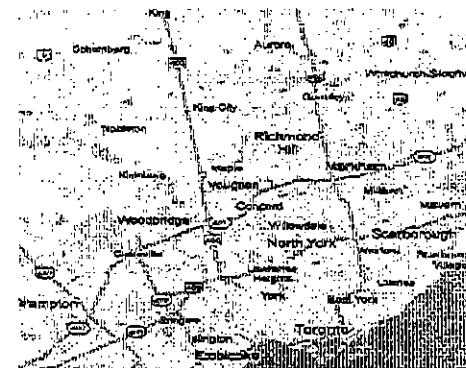
To appreciate the distinctiveness of the Toronto Climate Drivers Study approach it is necessary to understand the basics of global and regional climate models:

Global Climate Model (GCMs) - The standard approach to climate modeling has been to use global climate models linked to data of climate averages for 30 year time periods. These models operate at a coarse spatial resolution: a 300 km^2 grid scale. While remaining relevant to understanding climate impacts on national scale, this modelling makes no differentiation in projected future climate averages for Toronto, London, North Bay, or Muskoka due to its coarse grid scale, nor does it distinguish between lakes versus lands, or high-lands versus low-lands, or urban versus rural lands – all areas and conditions within a grid cell are described by their mean condition.

Regional Climate Model – Allows refinement of global model results by introducing Regional Climate Models (RCMs) of medium resolution (typically in the range of $40 - 100 \text{ km}^2$ or larger). While providing greater geographic differentiation than global models, they still do not adequately represent features such as the Great Lakes which are critical to explaining Toronto's weather and climate.

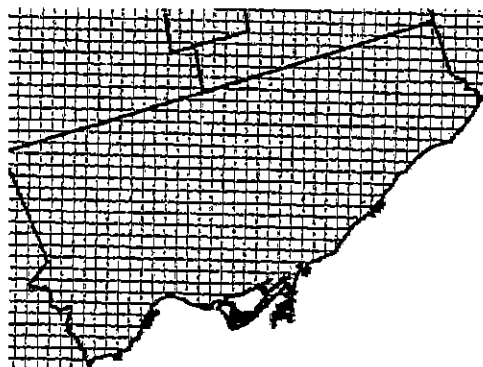


An example of a single grid cell within a Global Climate Model of $300 \text{ km} \times 300 \text{ km}$ resolution.



An example of a single grid cell within a Regional Climate Model of $40 \text{ km} \times 40 \text{ km}$ resolution.

These two maps show the equivalent area of one grid cell in which all weather data is considered uniform. The maps do not necessarily represent actual modelling grid cells



An example of grid cells in a Weather Research Forecast (WRF) model of 1 km x 1 km resolution used in evaluation of Toronto's future climate and weather.

Weather Research Forecasting (WRF) Model - Developed jointly by the US National Centre of Atmospheric Research, the US National Oceanic and the Atmospheric Agency this model allows the output of spatially variable mean and extreme weather predictions that account for the influence of local geography and topography.

The *Toronto's Future Weather & Climate Drivers Study* uses a sequential combination of these models. Results from global and regional models were fed into the Weather Research Forecasting (WRF) model of much finer spatial resolution to provide detailed estimates of Toronto's future local weather between **2040 and 2050** – a time horizon relevant to a large range of infrastructure replacement activities that City staff can reasonably envisage.

The result is a *climate-weather* model capable of operating at a very fine resolution (**1 km²**). This allows different climate and weather projections to be established for even small areas within Toronto (e.g. equivalent in area to small individual postal code areas or smaller areas within Scarborough, North York or Downtown) rather than only large regional areas such as southern Ontario or even larger provinces and nations.

Having climate and weather projections physically down-scaled to this level is critical to addressing infrastructure impacts caused by extreme weather events similar to those that caused the Finch Avenue culvert collapse and road wash out of August 19 2005.

The results of the City's climate-weather model were compared against output from more traditional global and regional model combinations to verify performance. The City's results for were judged to be very good and within the range of theoretically expected results and in keeping with global and regional model output.

WHAT ARE "CLIMATE DRIVERS"?

The SENES Study references "Climate Drivers" in its title (*Toronto's Future Weather & Climate Driver Study*) to reflect the significance of large scale meteorological features and processes that determine or "drive" Toronto's day-to-day weather such as the location of the Jet Stream and movement of major air masses. Climate models such as global and regional climate models can predict potential climatic changes into the future. These potential changes need to make sense and be consistent with our understanding the laws of physics and known behaviours of weather systems.

Models that run equations and provide climate data output need to make sense in light of our understanding of physical meteorological processes that we know operate in the atmosphere now. For example:

- Does the average position of the polar front jet stream move northward in keeping with the predicted average temperature changes?
- Are predictions of more intensive but fewer summer storms logically consistent with increased occurrence of updrafts of warm air?
- Does the influence of Lake Ontario and other Great Lakes continue to modify summer temperatures?
- Is a reduction in winter snowfall accompanied by a corresponding increase in winter rainfall?

Identifying the climate drivers that control Toronto's present weather is a major part of the study and an important way to corroborate the overall integrity of model data and computer program assumption.

Common Winter Low Depressions - Sources and Storm Tracks



Source: Klok *et al.*, 2002

Summer and Winter Jet Streams



Source: University of Maryland, Department of Atmospheric and Oceanic Science (2003)

Confidence in Results using Mean Temperature as an example

Compared with Monitored Means (2000-09)

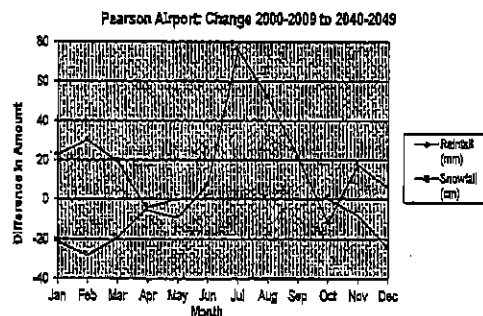
- 1) Toronto's Climate-Weather Model v.1 = 8.70°C
- 2) Environment Canada's Canadian Regional Climate Model v.4.2.3 = 6.69°C
- 3) Monitored Data from Pearson = 8.73°C

Compared with Other Models (2040-49) GTA

Our forecast change of 4.4°C compares favourably with Low Resolution Models showing changes from -2.7°C to 6.3°C

Snowfall and Rainfall

- Less Snow & More Rain – in Winter
- More Rain in July (80%) & August (50%)



SUPPORT FOR TORONTO'S APPROACH

Toronto's approach of adding output from climate models into a weather model in order to obtain more locally relevant future weather predictions was cutting edge and innovative when conceived. It has been subsequently adopted by the National Center for Atmospheric Research (NCAR) for the whole of the USA as well as by the Ontario Ministry of the Environment in partnership with the University of Toronto.

THE RESULTS FOR TORONTO

The study predicts that climate change will continue to create different weather patterns across Toronto in the future. Some changes can be regarded as being positive - longer growing season, generally more pleasant weather and fewer City resources required for winter snow clearance. However, other changes can be regarded as being negative. Though a similar number of storms per year are projected a fewer number of "heavy" storms ($>25\text{mm/day}$) are expected. However, a small number of those "heavy" storms will produce "very intense" storms and produce much greater amounts of rainfall in short periods than previously seen with clear impacts on city infrastructure (culverts and drainage management) and an increased potential for flooding.

The changes (comparing 2000-2009 monitored data with modelled results for 2040-2049) are predicted to be as follows:

Precipitation - Snow and Rain

- Less snow and more rain in the winter
- 26 fewer snow days per year, 9 less in December
- Slightly more precipitation (snow plus rainfall) overall
- Marked rainfall increases in July (80%) and August (50%)
- Extreme rainstorm events, fewer in number but more extreme

Temperature

- Average annual temperatures increase by 4.4°C
- The projected average winter temperature increase by 5.7°C.
- The projected average summer temperature increase by 3.8°C.
- The extreme daily minimum temperature rises by 13°C (i.e., becomes less cold).

Wind

- Unchanged average wind speeds
- Reduced maximum wind speeds
- No changes in wind direction

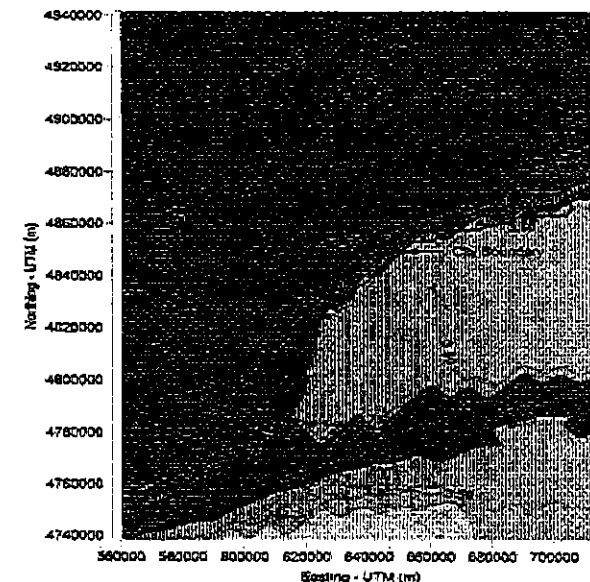
Comfort Measures

- Reduced occurrences of Wind Chill
- Virtual disappearance of Wind Chill events with temperatures below -20°C;
- Humidex events greater than 20°C increase more than 60%
- The maximum Humidex increases from 48°C to 57°C

Temperature Degree Days

- Values below 18°C can be used to estimate the heating requirements of buildings. The occurrence of such degree days are expected to reduce by almost a third - 31%
- Values above 24°C can be used to estimate the cooling requirements of buildings. The occurrence of such degree days are expected to increase by more than five times - 560% (i.e., from 32 degree-days to 180 degree days per year)

4.4°C Average Annual Temperatures Increase in Toronto

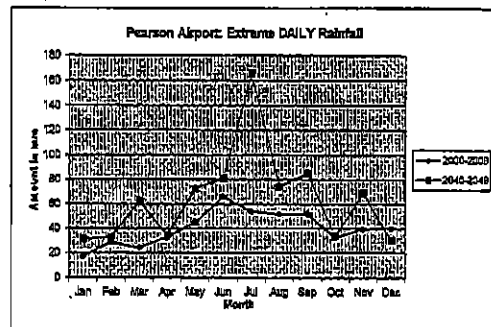


- The extreme daily maximum temperature "becomes warmer" by 7.6°C (i.e., becomes warmer).

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Extreme DAILY Rainfall

- Fewer Precipitation Storms >25 mm in Winter
- Same Number of Storms in Summer
- **BUT the Summer Storms will be Much More Intense**



CHANGES IN "EXTREMES"

Most global climate models assess changes in the averages that typify a climate. The *Toronto Future Weather & Climate Drivers Study* assessed these climate averages but also extended the study to assess potential changes in the "extremes" of weather (maximums and minimums). This included examining the changing likelihood, severity and durations of "extremes" such as heat waves and intense rainstorms.

Table 2 summarizes the changes expected to occur between the period 2000-2009 and the period 2040-2049. Key projections include:

- Though the number of storms that occur in winter decrease, the number of storms that occur in summer remains the same – but the maximum amount of rainfall expected in any single day and in any single hour more than doubles.
- The number of days when the humidex exceeds 40°C is expected to increase fourfold.
- The number of degree days >24°C (a degree-day⁵ occurs when the temperature is higher than 24°C for 24 hours) - which is typically used as the measure of air conditioning being required - increases six-fold.
- The number of "heat waves" (i.e., events with more than 3 consecutive days of temperatures greater than 32°C) is expected to increase from an average of 0.57 occurrences per year, as in the period 1971-2000, to 5 occurrences per year in the period 2040-2050.

⁵For an explanation of what is meant by "degree days" please see:
<http://www.cahpp.ca/resources/documents/Accumulated%20Degree%20Days.pdf>

Table 2: Projected Future Weather Changes Compared to Recent Weather

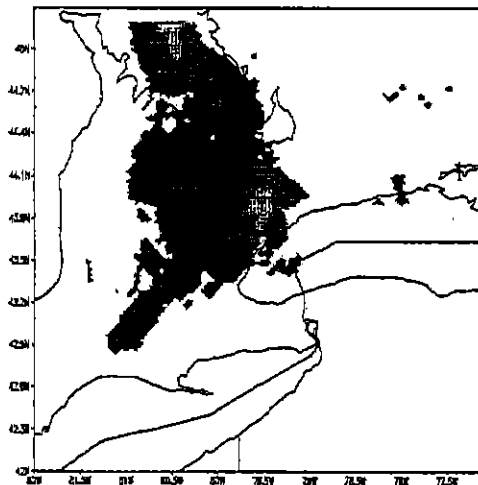
Weather Type	Parameter	Units	Annual Weather 2000-2009	Annual Weather 2040-2049
Extreme Precipitation	Maximum Amount in One Day	mm	66	166
	Number of Days with More Than 25mm	days	19	9
	Mean Annual Daily Maximum	mm	48	86
	100 year Return Period Maximum Daily	mm	81	204
	10 year Return Period Maximum Daily	mm	62	135
	10 year Return Period Maximum Hourly	mm	20	39
Extreme Rainfall	Maximum Amount in One Day	mm	66	166
	Number of Days with More Than 25mm	days	16	9
Extreme Snowfall	Maximum Amount in One Day	cm	24	18
	Number of Days with More Than 25cm	days	16	3
Extreme Heat	Maximum Daily Temperature	°C	33	44
	Number of Days with Temperature > 30°C	days	20	66
	Number of heat waves" (>3 consecutive days > 32°C*	events	0.57**	2.53
Extreme Cold	Minimum Daily Temperature	°C	-17	-11
	Number of Days with Temperature < -10°C	days	25	0
	Number of Days with Temperature < -0°C	days	128	70
Wind Chill	Extreme Daily Wind Chill	°C eq.	-24	-17
	Number of Days with Temperatures > 20°C	days	12	0
Degree Days	Number of Degree Days > 24°C (A/C required)	degree-days	31	180
	Number of Degree Days > 0°C	degree-days	3452	4587
	Number of Degree Days < 0°C (Heat required)	degree-days	440	66
Extreme Wind	Maximum Hourly Wind Speed	km/hr	92	48
	Maximum Wind Gust Speed	km/hr	130	75
	Number of Days with Winds > 52 km/hr	days	1	0
Humidex	Maximum Humidex	°C eq.	48	57
	Number of Days with Humidex > 40 °C	days	9	39
Storms	Average Number of Storms per Year		30	23
	Average Number of Summer Storms per Year		16	17
	Average Number of Winter Storms per Year		14	6

* Note: This data is not included in SENES Report Volume I. It is included in subsequent data extraction and analysis by SENES for the City.

**Derived from Meteorological Services Canada data recorded at Toronto Pearson International Airport.

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**Modelling Future Extreme Storms is
Much Harder.... but**



Storm of August 19th, 2005

- a) Highest Rainfall is shown over Finch Avenue
- b) Captured by Modelling, but NOT by Standard Environment Canada Monitoring at Pearson International Airport (the best weather monitoring station for Toronto) because the centre of the storm was distant from the airport monitoring station.
- c) Monitoring stations can only identify what happens at a particular station. Modelling can identify what happens between stations. This example typifies the benefits of not relying purely on monitored data.

THE BENEFITS OF THE FUTURE WEATHER PREDICTIONS

The study provides projections that can inform present and future infrastructure and service decisions (e.g., water pipe sizing, heat resistance of road surface materials) and policy development planning (e.g., heat wave responses, pest infestations).

By improving the level of certainty regarding the magnitude and frequency of expected climate change, and particularly extreme weather events, the City is better guided in making decisions regarding capital works investments and adjustments to operational procedures. This may reduce the risk of unsustainable investment and loss associated with infrastructure construction, maintenance and operations that do not take into account extreme weather events and climate change projections.

THE CERTAINTY OF THE FUTURE WEATHER PREDICTIONS

The study predicts potential future outcomes based on the data and the modelling capabilities of the recent past. The weather of the future will continue to change rapidly and at an accelerating rate into the future. With the passing of years the certainty surrounding the outcomes in the study will need to be reassessed and the study will need to be re-examined. The City can address this by maintaining a watching brief of:

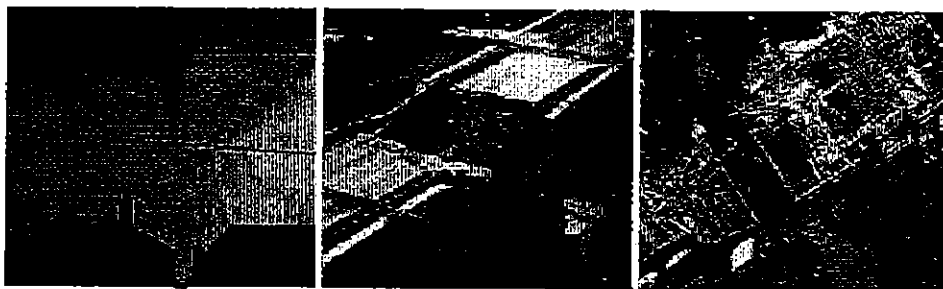
1. The changing state of climate change science and predictions; and
2. The ongoing changes in weather extremes and means for Toronto; and
3. The significance, value and needs of timely adaptation and financing its costs.

SUMMARY AND CONCLUSIONS

Using a weather-climate model approach, this study projects the future weather changes that Toronto may expect in 2040-2049. The model combined an ensemble of large-scale global and medium-scale regional climate model data as inputs to a local scale Weather Research Forecast (WRF) model to predict successive hourly weather conditions into the future, in and around Toronto.

The study is unique as it goes beyond the standard modelling means of rainfall and temperature and assesses extremes of temperature and precipitation. On average in 2040-2049, warmer annual average temperatures of 4.4°C are expected. For seasonal averages winter temperatures are projected to increase by 5.7°C and summer temperatures by 3.8°C. Extreme daily maximum temperatures are projected to increase by 7.6°C, but extreme daily minimum temperatures are projected to also rise by 13°C (i.e., becomes less cold). Less snow and more rain in the winters (26 fewer snow days per year) and fewer rainstorm events per year are anticipated. However, the model predicts more extreme rainstorms and marked rainfall increases in July (80%+) and in August (50%+).

Considering these results as part of City Council's decision making processes may aid the City and the community better prepare and adapt to future climate change.



Future Warmer Temperatures

- Average annual temperatures increase by 4.4°C
- Projected average winter temperature increases by 5.7°C.
- Projected average summer temperature increases by 3.8°C.
- The extreme daily minimum temperature - "becomes less cold" by 13°C.
- The extreme daily maximum temperature - "becomes warmer" by 7.6°C

Future Extreme Heat

- Mean Maximum Daily Temperature between (2000-2009) and (2040-49) changes from . . . 33°C to 44°C

Maximum daily air temperature is recorded at a weather station by selecting the highest 1-hourly air temperature within each 24-hour period. (Averaged here over 10 years).

- Number of days per year with temperatures greater than 30°C between (2000-2009) and (2040-49) changes from . . . 20 days to 66 days



Future Rain, Storms and Snowfall

*Less snow, more rain in winter.
Fewer snow days per year*

*Fewer rainstorms per year
But more extreme rainstorms
More rainfall in July (80%+) and August (50%+)*



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14/05/2013



**Requested Presentation to the
Environmental Advisory Committee,
City of Mississauga.
May 7, 2013**

Christopher LI. Morgan, PhD
Program Manager,
Environment & Energy Office, **City of Toronto**



Christopher LI. Morgan, PhD

Justification for the Study (i)

Questions

□ City Council Adopted Policy Direction

- Climate Change, Clean Air & Sustainable Energy Action Plan (2007)
- Ahead of the Storm (2008) rec. Analysis of Toronto's Changing Climate

□ Major Questions

- How HOT will it be?
- How much RAIN & SNOW can we expect?
- How much SMOG will occur?
- How DRY will it be?
- How WINDY will it be?

3

Justification for the Study (ii)

Issues & Purpose

□ Major Issues

- What Weather Changes Can Be Expected?
- What Costs Will be Associated with those Changes?
 - Costs to the Community
 - Costs to the Municipality
- What Adaptations Do We Need?
- How Soon Do We Need Them?

□ Purpose 1

- To Answer These and Related Questions

4

Justification for the Study (iii)

Purpose 2 Limitations of GCM & RCM Models

- ❑ **Depict Very Large Areas** - Weather & Climate of Toronto is the same as North Bay & Buffalo
- ❑ **Don't Include Local Effects** of Great Lakes, Niagara Escarpment, Oak Ridges Moraine, Tall Buildings etc
- ❑ **Based on 30-year Weather "Normals"** (exclude more recent & rapid changes – i.e. the "hockey stick" data)
- ❑ **Weather/Climate Means Don't Address** the City's **Exposure to Costs of Extreme Events**

5

Justification for the Study (iv)

Toronto's Recent **Extreme Weather Records**

- ❑ **Warmest Summer** in 63 years (2002)
- ❑ **Warmest January** in 165 years (2005)
- ❑ Record one-day power demand of **27,005 MW** due to summer heat (August 1st, 2006)
- ❑ **Earliest Heat Wave** (June 19-21, 2012)
- ❑ **Highest Summer Rainfall** Ever (2008)
- ❑ **Three 1 in 100 year storms** in less than 12 years: (July 2000, August 2005, July 2012)

6

New Approach

Christopher LI. Morgan, PhD

New & Innovative Local Model Approach

- Global Climate Models + Regional Climate Models +
Local Weather Model (1km² Cells)
- **SENES Consultants** ran the computer models
- **ADVISORS & PEER REVIEW GROUP**
 - Environment Canada
 - Ontario Ministry of the Environment
 - Toronto Regional Conservation Authority
- Subsequently adopted by US National Centre for
Atmospheric Research + MOE + UofT (W.R.Peltier) ,

New Elements

.... To Include: New Influences

- Included Influence of the **Great Lakes, Niagara Escarpment** and the **Oak Ridges Moraine**.

.... To Model : Two 10 Year Periods

- The "Present" 10 Year Base Period **2000-2009**
- A "Future" 10 Year Period **2040-2049**

.... To Examine: Toronto within the GTA

9

New Questions

.... To Answer: New Questions

- Focused on obtaining data concerning:

Future Extremes-of-Weather

(e.g., Heat Waves & Torrential Storms)

rather than ...

Future Averages-of-Climate

(e.g., Average Temperature & Average Rainfall)

But examined such "Averages" to check model validity!

10

What We Did

- Obtained data output relevant to Ontario from combined **Global Climate Models** (Coarse km Resolution) and **Regional Climate Models** (Medium km Resolution) from the **Hadley Meteorological Centre UK**
- Used that data as the starting point to run **Toronto's Local Weather Model** (Fine km Resolution) regarding 2000-2009 (the "Present") and regarding 2040-2049 (the "Future")
- **Analyzed the Data Created and Analyzed the Results** against rational Meteorological Science and Local Influences (the "Climate Drivers")

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Results of the Study

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Results: Warmer Temperatures (2040's)

- **Average annual temperatures increase by 4.4°C**
- Projected **average winter temp.** increases by 5.7°C.
- Projected **average summer temp.** increases by 3.8°C.
- The **extreme daily minimum** temperature
 - "becomes less cold" by 13°C.
- The **extreme daily maximum** temperature
 - "becomes warmer" by 7.6°C.

13

Confidence in Results: Temperature

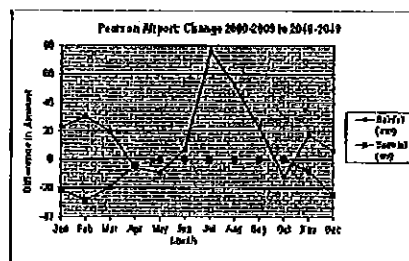
- **Compared with Monitored Means (2000-2009)**
 - Monitored Data from Lester Pearson Airport = 8.7°C
 - Toronto's Climate-Weather Model = 8.7°C
 - Environment Canada's Model = 6.7°C
 - *Our model approach is closer!*
- **Compared with Other Models (2040-2049) for GTA**
 - *Comparing High Resolution (Toronto) versus Low Resolution Models' re: Delta Temperature Values*
 - Our 4.4°C compares favourably with Low Resolution Models showing changes from -2.7°C to 6.3°C

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Results: Changes in Precipitation

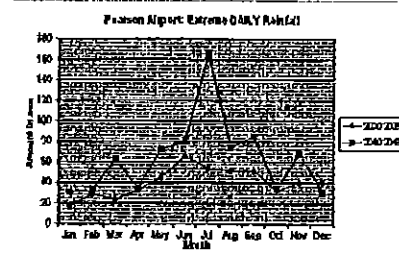
Snowfall & Rainfall

- Less Snow & More Rain -- In Winter
- More Rain In July (80%) & August (60%)



Extreme DAILY Rainfall (>25mm/day)

- Fewer Rain Storms >25 mm in Winter
- Same Number of Storms in Summer
- BUT these = Much More Intense Storms !!**



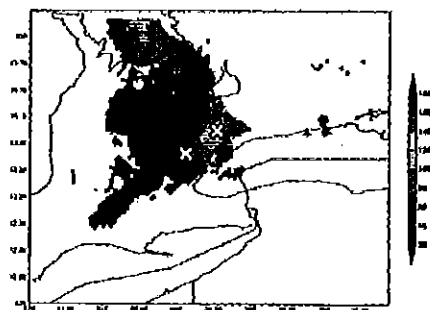
15

Modelled Daily Extreme Rainfall

Highest Rainfall is shown over Finch Avenue.

- Captured by Modelling, but NOT by Standard Environment Canada Monitoring at Pearson International Airport because the centre of the storm was distant from the airport monitoring station.
- Monitoring stations can only identify what happens at a particular station.
- Modelling this at RCM Scale put it well into New York State with less intensity

Finch Avenue "Washout" 19 August 2005



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Expected Changes Some Examples				
WEATHER EXTREMES	PARAMETER	UNITS	2000- 2009	2040- 2049
Extreme Rainfall	Maximum Amount in One Day	mm	66	166
	Number of Days with More Than 25mm	days	19	9
	Mean Annual Daily Maximum	mm	48	86
Extreme Heat	Maximum Daily (In °C)	°C	33	44
	Number of Days with Temperature greater than 30°C	days	20	66
	Number of Heat Waves (3 or more Consecutive Days with Temperatures greater than 32°C)	3-day events	0.57	2.53

Implications and Next Steps

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Weather-Climate Adaptation & Infrastructure Management

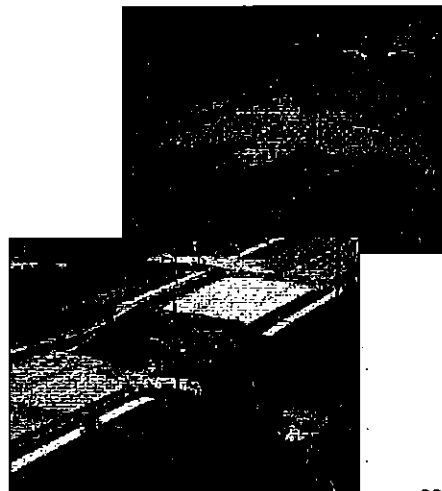
Objectives

1. Cost effective pre-emptive adaptation measures
2. Minimize future costs through adaptive design and construction
3. Build resilience and restoration capability into public infrastructure and services
4. Risk management analysis

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Inaction Can Be Significant

- August 19, 2005
Storm impacted
Finch Avenue
- at a Cost of \$47
million to the City
- plus \$600 million in
Private Costs



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City's Adaptation Responsibilities

- Air Conditioning Peaks & Blackouts **Toronto Hydro**
- Storms & Urban Flooding **Toronto Water**
- Culverts & City Roads **Toronto Transportation**

- Gardens & Trees **Toronto Parks & Recreation**
- Storms **Toronto Region Conservation Authority**
- People in Need **Shelter, Support & Housing**
- Street Ventilation (re Smog etc) **City Planning**

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Addressing Costs & Responsibilities

- City **Working Group** of its Divisions (TrS, CP, TW, etc) plus Others (BoH, T. Hydro, TRCA)

- To address impacts of the potential future **changes of weather & financial implications**

- To focus on adequacy of the City's **infrastructure, policies, procedures & plans**

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9dd

14/05/2013

WeatherWise Partnership - Participants



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Adaptation

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ISSUE: Increased Summer Temperatures - A/C, Electricity Demand, Heat Vulnerability



Expected in 2040-2049: Almost "6 times" increase in A/C use during days with greater than 24 C

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ADAPTATION: Options & Actions

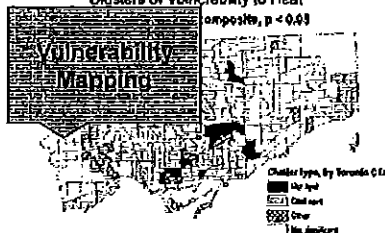
Cooling Centres, Shade



Green Roofs



Clusters of Vulnerability to Heat composite, $p < 0.01$

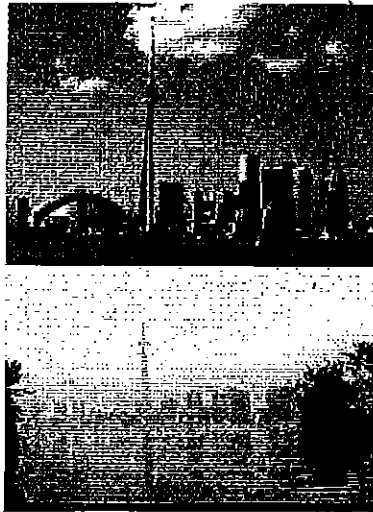


Cool Roofs



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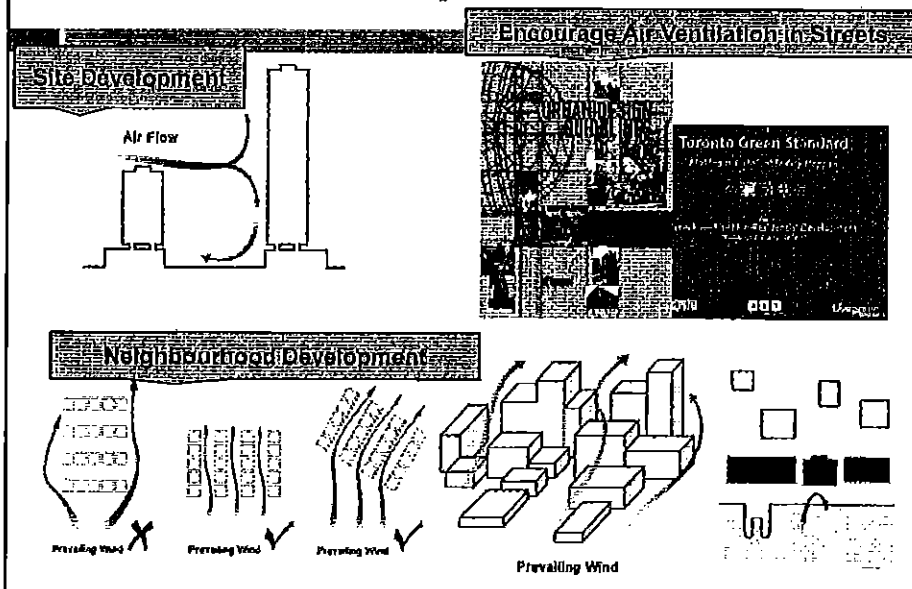
ISSUE: Increased Summer Temperatures – Impact Air Quality (SMOG)



Heat waves & smog
events go hand in hand
More Heat means More
Smog

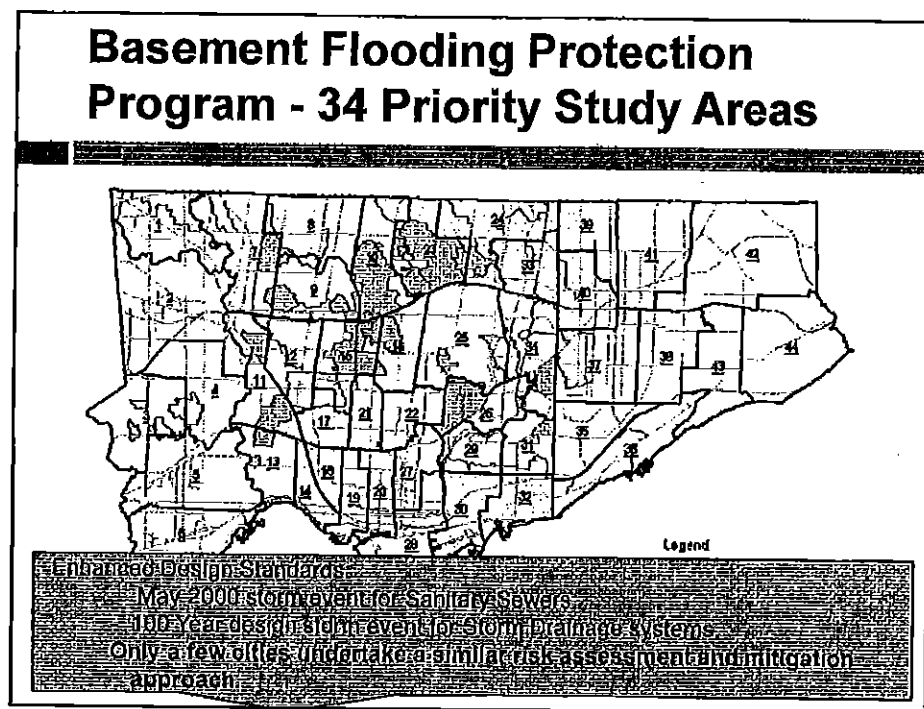
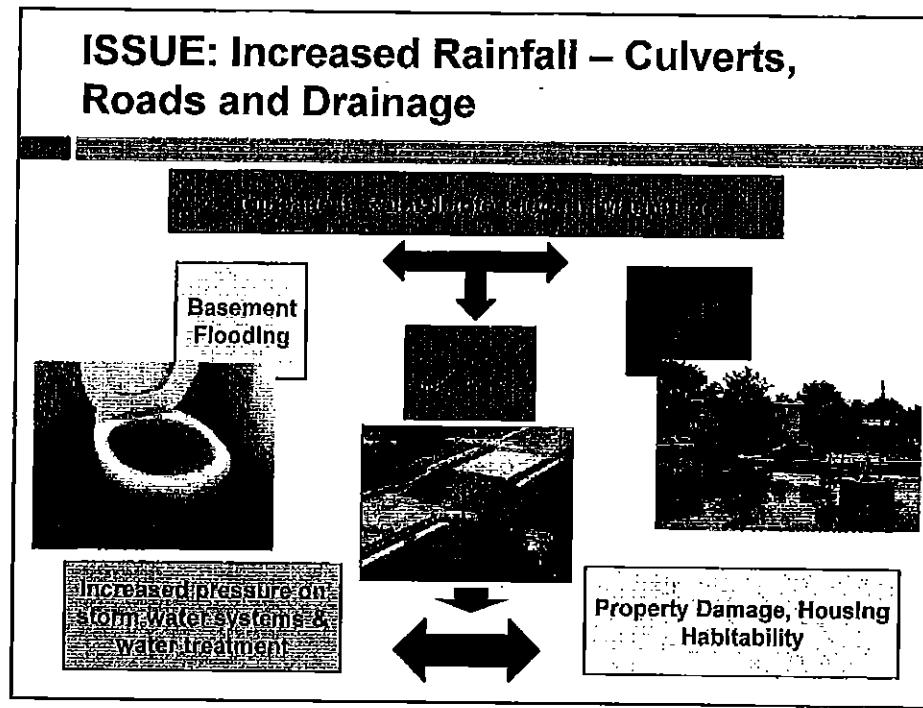
27

ADAPTATION: Options & Actions

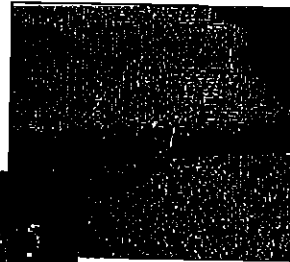


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14/05/2013



ADAPTATION: Options & Actions – Low Tech Response



Learning from
Others – Portland,
Oregon

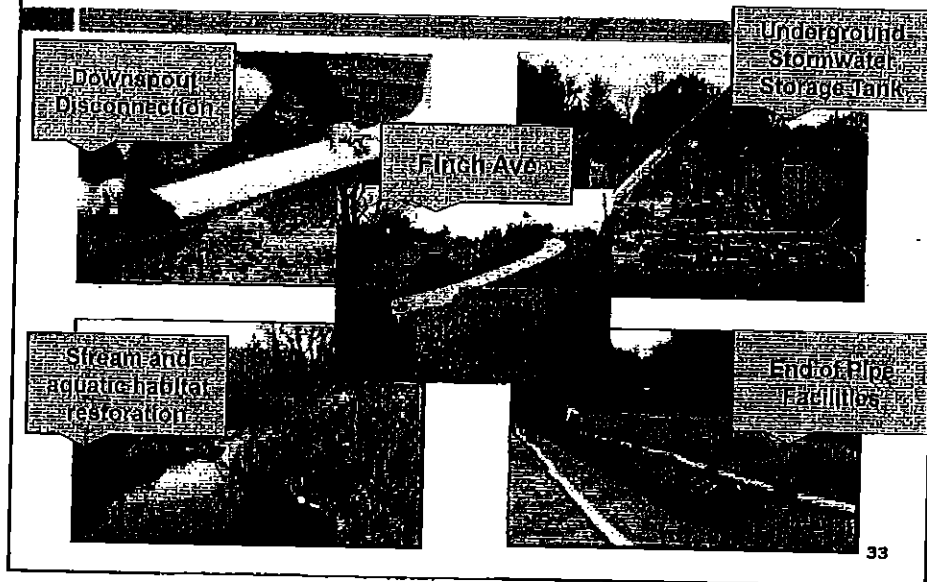
ADAPTATION: Options & Actions

Mechanical
components in train
control systems have
temperature thresholds

Simple adaptation
option: install fans to
ensure continued
operation



ADAPTATION: Options & Actions



Conclusions

- Toronto's Future Weather Will Be Different with an increase in extreme weather events
- We Must **Continue to Adapt** to the Changes
- Monitor Situation & Update Study as Required

9.11

14/05/2013

Thank You

Christopher Morgan
cmorgan1@toronto.ca

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Corporate Report

Clerk's Files

Originator's
Files

General Committee

MAY 29 2013

DATE: April 29, 2013

TO: Chair and Members of General Committee
Meeting Date: May 29, 2013

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

SUBJECT: Huron Park Outdoor Basketball Rejuvenation Project (P-26)
Request for Funding– Ward 7

- RECOMMENDATION:**
1. That PN 13-315, Huron Park Outdoor Basketball Rejuvenation, be established with a gross and net budget of \$125,000.
 2. That funds allocated for Ward 7 in the amount of \$125,000 be transferred from the 2009 Supplementary Capital Project Reserve Fund (Account# 35574), into the Huron Park Outdoor Basketball Rejuvenation project (PN 13-315).
 3. That all necessary by-laws be enacted.

REPORT HIGHLIGHTS:

- HYPE², the local youth organization at Huron Park Community Centre, brought forward a request to improve the existing basketball courts in Huron Park for the purposes of supporting youth activities at the centre.
- HYPE² made a deputation to Council on February 13, 2013.
- Community Services, including Huron Park Community Centre staff, have worked with HYPE² to produce an exciting court redevelopment plan which incorporates details from the HYPE² proposal and Park Development recommended solutions.
- Construction is scheduled to start mid-June with a completion date of August, 2013.

BACKGROUND:

HYPE² is the local youth organization at Huron Park Community Centre. HYPE² stands for Huron Youth Plan Events and Helping Young People Excel. In October 2012, the group brought forward a petition with over 600 signatures to upgrade the outdoor basketball courts at Huron Park. The existing basketball courts at Huron Park are at the end of their lifecycle and are no longer meeting the needs of the community.

On February 13, 2013, the group made a deputation to Council requesting support for basketball court improvements.

PRESENT STATUS:

In collaboration with HYPE², Community Services, including Huron Park Community Centre staff, have been working to produce an exciting court redevelopment plan which incorporates feedback from HYPE² and Community Services recommendations. Further feedback from HYPE² will be solicited prior to finalization of the plan.

The final plan will provide for basketball courts with improved functionality, playability, seating options for onlookers, landscape improvements and will encourage youth stewardship by reflecting the HYPE² identity.

Following Council approval of the project, construction will be scheduled to start mid-June with a completion date of August 2013.

COMMENTS:

Preparation of preliminary construction drawings and detailed cost estimates has confirmed the technical requirements and costs for the project. Final construction drawings will be developed further to consultation with HYPE² and Huron Park Community Centre staff.

STRATEGIC PLAN:

This project aligns with the "Completing our Neighbourhoods" Strategic Pillar (Connect) and the "Ensuring Youth, Older Adults and New Immigrants Thrive" Strategic Pillar (Belong).

FINANCIAL IMPACT:

Sufficient funding allocated for Ward 7 is available in the 2009 Supplementary Capital Project Reserve Fund (Account# 35574). The Councillor supports allocating \$125,000 from this reserve fund to fund this project.

CONCLUSION:

The investment from the 2009 Supplementary Capital Project Reserve Fund combined with HYPE²'s dedication and passion allows for the rejuvenation of the Huron Park outdoor basketball facility into a vibrant youth friendly place in support of the City's Strategic Plan.

ATTACHMENTS:

Appendix 1: Site Context Map

Appendix 2: Excerpt from HYPE² Deputation Presentation



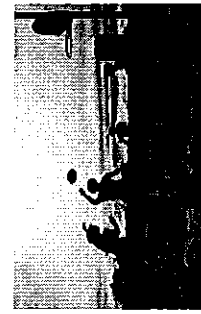
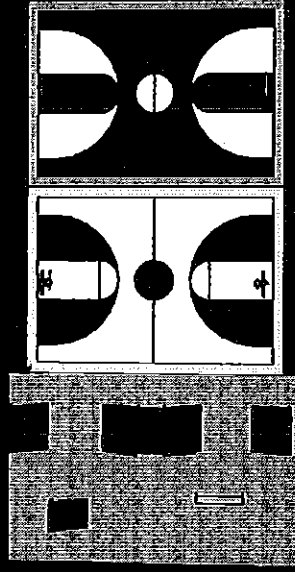
Paul A. Mitcham, P. Eng., MBA
Commissioner of Community Services

Prepared By: Sharon Chapman, Senior Project Manager, Park Development



LEADING FOR TOMORROW: STATUS PENDING

We have appealed to Councillor Iannicca for funding and are awaiting his response for the Outdoor Basketball Rejuvenation Project





Corporate Report

Clerk's Files

Originator's Files PO.01.MAR
CD.10.036

General Committee

MAY 29 2013

DATE: May 10, 2013

TO: Chair and Members of General Committee
Meeting Date: May 29, 2013

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

SUBJECT: Renaming of Youth/Senior Room in
Clarkson Community Centre (P-036)
2475 Truscott Drive (Ward 2)

RECOMMENDATION: That the following naming request be considered for the period of 30 days:

1. That the Youth/Senior room in Clarkson Community Centre, located at 2475 Truscott Drive, be renamed in recognition of **Margaret Marland**; and,
2. That the requirement for the recognition of an individual be posthumous, as outlined in the City's "Property and Facility Naming and Dedications" Corporate Policy 05-02-02, be waived.

BACKGROUND: In accordance with the City's "Property and Facility Naming and Dedications" corporate policy, the Community Services Department is directed to bring forth names for General Committee and Council's consideration for the purposes of naming parks, trails, and facilities in the City of Mississauga. In accordance with the policy, General Committee is requested to consider the recommended names brought forth by the Community Services Department for a period of 30 days, after which the Committee is asked to make a final recommendation to Council.

The subject report outlines the naming request for the Youth/Senior room in Clarkson Community Centre, located at 2475 Truscott Drive (Appendix 1).

COMMENTS:

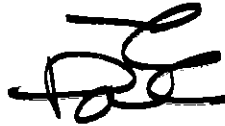
Margaret Marland was born on February 15, 1934 in St. Catherines, and resided in Clarkson/Lorne Park between 1957 and 2008. Between 1974 to 1978, she served on the Peel Board of Education as a school trustee, and also as a municipal councillor in the Region of Peel and City of Mississauga from 1978 to 1985. Margaret Marland was elected to the Legislative Assembly of Ontario in the 1985 provincial election and then successfully re-elected in 1987, 1990, 1995 and 1999, serving as a member until 2003. Among her many important responsibilities, she was named deputy House leader in 1990, Chair of Caucus in 1995 and on October 10, 1997, elevated to Cabinet as Minister without Portfolio with responsibility for Children. Margaret Marland is noted as the first female Member of Provincial Parliament (M.P.P.) elected in Peel and the first female M.P.P and Cabinet Minister elected in Mississauga (Mississauga South).

In November 1997, Margaret Marland was the first ever Minister for Children appointed in Canada, at either the Federal or Provincial level of Governments. In the same year, she was invited to address the annual meeting of the World Bank in Washington, D.C. at the request of Dr. Fraser Mustard, a University of Toronto professor world renowned for work in early childhood development. She was also a member of the Board of Governors of the Oakville-Trafalgar Hospital and a Governor of Sheridan College.

Mrs. Marland's personal interests include alpine skiing, photography, reading and flying. She holds a private pilot's license and was Canada's first female civilian to fly in the CF101 (Voodoo) jet fighter. She was the first female private pilot to organize courses for the General Aviation Community for Private Pilot License holders around the Province at Ontario's Community Colleges, starting the first one at Sheridan College in 1971/1972.

Councillor Mullin (Ward 2) has been consulted and supports the recommended name.

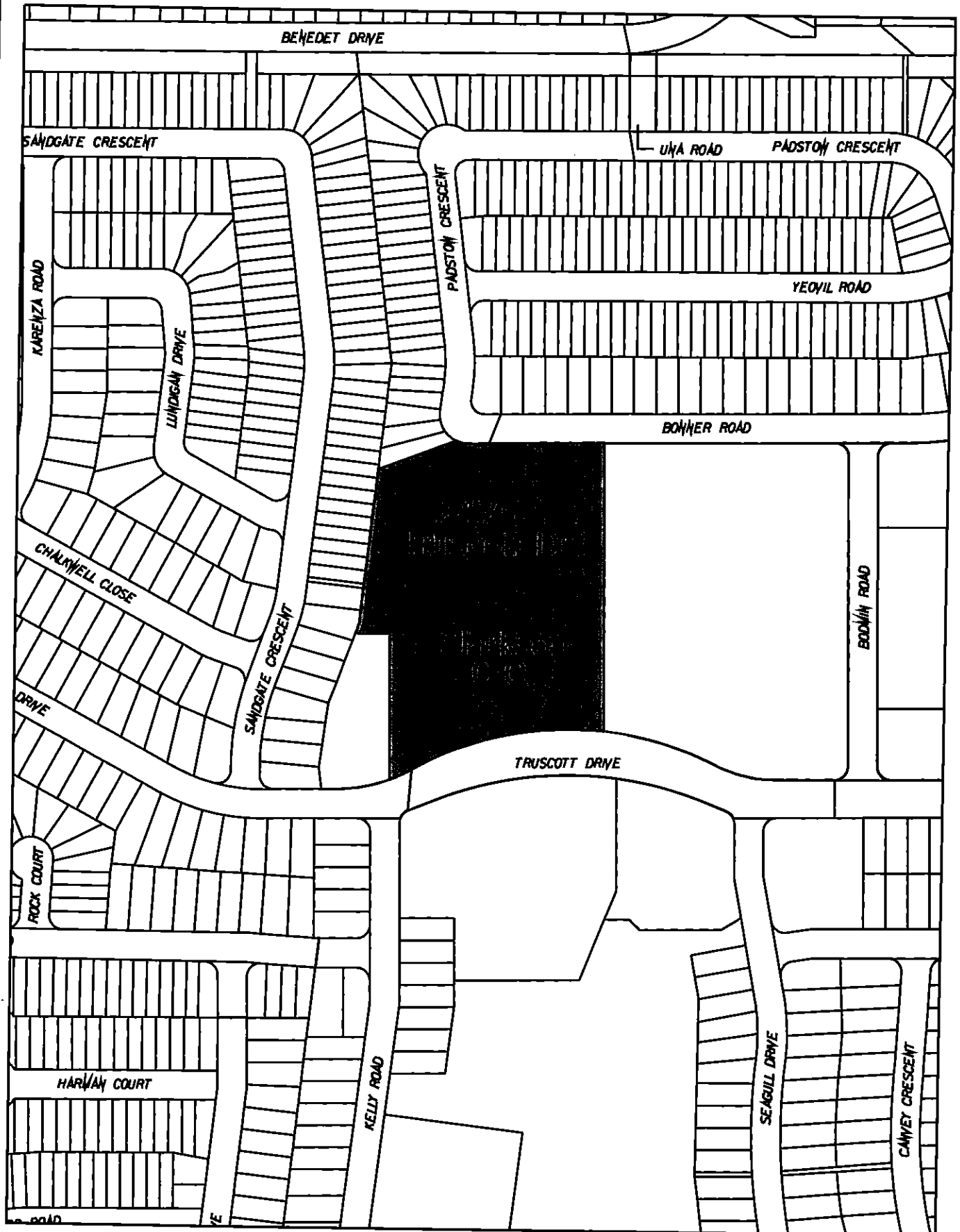
- STRATEGIC PLAN:** The proposed renaming of the Youth/Senior multipurpose room to be "Margaret Marland" room is in accordance with the "Connect" Strategic Pillar for Change, in that renaming the room in honour of a Citizen with significant history in the City celebrates our community and promotes our past, by taking pride and connecting the new community to the history of Mississauga.
- FINANCIAL IMPACT:** There is no material financial impact associated with this initiative.
- CONCLUSION:** The proposed re-naming of Youth/Senior room in the Clarkson Community Centre (Ward 2) is in accordance with the City's "Property and Facility Naming and Dedications" corporate policy and should be considered by General Committee for 30 days as per policy.
- ATTACHMENT:** Appendix 1: Map of Clarkson Community Centre



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

Prepared By: Lucia Hlasna, Intern Planner, Park Planning

11c



Location Map for 2475 Truscott Dr.
Clarkson C.C.





Corporate Report

Clerk's Files

Originator's Files PO.01.PAL
CD.10.238

12

DATE: May 10, 2013

TO: Chair and Members of General Committee
Meeting Date: May 29, 2013

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

SUBJECT: **Park Renaming**
Portion of the Etobicoke Valley (P-238)
South Side of Dundas Street East at the Little Etobicoke Creek
(Ward 1)

General Committee

MAY 29 2013

RECOMMENDATION: That the following renaming request be considered for the period of 30 days:

- Portion of the Etobicoke Valley (P-238) be renamed and renumbered to "Pallett Green" (P-521).

BACKGROUND: In accordance with the City's "Property and Facility Naming and Dedications" corporate policy, the Community Services Department is directed to bring forth names for General Committee and Council's consideration for the purposes of naming parks, trails, and facilities in the City of Mississauga. In accordance with the policy, General Committee is requested to consider the recommended names brought forth by the Community Services Department for a period of 30 days, after which the Committee is asked to make a final recommendation to Council.

The subject report outlines for consideration the renaming and renumbering of a portion of the Etobicoke Valley (P-238), located south of Dundas Street East at the Little Etobicoke Creek and situated in Ward 1 (Appendix 1).

COMMENTS:

In 1858, family patriarch William Pallett (1789-1862) settled in Sydenham, eventually known as the community of Dixie, where the family initially rented a farm. William's sons, Robert and Thomas, purchased several farms lots in the area between 1862 and 1873, and very quickly became prominent agricultural farmers.

Robert's homestead was located on a 40.5 ha (100 ac.) farm located on the East Half of Lot 4, Concession 1, South of Dundas Street (SDS), and his eldest son, William, owned the adjoining 40.5 ha (100 ac.) farm on the West Half of Lot 4, Concession 1, SDS. Another son, Roy, was known for raising horses and for his musical ability, and also served as a prominent member and choir leader at Bethesda Methodist Church, which the Pallett's helped to construct. Interest in the Dixie farm property later passed through Roy to his son Don (1915-1991).

In 1949, Don was instrumental in the founding of the Dixie Fruit and Vegetable Growers, and also founded Pleasant View Farms on the family property on Lot 4, Concession 1, SDS, which is on the south side of Dundas Street East, east of Dixie Road. The property was bisected by the Little Etobicoke Creek. In 1984, Pleasant View Farms was moved to 1409 Tonolli Road, on the west side of Dixie Road, where it continued in operation by Don's son David Pallett (1942-2013), until it's closing on July 1, 2012. Pleasant View Farms was known as a unique business operation that provided city residents with a taste of country life in the heart of Mississauga.

In addition to owning and operating Pleasant View Farms, David Pallett, a certified agronomist for over 35 years, was a member of the Rotary Club of Mississauga since 1967, a five time Paul Harris (founder of Rotary International) recipient, and a generous contributor to his community. He was a proud athlete with the Dixie Bee Hives and a captain of the University of Guelph Gryphons football and hockey teams.

In addition to the proposed renaming of a portion of the Etobicoke Valley (P-238) to Pallett Green, it is further proposed that a commemorative plaque and bench be installed near the original location of Pleasant View Farms, within the southern boulevard of Dundas Street East adjacent to the Etobicoke Valley (P-238).

Councillor Tovey has been consulted and supports the recommended renaming of the park.

STRATEGIC PLAN: The proposed park renaming is in accordance with the "Connect" Strategic Pillar for Change, in that renaming the park in honour of a family with significant history in the City which spans over 150 years, celebrates our community and promotes our past, by taking pride and connecting the community to the history of Mississauga.

FINANCIAL IMPACT: Costs associated with the proposed plaque, bench and ceremony will be administered as per the Property and Facility Naming and Dedication Policy, and the Rotary Club of Mississauga has offered to assist in fundraising to offset the costs.

CONCLUSION: The recommended renaming and renumbering of a portion of the Etobicoke Valley (P-238) to Pallett Green (P-521) in Ward 1 is in accordance with the City's "Property and Facility Naming and Dedications" corporate policy and should be considered by General Committee for 30 days as per policy.

ATTACHMENT: Appendix 1: Location Map of Etobicoke Valley (P-238)



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

Prepared By: Lucia Hlasna, Intern Planner, Park Planning



Location Map for Etobicoke Valley Park (P-238)
and portion to be renamed "Pallett Green" (P-521)



Corporate Report

Clerk's Files

Originator's
Files

13

DATE: May 10, 2013

General Committee

MAY 29 2013

TO: Chair and Members of General Committee
Meeting Date: May 29 , 2013

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

SUBJECT: Single Source Contract Award to Gledhill Shaw Enterprises Ltd.
For Firefighter Applicant Testing
Reference File: FA.49.187-13

- RECOMMENDATIONS:**
1. That Gledhill-Shaw Enterprises Ltd. (Gledhill-Shaw) be established as a single source vendor for the provision of Firefighter Applicant Testing.
 2. That the Purchasing Agent or designate be authorized to continue to treat Gledhill-Shaw Enterprises Ltd. as a single source vendor for the provision of Firefighter Applicant Testing, as required, for the period June 1, 2013 to May 31, 2018, and execute forms of commitment satisfactory to Materiel Management, Fire & Emergency Services, Human Resources and Legal Services.

BACKGROUND: Mississauga Fire & Emergency Services, together with Corporate Services Human Resources conduct periodic Probationary Firefighter Recruitment Campaigns. The campaigns result in a roster of qualified applicants to be drawn from for, approximately, a three year period. All preliminarily qualified applicants are required to write a test to further determine occupational competencies. Since approximately 1998, the City has utilized the services of Gledhill-Shaw to provide and administer the written test on the City's behalf.

Gledhill-Shaw are specialists in occupational screening. They are the exclusive Ontario distributor of occupational assessment tests developed by Cooperative Personnel Services HR Consulting (CPS) which are widely used by public safety organizations in the United States and Canada, including many fire departments in the GTA. CPS and Gledhill-Shaw worked in partnership to develop an Entry Firefighter Test for measuring occupational competencies and motivational readiness that staff consider to be a very effective candidate selection tool, having produced good results in the past.

Gledhill-Shaw also handles administrative matters, including registration, and conducts testing in a secure, controlled manner to protect the confidentiality and integrity of testing and results. Staff estimates that up to 2000 applicants will be requested to write the test, in person, at an accessible location within reasonable proximity to Mississauga. The test is conducted over one weekend requiring significant logistics and resources.

PRESENT STATUS:

The last recruitment campaign was conducted in the Fall of 2009. The roster of applicants has been exhausted and must be refreshed through a new campaign, to be conducted in the Summer or Fall of 2013. A testing agency needs to be in place prior to the new campaign.

COMMENTS:

Gledhill Shaw is the exclusive distributor of the applicant test to be used and they are experienced and qualified to provide services related to conducting the test. Therefore, staff recommend that Gledhill Shaw Enterprises Ltd. be approved as a single source vendor in accordance with the Purchasing By-law 374-06, Schedule "A" which provides for single source awards such as this under section 1 (a) (iii) *the existence of exclusive rights such as patent, copyright or licence.*

FINANCIAL IMPACT:

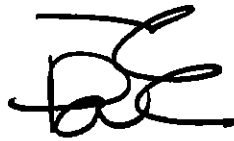
Registration for the test could result in up to 2000 applicants who will pay a registration fee of \$180.00 to the City. At an estimate of 1700 participants, fees would result in \$306,000 paid to the City, of which Gledhill-Shaw would receive \$80.00 per applicant (\$136,000) to cover all costs associated with providing and conducting the test. The remaining portion of the applicant fees of \$170,000 will be used to offset the City's other processing related costs. There is no further cost to the City.

CONCLUSION:

Gledhill-Shaw Enterprises Ltd. has successfully conducted Firefighter Recruitment Testing for the City in the past. They are specialists in occupational screening and are the exclusive Ontario distributor of specialized tests which have achieved good results. Staff recommend that Gledhill Shaw Enterprises Ltd. be established as a single source vendor for Firefighter Recruitment Testing for the period June 1, 2013 to May 31, 2018, after which time a review of the program and market research will be conducted.

ATTACHMENTS:

Appendix 1: Scope of Work



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

Prepared By: Eric Krowles, Human Resources Consultant

Scope of Work

The Fire & Emergency Services Division requires screening tools to determine the most qualified candidates for the position of Probationary Firefighter. Firefighter Recruitment written testing has been carried out in the past to determine a minimal level of competency to move further in the selection process. The testing provided by CPS (Cooperative Personnel Services) of Sacramento, California (Entry Firefighter Test – Metric) has proved to be valuable in screening Firefighter applicants.

Since 1998, the City of Mississauga has utilized Gledhill Shaw Enterprises Ltd. to carry out the testing on behalf of the Fire & Emergency Services Division. The scope of work and duties carried out by Gledhill Shaw are as follows:

- Coordinate with City of Mississauga the registration of applicants
- Assignment of applicant identification numbers
- Liaison with the City of Mississauga in regard to ensuring minimum requirements are met by applicants prior to being invited to testing venue
- Liaison with the City of Mississauga in regard to payment of applicant fees
- Securing a venue to test up to 2,000 applicants on one weekend in a secure facility
- Ensuring proper audio equipment utilized
- Hiring of staff for testing process
- Liaison with City of Mississauga staff on site during the testing procedures
- Verification of identification of each candidate entering and exiting the facility for testing
- Receipt of any documentation requested by the City of Mississauga
- Review with City of Mississauga testing material options
- Ordering of Firefighter Entry Test materials from CPS (Requesting unique testing materials from CPS, only available to Gledhill Shaw)
- Distribution of test materials at testing venue
- Proctoring of test
- Receipt of testing materials at testing venue
- Responsibility for any monetary penalties for any missing tests
- Security of testing venue
- Providing of office materials needed for the testing venue
- Alerting City of Mississauga staff to any improper documentation or behaviour of applicants
- Courier testing materials to CPS for grading
- Provide testing results to the City of Mississauga



Corporate Report

Clerk's Files

Originator's Files PO.15.CO.U

General Committee

MAY 29 2013

DATE: May 16, 2013

TO: Chair and Members of General Committee
Meeting Date: May 29, 2013

FROM: Brenda R. Breault, CMA, MBA
Commissioner of Corporate Services and Treasurer

SUBJECT: **Proposed surplus land declaration of a portion of Brookmede Park located at 2264 Council Ring Road for the purposes of a proposed land exchange between The Corporation of the City of Mississauga and Peel District School Board (Ward 8)**

- RECOMMENDATION:**
1. That a portion of City owned property, known as Brookmede Park, located at 2264 Council Ring Road, containing a site area of approximately 335 square metres (3,605.91 square feet), be declared surplus to the City's requirements for the purposes of a proposed land exchange with Peel District School Board. The subject lands are legally described as Part of Block K, Plan 915, designated as Parts 1 and 2 on a Draft Reference Plan prepared by Tarasick McMillan Kubicki Limited (File No. 4638-RP), in the City of Mississauga, Regional Municipality of Peel, in Ward 8.
 2. That the Realty Services Section of the Corporate Services Department be authorized to enter into negotiations for a Land Exchange Agreement between The Corporation of the City of Mississauga ("City") and the Peel District School Board (the "Board"), including all documents ancillary thereto, and, any amending agreements as may be required to exchange title to their respective lands.

3. That all steps necessary to comply with the requirements of Section 2.(1) of City Notice By-law 215-2008 be taken, including giving notice to the public by the posting of a notice on the City of Mississauga's website for at least three weeks prior to the execution of a land exchange agreement for the subject lands under Delegated Authority.

BACKGROUND:

Peel District School Board (the "Board") is the owner of the property municipally known as 2250 Council Ring Road, improved with Brookmede Public School. The Board is planning to renovate the existing building and improve the driveway as part of the site plan requirement process. In order to facilitate the improvement of the driveway, the Board requires approximately 335 square metres (3,605.91 square feet) of the City's park lands immediately adjacent to the school site.

COMMENTS:

Realty Services has completed its circulation, and all City departments concerned have no objection to the City's parcel being declared surplus for the purpose of a proposed land exchange with the Board.

Upon Parks staff request, discussions have been conducted with the Board that, as a condition of the land exchange, the Board will enter into a nominal license agreement with the City to allow park users to utilize Brookmede Public School's parking lot for vehicular parking.

The City lands to be conveyed to the Board are located immediately to the south of Brookmede Public School's existing driveway, being a portion of Brookmede Park containing an area of approximately 335 square metres (3,605.91 square feet) and designated as Parts 1 and 2 on a Draft Reference Plan prepared by Tarasick McMillan Kubicki Limited (File No. 4638-RP).

The Board lands to be transferred to the City involve a triangular-shaped parcel located on the east side of the school, containing the same area as the City parcel, that is designated as Part 3 on a Draft Reference Plan prepared by Tarasick McMillan Kubicki Limited (File No. 4638-RP). This parcel will be used by the City to improve the existing Brookmede Park soccer pitch. The parcels are equivalent in estimated value, recognizing that the frontage land to be conveyed to the City is encumbered by easements.

Following successful negotiations with the Board, Realty Services will execute a Land Exchange Agreement and, all ancillary agreement and amendments, as authorized in accordance with the Real Estate Delegation of Authority By-law 0375-2008. Community Services has been thoroughly consulted and concurs with the proposed land exchange.

Prior to completing this proposed transaction, public notice will have been given by the posting of a notice of the proposed land exchange 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 land exchange of the said lands, as per the requirements of the City Notice By-law 0215-2008, as amended by By-law 0376-2008.

FINANCIAL IMPACT: Not applicable. The Board is paying for the survey and all other costs necessary to complete the transaction.

CONCLUSION: It is reasonable to declare the City's lands surplus for the purpose of a proposed land exchange between The Corporation of the City of Mississauga and Peel District School Board, for the improvement of the Brookmeade Public School site and, the enhancement of Brookmeade Park.

ATTACHMENTS:

- Appendix 1: Location of the City's surplus lands and the Board lands to be exchanged (Ward 8)
- Appendix 2: Copy of Draft Reference Plan as prepared by Tarasick McMillan Kubicki Limited (File No. 4638-RP)



Brenda R. Breault, CMA, MBA
Commissioner of Corporate Services and Treasurer

Prepared By: Stephen Law, Project Leader



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Corporate Services

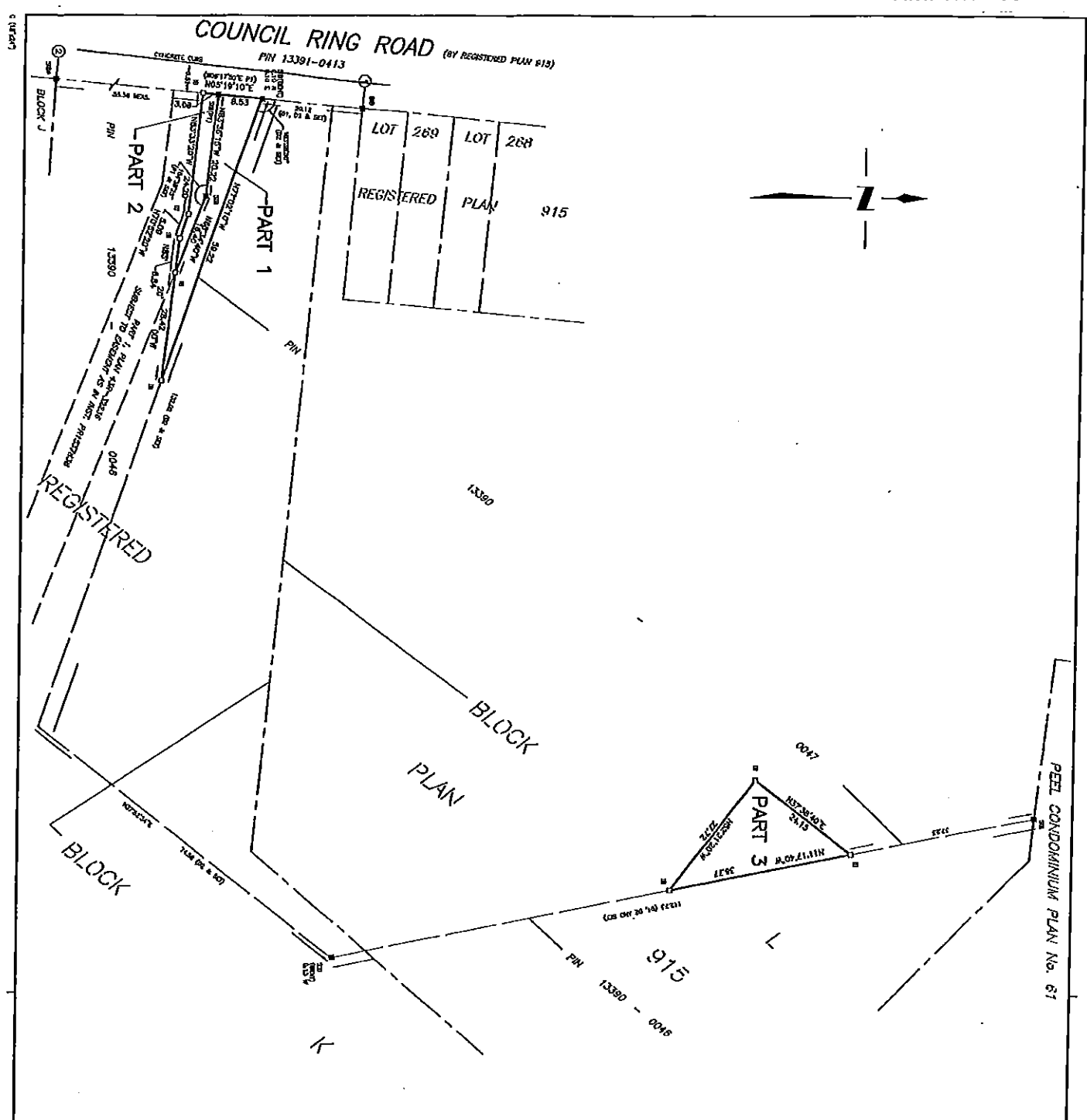
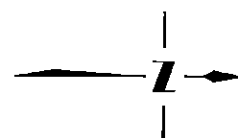
Realty Services

City's Surplus Lands and Board's Lands to be exchanged
Council Ring Road
File: PO.15.COU (Ward 8)

SCALE FOR REDUCED DRAWINGS

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142



<p>PLAN 43R-</p> <p>TO BE ASSIGNED UNDER THE LAND TITLES ACT</p> <p>DATE: JULY 7, 2013</p>		<p>PLAN 43R-</p> <p>RECORDED AND REPORTED</p> <p>DATE: _____</p>																
<p>1. THIS PLAN IS TO BE ASSIGNED UNDER THE LAND TITLES ACT.</p> <p>2. THE SURVEY WAS COMPLETED ON APRIL 24, 2013.</p>		<p>3. THIS SURVEY AND PLAN ARE CORRECT AND IN ACCORDANCE WITH THE SURVEY ACT, THE SURVEYORS ACT, THE LAND TITLES ACT AND THE LAND TITLES REGULATION.</p>																
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<p>TARASICK McMILLAN KUBICKI UNITED</p> <p>ONTOARIO LAND SURVEYORS</p> <p>4181 SANDVIEW CRES., UNIT 42, MISSISSAUGA, ONTARIO L4W 5G2</p> <p>TEL: (905) 569-0049 FAX: (905) 569-3100</p> <p>WWW.TMK-SURVEYORS.COM</p> <p>DRAWN BY: G.S. FILE NO. 43R-4P</p>																		



Corporate Report

Clerk's Files

Originator's Files PO.11.KEL

General Committee

MAY 29 2013

DATE: May 17, 2013

TO: Chair and Members of General Committee
Meeting Date: May 29, 2013

FROM: Brenda R. Breault, CMA, MBA
Commissioner of Corporate Services and Treasurer

SUBJECT: Proposed surplus land declaration of parts of Hillside Park (P-004) at 1311 Kelly Road for the purpose of a proposed sale to the Peel District School Board (Ward 2)

- RECOMMENDATION:**
1. That a portion of City owned property known as Hillside Park, located at 1311 Kelly Road, containing a site area of approximately 1.38 ha. (3.4 acres), be declared surplus to the City's requirements for the purpose of a proposed sale to the Peel District School Board. The subject lands are legally described as Part of Blocks D and E, Plan 587, designated as Parts 3, 4, 5, 6, 7, 8, 9 and 10 on a Draft Reference Plan prepared by Viorel Mares, OLS, (the Assistant City Surveyor), in the City of Mississauga, Regional Municipality of Peel, in Ward 2.
 2. That the Realty Services Section of the Corporate Services Department be authorized to enter into negotiations for an Agreement of Purchase and Sale, including all documents ancillary thereto and amending agreements as may be required, between the Corporation of the City of Mississauga ("City"), as the vendor and the Peel District School Board ("PDSB") as the purchaser for the disposal of the subject lands.

3. That the Realty Services Section of the Corporate Services Department be authorized to enter into negotiations for an Agreement of Purchase and Sale, including all documents ancillary thereto and amending agreements as may be required, between the Corporation of the City of Mississauga ("City"), as the purchaser and the Peel District School Board ("PDSB") as the vendor for the acquisition of the Willow Glen Public School property.
4. That subject to successful negotiations, the Realty Services Section of the Corporate Services Department report to Council seeking approval of the Agreements of Purchase and Sale for the disposal of a portion of Hillside Park, and the acquisition of Willow Glen Public School.
5. That all steps necessary to comply with the requirements of Section 2.(1) of City Notice By-law 215-2008 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 before the execution of the Agreement of Purchase and Sale of the said lands, as per the requirements of the City Notice By-law 0215-2008, as amended by By-law 0376-2008.

**REPORT
HIGHLIGHTS:**

- The PDSB wishes to purchase part of the Hillside Park to accommodate the expansion of the Hillside Senior School.
- The Park Planning Section of Community Services identified that the southeast portion of Hillside Park, containing an area of approximately 3.4 acres, can be made available for sale to PDSB and, at the same time, expressed an interest in acquiring PDSB's Willow Glen Public School. It is the intent to use the funds from the sale of the portion of Hillside Park to purchase the Willow Glen Public School property.
- The disposal of the portion of Hillside Park and the acquisition of Willow Glen Public School will be negotiated concurrently.
- Realty Services has completed its circulation and has received confirmation that no City department has no concern with the Hillside Park parcel being declared surplus for the purpose of a proposed sale to PDSB to allow for expansion of Hillside Senior Public School.

BACKGROUND:

With the adoption of recommendation GC-0578-2011 on September 14, 2011, City Council authorized the Realty Services Section of the Corporate Services Department to enter into negotiations in principle for the potential disposal of municipal parkland associated with possible school expansion(s) or new construction; and, for the potential acquisition of the PDSB surplus properties as identified through the Accommodation Review Committee for the Clarkson and Erindale area. Hillside Senior Public School, located immediately adjacent to Hillside Park (P-004) was identified in the said report as being one of the schools considered for expansion by the PDSB.

The Park Planning Section of the Community Services Department reviewed PDSB's request to purchase part of Hillside Park to accommodate its expansion of Hillside Senior Public School, and has identified that the southeast portion of Hillside Park, containing an area of approximately 1.38 ha (3.4 acres), can be made available for sale to the PDSB with the intent to use the funds from the sale of this park parcel to purchase PDSB's Willow Glen Public School property.

The property to be sold currently forms part of Hillside Park and is located to the immediate east of the school property. It is designated as Parts 3, 4, 5, 6, 7, 8, 9 and 10 on a Draft Reference Plan prepared by Viorel Mares, OLS, Assistant City Surveyor, (see Appendix 2). The land is a parcel of developed parkland currently being used as a minor soccer field. There are no permanent structures within the lands to be disposed of, although two existing portable soccer goal posts on the property would need to be relocated to another park location prior to the completion of the contemplated sale.

As a result of this sale, the Community Services Department has expressed interest acquiring Willow Glen Public School to enhance its inventory of parks in the area.

COMMENTS:

Realty Services has completed its circulation and has received confirmation that no City department has a concern with the portion of Hillside Park being declared surplus for the purposes of a proposed sale to the PDSB to allow for the expansion of Hillside Senior Public School.

As part of the proposed sale, the City will retain an easement for existing storm sewers on parts of its current lands, namely Parts 5, 6, 7 and 9 of the Draft Reference Plan; and, on part of PDSB's current lands, namely Part 11.

In addition, the Community Services Department has also expressed an interest in the acquisition of Willow Glen Public School, municipally known as 1301 Epton Crescent, which has been declared surplus by the PDSB. The two transactions will be negotiated concurrently and the disposal of the park property will be dependent on successfully negotiating the acquisition of Willow Glen Public School.

If negotiations for the sale of the park property and the purchase of Willow Glen Public School prove to be successful, Realty Services will present a final Corporate Report to Council at a later date outlining all applicable terms, including the financial terms, and will seek approval to execute the necessary Purchase and Sale Agreements.

Following Council approval of the sale of the park property and, prior to the sale, 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 of Purchase and Sale of the said lands, as per the requirements of the City Notice By-law 0215-2008, as amended by By-law 0376-2008.

FINANCIAL IMPACT: Not applicable.

CONCLUSION:

It is reasonable to declare the subject Hillside Park lands surplus for the purposes of a sale to the Peel District School Board to accommodate the expansion of Hillside Senior Public School.

The proposed City acquisition of Willow Glen Public School property will enhance Community Service's inventory of parks within the subject area.

ATTACHMENTS:

Appendix 1: Location of City's Surplus Lands at Hillside Park
(Ward 2)

Appendix 2: Copy of Draft Reference Plan



Brenda R. Breault, CMA, MBA
Commissioner of Corporate Services and Treasurer

Prepared By: Stephen Law, Project Leader



This is not a Plan of Survey



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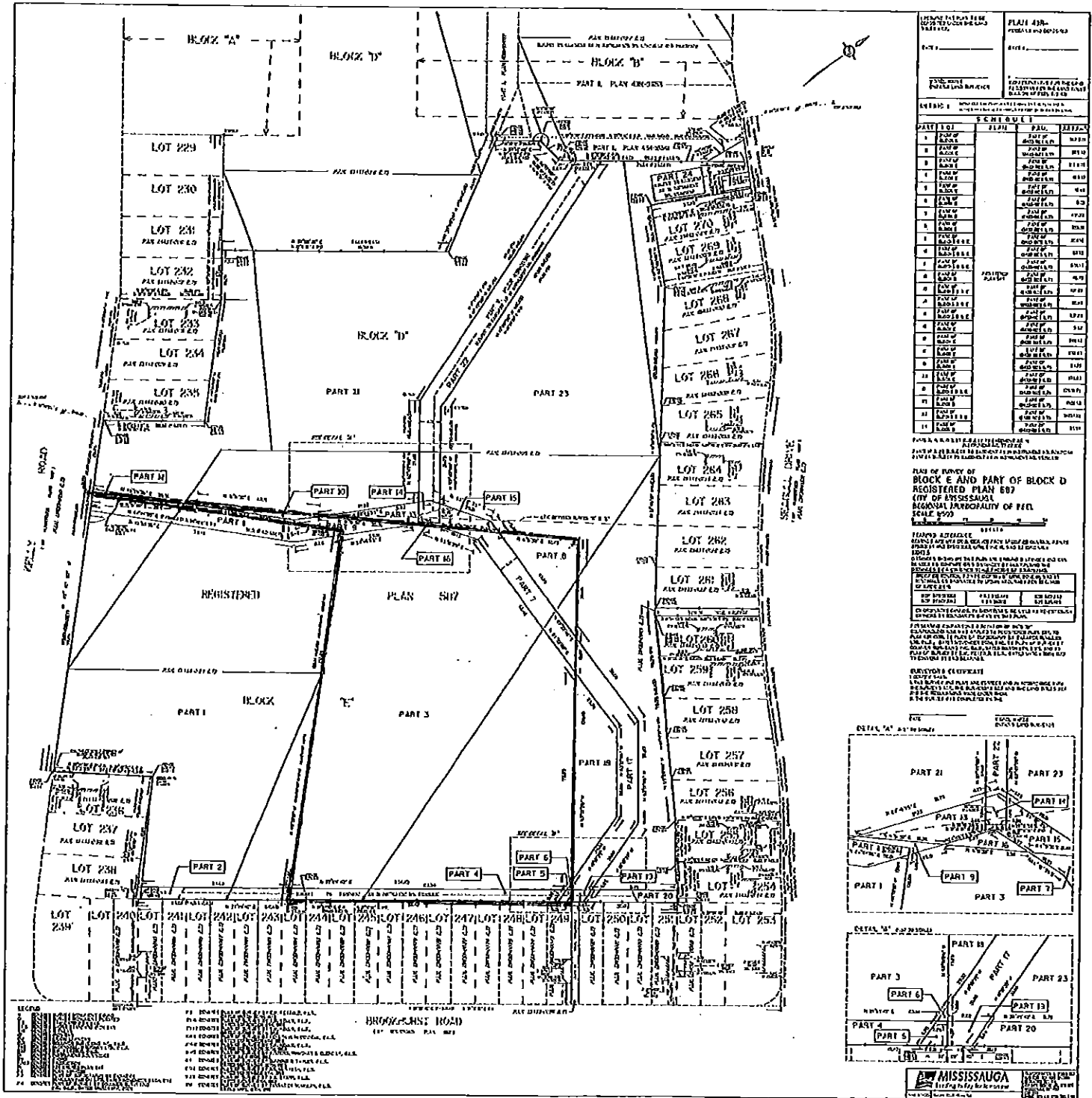
Corporate Services

Realty Services

City's Surplus Lands
Hillside Park, 1311 Kelly Road
File: PO.11.KEL (Ward 2)

SCALE FOR REDUCED DRAWINGS

0m 8m 15m 31m 48m 62m 77m 154m



REPORT 5-2013

TO: CHAIR AND MEMBERS OF GENERAL COMMITTEE

The Mississauga Cycling Advisory Committee presents its fifth report for 2013 and recommends:

MCAC-0027-2013

That \$300.00 be spent from the 2013 Mississauga Cycling Advisory Committee operating budget to purchase a Go Pro.
(MCAC-0027-2013)

MCAC-0028-2013

That the email from Jack Petrilli, Resident regarding improving safety on our bike lanes be received.
(MCAC-0028-2013)

MCAC-0029-2013

That the Communications and Promotions Subcommittee Chair be authorized to contact and to choose the recipient of the 2012 Phil Green Recognition Award from the nominees discussed at the Mississauga Cycling Advisory Committee meeting held on May 14, 2013.
(MCAC-0029-2013)

MCAC-0030-2013

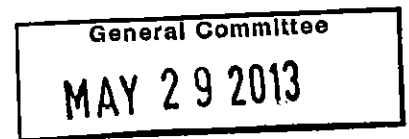
That the 2013 Calendar of Events regarding Mississauga cycling related events in 2013 be received as amended.
(MCAC-0030-2013)

MCAC-0031-2013

That the 2013 Mississauga Cycling Advisory Committee Action List be received as amended.
(MCAC-0031-2013)

REPORT 3-2013

TO: CHAIR AND MEMBERS OF GENERAL COMMITTEE



The Road Safety Mississauga Advisory Committee presents its third report for 2013 from its meeting on May 21, 2013:

RSM-0010-2013

That recommendation RSM-0007-2013 that was previously adopted by Council through recommendation number GC-270-2013 be amended to the following: That the petition requesting to lower speed limit in Orchard Heights to 40km/hr be received and staff report back to the Road Safety Mississauga Advisory Committee (RSM) on how to handle future requests to lower speed limits to 40km/hr.

RSM-0010-2013

RSM-0011-2013

1. That the report from the Commissioner of Transportation and Works dated May 13, 2013 entitled "40 km/h Speed Limits" be received and that staff incorporate a new policy to include an educational component.
2. That the Transportation and Works Department incorporate comments received from the Road Safety Mississauga Advisory Committee and prepare a report to be considered by General Committee on the recommended changes to implement lower posted speeds.

(RSM-0011-2013)

RSM-0012-2013

That the Mississauga Road Watch program statistics for the month of March 2013 be received.
(RSM-0012-2013)

RSM-0013-2013

That the letter dated April 25, 2013 from Stephanie Smith, regarding the Peter J. Marshall Municipal Innovation Award – Submission be received.

RSM-0013-2013