
General Committee

Date

2016/05/04

Time

9:00 AM

Location

Civic Centre, Council Chamber,
300 City Centre Drive, Mississauga, Ontario, L5B 3C1 Ontario

Members

Mayor Bonnie Crombie	
Councillor Jim Tovey	Ward 1
Councillor Karen Ras	Ward 2
Councillor Chris Fonseca	Ward 3
Councillor John Kovac	Ward 4
Councillor Carolyn Parrish	Ward 5
Councillor Ron Starr	Ward 6 (Chair)
Councillor Nando Iannicca	Ward 7
Councillor Matt Mahoney	Ward 8
Councillor Pat Saito	Ward 9
Councillor Sue McFadden	Ward 10
Councillor George Carlson	Ward 11

Contact

Sacha Smith, Legislative Coordinator, Legislative Services
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Find it Online

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

GENERAL COMMITTEE INDEX – MAY 4, 2018

1. **CALL TO ORDER**

2. **APPROVAL OF AGENDA**

3. **DECLARATION OF CONFLICT OF INTEREST**

4. **PRESENTATIONS**

5. **DEPUTATIONS**

- 5.1. Ann Lehman-Allison, Account Manager, Municipal & Stakeholder Relations, Municipal Property Assessment Corporation (MPAC) with respect to the results of the 2016 reassessment.
- 5.2. Connie Mesih, Director, Revenue with respect to MPAC's Reassessment and Tax Billing.
- 5.3. Item 6.3 Elliott Silverstein, Manager of Government and Community Relations for CAA South Central Ontario
- 5.4. Item 7.2 Al Cormier, resident with respect to the Public Vehicle Advisory Committee Report 2-2016 April 19, 2016.
- 5.5. Item 7.2 Karam Punian, Taxi Driver with respect to the Public Vehicle Advisory Committee Report 2-2016 April 19, 2016.
- 5.6. Item 7.2 Peter Pellier, Taxicab Industry with respect to the Public Vehicle Advisory Committee Report 2-2016 April 19, 2016.
- 5.7. Julius Lindsay, Community Energy Specialist with respect to Items 6.1 & 6.2 and the economic impact of climate change study.

6. **MATTERS TO BE CONSIDERED**

- 6.1. Climate Change Programs
- 6.2. Climate Change Actions Update

GENERAL COMMITTEE INDEX – MAY 4, 2018
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- 6.3. Amendments to the Tow Truck Licensing By-law 521-04, as amended, requirements for the use of “Permission to Tow Vehicle” forms
- 6.4. MiWay Seniors One Dollar Cash Fare Pilot Program Update
- 6.5. MiWay - Affordable Transportation Pilot Program Phase Two
- 6.6. All-Way Stop - Silverthorn Mill Avenue and Simpson Pioneer Trail (Ward 11)
- 6.7. Stopping Prohibition – Orano Avenue (Ward 1)
- 6.8. Right Turn Prohibition – McLaughlin Road at Navigator Drive (Ward 11)
- 6.9. 15-Hour Parking Anytime (lay-bys) Destination Drive (Ward10)
- 6.10. Relocation of 15-hour Parking - South Millway (Ward 8)
- 6.11. Temporary Road Closure and Proposed Exemption to Noise Control By-law No. 360-79 – Torbram Road between Kimbel Street and the northerly limits (Ward 5).
- 6.12. Temporary Road Closure - Rose Cherry Place (Ward 5)
- 6.13. Amendments to the Business Licensing By-law 1-06, as amended, and the Outside Fireworks Vendors Licensing By-law 340-01, as amended, to require distribution of fireworks safety information
- 6.14. FIRST Robotics Canada 2017 Provincial Championship at the Hershey Centre
- 6.15. A Residential Guide to Flood Prevention and Recovery
- 6.16. Litter Management in Sport Parks
- 6.17. Proposed Surplus Land Declaration – Portion of Queen Street East, between Ann Street and Hurontario Street, described as Part Queen Street, on Plan PC-1, closed by R0481880 (Ward 1)
- 6.18. Motion to hold a meeting that will be closed to the public on May 4, 2016 for members of Council to participate in the interviews for the recruitment of the Commissioner of Transportation and Works position.

GENERAL COMMITTEE INDEX – MAY 4, 2018
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7. **ADVISORY COMMITTEE REPORTS**

7.1. Governance Committee Report 2-2016 April 18, 2016

7.2. Public Vehicle Advisory Committee Report 2-2016 April 19, 2016

7.3. Diversity and Inclusion Advisory Committee Report 1-2016 - April 20, 2016

7.4. Traffic Safety Council Report 3-2016 April 27, 2016

8. **COUNCILLORS' ENQUIRIES**

9. **OTHER BUSINESS/ANNOUNCEMENTS**

10. **CLOSED SESSION**

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

10.1. A proposed or pending acquisition or disposition of land by the municipality or local board - Proposed sale of Surplus City owned property – 41 Mill Street, Timothy Street House (Ward 11)

11. **ADJOURNMENT**

City of Mississauga Corporate Report



Date: 2016/04/18

To: Chair and Members of General Committee

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

Originator's files:

Meeting date:
2016/05/04

Subject

Climate Change Programs

Recommendation

That the Corporate Report dated April 18, 2016, from the Commissioner of Community Services, entitled "Climate Change Programs" be received for information.

Report Highlights

- This report provides a response to the Mayor's request for information on the impact of Federal and Provincial government climate change actions on the City.
- Climate change is now a critical issue internationally, federally, and provincially.
- There have been many recent climate change related funding announcements from the Federal and Provincial governments; most are not targeted specifically at municipalities or for climate change adaptation actions.
- The Provincial government's cap and trade program will have a financial impact to the City, through the increase in the price of fossil fuels.
- It is highly expected that actions targeted towards cities will be included in the Federal and Provincial governments' climate change action plans because of the large role cities play in both climate change mitigation and adaptation.
- A decision on whether or not to join the Compact of Mayors will be deferred until the completion of a comprehensive climate change plan.

Background

In light of recent climate change events, at the January 13, 2016 General Committee meeting, the Mayor requested a report containing information about climate change agreements signed by the Federal and Provincial governments, and the implications these agreements could have

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on municipalities, like Mississauga. The Mayor also requested information on the Compact of Mayors and the creation of a comprehensive climate change plan. This report addresses those requests.

Actions to address climate change are split into two categories: adaptation and mitigation. Mitigation includes reducing and/or offsetting greenhouse gas (GHG) emissions to reduce the magnitude of potential climate change effects. Adaptation involves assessing future risks and vulnerabilities associated with climate change and undertaking measures to reduce or eliminate those risks. Key to this process is not only examining the current climate situation, but also assessing adaptations necessary to cope with possible future climate scenarios.

The following provides a summary of various international, federal and provincial actions currently undertaken or planned.

International Actions – Paris Agreement

The recent Conference of the Parties in Paris (COP21) was the United Nations 2015 meeting focused on climate change. During this conference a new global agreement on action related to climate change was reached. The Paris Agreement, as it is called, is an updated agreement that replaces the Kyoto Protocol. Its main goals are as follows:

- Holding the increase in the global average temperature to well below two degrees Celsius ($^{\circ}\text{C}$) (3.6 degrees Fahrenheit ($^{\circ}\text{F}$)) above pre-industrial levels and to pursue efforts to limit the temperature increase to 1.5°C (2.7°F); and,
- Increasing the ability to adapt to the adverse impacts of climate change and foster climate resilience and low greenhouse gas emissions development, in a manner that does not threaten food production.

The target of holding the average global temperature to below a 2°C (3.6°F) increase shifts the focus from yearly emissions reductions, to reducing the total post-industrial emissions in the atmosphere over time. There are no country-specific targets yet agreed to, countries must determine their reduction targets to contribute to the agreement target.

Federal Actions – National Climate Change Agreement Reached

- The Government of Canada has for the first time appointed a Minister of Environment and Climate Change, the Honourable Catherine McKenna.
- The Prime Minister, through the Minister of Environment and Climate Change Mandate Letter called for "...ensuring that the provinces and territories have targeted federal funding and...a new Low Carbon Economy Trust to help fund projects that materially reduce carbon emissions...", and "...significant new investments in green infrastructure...".
- The Honourable Catherine McKenna played a prominent and high profile position in the negotiations during COP21. She also publicly committed the Federal government to meeting

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with the provinces and territories to create a roadmap to create a new Federal climate change plan and targets within 30 days of COP21.

- The meeting between the Prime Minister and the First Ministers was held on March 3, 2016 and a climate change agreement for Canada was reached. The Vancouver Declaration on Clean Growth and Climate Change, as it is being called, outlines
 - The Federal government's target of 30% reduction of GHGs over 2005 levels by 2030;
 - Commitments the Federal government and provincial governments are making to take action on climate change; and,
 - A roadmap to the creation of a pan-Canadian framework for action on climate change and that it should be implemented by early 2017.
- The Federal government announced on March 2, 2016 \$75 million in new funding to the Green Municipal Fund to help municipalities reduce emissions and build climate resiliency. This funding operates as a grant for plans and studies, and as a loan for infrastructure projects.
- The Federal budget allocates \$2.9 billion over five years for climate change initiatives, including funds to support municipality led projects to identify and implement greenhouse gas reduction opportunities.

Provincial Actions – Ontario's Climate Change Strategy

- The Government of Ontario has also appointed a Minister of the Environment and Climate Change, the Honourable Glen Murray.
- In advance of the Climate Summit of the Americas in July 2015 hosted by Ontario, the Province signed on to the "Under 2 MOU". This was an agreement between 11 subnational governments pledging to limit climate change to less than 2°C (3.6°F) similar to the Paris Agreement.
- The Province set GHG reduction targets of 15% below 1990 levels by 2020, 37% below 1990 levels by 2030 and 80% below 1990 levels by 2050.
- The Provincial government announced in 2015 a \$325 million Green Investment Fund and has allocated funds to support electric vehicle charging stations, cleantech innovation, retrofits, among other things.
- The Province also released a Climate Change Strategy ("Strategy") in November of 2015. This high-level document outlines the "...vision for combating climate change..." and is broken down into 22 actions in five areas of focus.

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- The Strategy also includes the previously announced cap and trade system that will be linked with Quebec and California. The draft regulation governing the cap and trade program was released on February 25, 2016. A cap and trade system reduces GHG emissions and fights climate change by giving polluters an incentive to cut emissions. It creates a price on carbon emissions by limiting the amount of greenhouse gas pollution that can come from the economy (the cap) and then allowing those covered by the cap to trade among themselves (the trade) in a flexible and cost-effective way. For more details on Ontario's cap and trade system, see Appendix 1.
- The Province has introduced Bill 172, the *Climate Change Mitigation and Low-carbon Economy Act* ("Act"). The Act has a number of functions which include:
 - Ensuring all proceeds from the cap and trade program (estimated to be \$1.9 billion) would be deposited in a Greenhouse Gas Reduction Account that would be used exclusively to reduce emissions. An annual report on funds flowing in and out of the fund and supported initiatives would be required.
 - Putting the Province's GHG reduction targets into law and requiring an action plan every five years to meet those targets. The Act also outlines the required content of the action plan.

Association of Municipalities of Ontario

On November 25, 2015, the Association of Municipalities of Ontario (AMO) and the Union of Quebec Municipalities signed an agreement to collaborate on climate change. In this agreement they requested municipalities to pass a resolution calling on the Federal and Provincial governments to fund municipalities to take action on climate change. The reason for this call is that it is expected that any climate change mitigation and adaptation action will have a large component targeted at cities because:

- 70% of global emissions come from cities; therefore actions to reduce GHGs should be largely targeted there.
- As well, in Canada, cities own two thirds of public infrastructure but collect only 10% of tax dollars. Climate change will exacerbate the already large infrastructure deficit. Actions, and funding, targeted at public infrastructure would increase the adaptive capacity of not only that infrastructure but of cities overall.

Compact of Mayors

The Mayor has been invited on multiple occasions to join the Compact of Mayors ("Compact"). The Compact is a United Nations program for cities to show commitment to taking action on climate change. The Compact establishes an international platform to show cities' collective

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action on climate change with standardized and consistent reporting. To be compliant with the Compact, a city must complete four stages:

- **Commitment:** Public commitment by Council to take action on climate change and to complete the other stages of the Compact.
- **Inventory:** Report on the Compact platform the city's community greenhouse gas inventory and future climate hazards.
- **Target:** Set a community greenhouse gas (GHG) emissions reduction target for the city, and perform a climate change vulnerability assessment for the community.
- **Plan:** Create a community action plan to reduce GHGs and to adapt to climate change.

The City would have three years to reach compliance if it decided to join. A number of cities in Ontario have joined the Compact of Mayors including the City of Toronto, the Town of Oakville, the City of Hamilton, the Regional Municipality of Durham, the City of Kitchener, the City of Windsor, the City of St. Catharines, and the City of London. Other cities in Canada who have joined include Vancouver, Edmonton, and Montreal.

Comments

This report has been a collaborative effort by City staff from the Financial Strategies section, Corporate Services Department, and the Environment Division, Community Services Department.

1. Cap and Trade Impact

Municipalities are not a part of the cap and trade program. The impact of the cap and trade program on the City will be mainly on the price of any fossil fuel based products that the City purchases. Based on the current forecast for the price of carbon:

- The price of a litre of gasoline would increase by 4.3 cents;
- The price of a cubic metre of natural gas would increase by 3.3 cents;
- The recently released Provincial budget was silent on the price of diesel, but staff estimate the price of a litre of diesel would increase 4.7 to 4.9 cents; and,
- Other products may also see increases as a result of the upstream use of fossil fuels.

The increase in gasoline and estimated increase in diesel is anticipated to result in an increased fuel cost of approximately \$950,000. Staff continues to monitor the price of fuel and City consumption and will report out in the budget process with assumptions.

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The draft regulation also includes a reference to the creation of an offset credit program. A separate regulation governing this program will be released later this year. While the City is not a part of the cap and trade program, it could participate in the credit program to create credits based on Corporate greenhouse gas reduction activities and have them sold in the carbon market for the cap and trade program. However participation in this program means:

- The City could not accept any financial incentives for greenhouse gas reduction activities planned for the sale of credits. By accepting incentives the City typically gives up its right to sell credits to the party giving the incentive.
- Third-party verification of the greenhouse gas reductions achieved in the activity is needed, at the City's expense.

2. Funding Announcements Impact

Funding from the Federal government is being provided to municipalities through the Green Municipal Fund. This funding operates as a grant for plans and studies, and as a loan for infrastructure projects.

All of the funding outlined above from the Provincial government has thus far been targeted towards climate change mitigation. The Province has yet to announce any funding targeted specifically to municipalities. However, the City has applied for funding for the installation of electric vehicle charging stations, the only funding it is eligible for so far.

3. Actions Targeted at Municipalities

It is highly expected that actions targeted towards cities will be included in the Federal and Provincial governments' action plans, because of the large role cities play in both climate change mitigation and adaptation. The Provincial government's action plan is anticipated in May and the Federal government's in October. Until these plans are released, the impact on the City is unknown.

4. Compact of Mayors

The financial and staffing implications of doing a community climate change plan and associated annual reporting required under the Compact of Mayors is not well understood. Staff from the Environment Division, Community Services Department, has initiated work with staff from across the organization to develop a strategic direction and proposed scope of work for a climate change plan for the City. Funds will be requested in 2017 as part of the business planning process to develop a climate change plan. Work will progress through 2016 and 2017 with completion of the plan anticipated in 2018. A decision on joining the Compact will be deferred pending the completion of the plan.

Strategic Plan

Climate change action supports the Green Pillar of the Strategic Plan. The Green Pillar has a visionary goal of Mississauga becoming a "net-zero" carbon city. This supports the strategic goal "Lead and Encourage Environmentally Responsible Approaches".

Financial Impact

The Province's cap and trade program will have an impact on the cost of fossil fuels the City buys as outlined in the Comments section above. The 4.3 cent increase in gasoline and 4.9 cent estimated increase in diesel is anticipated to result in an increased fuel cost of approximately \$950,000. Staff continues to monitor the price of fuel and City consumption and will report out in the budget process with assumptions.

There may be other financial implications as additional details become available (e.g. there may be an opportunity to sell credits in the carbon market from City greenhouse gas initiatives).

Development of a climate change plan will be requested in the 2017 budget. This request will be subject to the City's business planning process.

Conclusion

Climate change is an emerging issue at the federal and provincial levels. There have been a number of recent events, announcements, and actions on climate change that have raised the profile of the issue in the country.

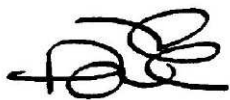
The Province's cap and trade program will have an impact on the cost of fossil fuels the City buys. There may be an opportunity to sell credits in the carbon market from City greenhouse gas initiatives in the future.

Despite multiple announcements, there has been little funding targeted specifically at municipalities to take action on climate change. Actions targeted at municipalities, while expected, will not be known until action plans are released by the Federal and Provincial governments.

Staff from the Environment Division, Community Services Department, has initiated work with staff from across the organization to develop the strategic direction and proposed scope of work for a climate change plan for the City. A decision on joining the Compact will be deferred until completion of the plan.

Attachments

Appendix 1: Ontario's Cap and Trade System



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

Prepared by: Julius Lindsay, Community Energy Specialist

Appendix 1**Ontario's Cap and Trade System**

In the cap and trade system:

- A cap is put on the total amount of emissions allowed for all participants. This total is converted into the total amount of credits available. Participants include organizations that undertake any of the following activities:
 - Emit over 25,000 metric tonnes of carbon dioxide per year at a single facility and thus are required to report under regulation;
 - Electricity importation;
 - Natural gas distribution; and/or,
 - Petroleum (gas, diesel, etc.) product supplying.
- Each participant may be allocated a portion of the total credits. Credits are also sold and auctioned by the government at various points throughout the year.
- At the end of each period, participants must have enough credits to cover their total emissions for that period.
- If participants have excess credits, they can sell them on the carbon market to other participants. If participants have a shortfall, they must buy credits from others in the market or from the government.
- Emission reductions are driven in a few ways:
 - The desire to reduce/avoid costs of buying credits;
 - Reducing the number of credits allocated free of charge over time;
 - Adding a new revenue stream by selling credits;
 - Setting the total number of credits to a level lower than total actual emissions, so that for most large emitters, buying credits does not work as the sole solution, some reduction of emissions is still required; and
 - Reducing the total number of credits over time, driving further reductions.

City of Mississauga Corporate Report



Date: 2016/04/18

To: Chair and Members of General Committee

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

Originator's files:

Meeting date:
2016/05/04

Subject

Climate Change Actions Update

Recommendation

That the Corporate Report dated April 18th, 2016, from the Commissioner of Community Services, entitled "Climate Change Actions Update" be received for information.

Report Highlights

- This report provides a response to the Mayor's request for information on climate change actions the City has undertaken to date.
- Cities have a large role to play in addressing climate change.
- The City has undertaken a number of climate change related initiatives that can be categorized under policy and planning, mitigation, and adaptation.
- Key actions the City has taken to mitigate climate change by reducing greenhouse gas emissions include extensive energy efficiency retrofits to City facilities, expanding transit, converting street lights to LED technology and Greening Our Fleet.
- Key climate change adaptation actions the City is undertaking are the Stormwater Charge, low impact development projects and a Corporate Climate Risk Assessment.

Background

In light of recent climate change events, at the January 13, 2016 General Committee meeting, the Mayor requested a report on the existing measures the City has taken to address climate change. This report provides a response.

Cities have a large role to play in addressing climate change because over 50% of the population now lives in cities. Cities contribute 70% of global greenhouse gas emissions and, in Ontario, have control over land use and transportation, two of the major sources of those emissions.

Actions to address climate change are split into two categories: adaptation and mitigation. Mitigation includes reducing and/or offsetting greenhouse gas (GHG) emissions to reduce the magnitude of potential climate change effects. Adaptation involves assessing future risks and vulnerabilities associated with climate change and undertaking measures to reduce or eliminate those risks. Key to this process is not only examining the current climate situation, but also assessing adaptations necessary to cope with possible future climate scenarios.

As a part of the Peel Climate Change Strategy, climate projections for the region were developed for the period 2015-2100. This data projects a number of changes to the climate in Mississauga over the next 85 years. The changes are as follows:

- Increased average temperature
- Increased growing season
- Increased extreme heat days
- Increased overall precipitation in spring, winter, and fall
- Increased extreme precipitation events

Comments

The City has been taking action on climate change for many years. Historically the City's actions contributed primarily to climate change mitigation. The focus was primarily in a few areas:

- Improving the energy efficiency of City facilities to reduce operating costs. By default, these measures also significantly reduced the City's energy use and associated greenhouse gas emissions.
- Similarly, the City's move to LED street lights both significantly reduced operating costs and greenhouse gas emissions.
- The need to address growing traffic congestion has made expanding transit the City's number one budget priority. By increasing transit ridership the City has reduced greenhouse gas emissions equivalent to taking thousands of cars off the road each year.

Adapting to climate change is a newer area of work for the City. Recent storms such as the 2009 flood in Cooksville, the rain and wind storms of July 2013 and the ice storm of December 2013, have brought the topic of climate change adaptation to the forefront.

The City has undertaken a number of climate change related initiatives that can be categorized under policy and planning, mitigation, and adaptation.

The key actions are summarized below.

Planning and Policy Actions

- **Strategic Plan** – Visionary goal to be a “net-zero” carbon city.

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- Member of the Federation of Canadian Municipalities (FCM) **Partners for Climate Protection (PCP)** program since 1999.
- **Peel Climate Change Strategy** – Working with our partners throughout Peel on climate change mitigation and adaptation actions.
- **City's 5 Year Energy Conservation Plan (2014 - 2019)** – Continued investment in energy savings in City facilities will result in greenhouse gas reductions of 2,290 tonnes per year by 2019. Equivalent to taking almost 450 cars off the road.
- **Official Plan** environmental and climate change policies.

Mitigation Actions

- **Expanded transit** – In 2015, MiWay avoided greenhouse gas emissions of approximately 55,000 tonnes. Equivalent to taking 11,000 cars off the road.
- **Street light LED conversion program** – Between 2014 and 2015, this reduced the City's carbon footprint by 1,000 metric tonnes of carbon dioxide (CO₂).
- **LEED Silver standard for all new City buildings** – The Garry W. Morden Centre is the City's first Leadership in Energy and Environmental Design (LEED) Silver certified building.
- **Improved energy efficiency of City facilities** – Improved energy efficiency of City facilities is achieved through recommissioning (ensuring the operation of building equipment is in sync and working efficiently), improving controls, optimizing equipment, operator training and establishing a strong culture of energy conservation.
- **Solar panels on Hershey Centre** – The Hershey Centre has 144 photovoltaic panels on its roof which generate approximately 25 kilowatts of electricity. This reduces carbon dioxide emissions by 5.6 metric tonnes per year.
- **LED lighting in Tomken Arena** – This project saved almost 95,000 kilowatt hours. This project was also the first of its kind in Ontario.
- **Greening Our Fleet** – Increased the overall efficiency of the City's fleet by right-sizing fleet vehicles and converting some to hybrids. This program avoided the City over \$500,000 in fuel costs over the life of the program.
- **One Million Trees** – 195,408 trees have been planted to date. Trees help mitigate climate change by sequestering carbon dioxide from the air.
- **Let Your Green Show public awareness campaign** – The City partnered with the Region of Peel, City of Brampton and the Town of Caledon to run a campaign to engage residents to take actions that would reduce their environmental footprint.

- **Green Leaders employee engagement program** – Staff volunteers who focus on increasing environmental awareness, including waste diversion and energy reduction at their facilities. In 2015 Green Leaders and their colleagues committed to 3,205 energy actions resulting in 186,127 kilowatt hours saved.

- **Corporate and Community Greenhouse Gas Inventories**

Adaptation Actions

- **Climate projections for Mississauga (2015 - 2100)** – As outlined in the background section of this report.
- **Low Impact Development projects** – Implemented at Elm Drive, Scholars' Green, Lakeside Park, O'Connor Park, and Holcim Waterfront Estate.
- **Economic Impacts of Climate Change Study** – The study analyzed future increases to costs and damages due to climate change. The study estimated the increased impact of climate change on a severe stormwater flood to be more than \$27 million in 2040. Similarly, the increased impact of a severe ice storm is more than \$200 million in 2040. The results of this study will inform future climate change adaptation work.
- **Stormwater Charge** – Better maintaining and expanding stormwater infrastructure. Expanded infrastructure will help the city adapt to climate change.
- **Corporate Climate Change Risk Assessment** – The City has started identifying risks to the Corporation's infrastructure, revenue, and services from the future projected climate conditions outlined in the background section of this report. These risks will be assessed to identify which are the highest risks to the Corporation.

Strategic Plan

Climate change action supports the Green Pillar of the Strategic Plan. The Green Pillar has a visionary goal of Mississauga becoming a "net-zero" carbon city. This supports the strategic goal "Lead and Encourage Environmentally Responsible Approaches".

Financial Impact

Not applicable.

Conclusion

Cities have a large role to play in addressing climate change.

The City has undertaken a number of climate change policy and planning, mitigation and adaptation actions. Key climate change mitigation actions include extensive energy efficiency


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retrofits to City facilities, expanding transit, converting street lights to LED technology and, Greening Our Fleet.

Adapting to climate change is a newer area of work for the City. Recent storms such as the 2009 flood in Cooksville, the rain and wind storms of July 2013 and the ice storm of December 2013, have brought the topic of climate change adaptation to the forefront. To adapt to climate change, the City is implementing the Stormwater Charge, installs Low Impact Development infrastructure and has a Corporate Climate Risk Assessment underway to identify risks to the Corporation's infrastructure, revenue, and services from the future projected climate conditions.



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

Prepared by: Julius Lindsay, Community Energy Specialist

City of Mississauga

Corporate Report



Date: 2016/04/19

To: Chair and Members of General Committee

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

Originator's files:

Meeting date:
2016/05/04

Subject

Changes to the Tow Truck Licensing By-law 521-04, as amended, Requirements for the Use of "Permission to Tow a Vehicle" form

Recommendation

That a by-law be enacted to amend the Tow Truck Licensing By-law 521-04, as amended, to revise the requirements for the use of "Permission to Tow a Vehicle" form as outlined in the report from the Commissioner of Transportation and Works, dated April 19, 2016 and entitled "Changes to the Tow Truck Licensing By-law 521-04, as amended, Requirements for the Use of "Permission to Tow a Vehicle" form".

Background

At its meeting of April 13, 2016 Council approved the following recommendation:

"GC-0200-2016

- 1. That the deputation by Caroline Grech, Government Relations Specialist, CAA with respect to permission to tow vehicle forms be received. (TIAC-0004-2016)*
- 2. That the Towing Industry Advisory Committee provide comments to staff, for inclusion in a future report to General Committee, on the report from the Commissioner of Transportation and Works dated March 14, 2016 and entitled "Amendments to the Tow Truck Licensing By-law 521-04, as amended, requirements for the use of "Permission to Tow Vehicle" forms. (TIAC-0005-2016)".*

The purpose of this report is to respond to GC-0200-2016.

Comments

At its meeting of March 22, 2016, the Towing Industry Advisory Committee (TIAC) approved the recommendations in GC-0200-2016. TIAC members and towing industry members provided comments on the recommended revisions to the by-law for the use of "Permission to Tow a Vehicle" form. A copy of the report from the Commissioner of Transportation and Works, dated March 14, 2016 and entitled "Amendments to the Tow Truck Licensing By-law 521-04, as

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amended, requirements for the use of “Permission to Tow Vehicle” forms” is attached as Appendix 1.

The following is a summary of the comments made at the TIAC meeting of March 22, 2016:

- Mr. Robert Fluney, a member of TIAC, requested that information on the use of the new form be included in tow truck driver training. Mr. Fluney also felt that there should not be an exemption from the requirement to complete a “Permission to Tow a Vehicle” form and asked who will ultimately be responsible for the submission of the forms.
- Mr. Mark Bell, a member of TIAC, indicated that he felt returning the form to the City every 10 days was unreasonable as businesses bill out every 30 days. Furthermore, the old form worked well and was never a problem. Mr. Bell added that CAA should not be exempt and that everyone should have to complete the forms.
- Mr. Daniel Ghanime, a member of TIAC, stated that we have gone beyond *Bill 15*, that paper forms are not the right direction, and that we should be working toward an electronic solution. Furthermore, we are rushing into this and it should only be used for accidents.
- Mr. Allan McConnell of Eastgate Towing raised concerns with exempting contract towers from using the forms, the ability to drop off the forms when Mobile Licensing Enforcement is closed and the effect of returning the forms within 10 business days.
- Ms. Lisa Gonzales from Abrams Towing raised the question as to whether they would have to complete the form since they operate as a contract tower and raised the issue that CAA is not the only auto club.

Staff’s response to the above comments is as follows:

The existing practice relating to “Permission to Tow a Vehicle” form does not provide consumer protection. The change in practice to include a three-part “Permission to Tow a Vehicle” form will ensure that the public is provided with educational information to assist them with making informed decisions and ensures that the City has done its due diligence in providing consumer protection. Furthermore, the new form incorporates a number of requirements that will be coming forward in *Bill 15, Fighting Fraud and Reducing Automobile Insurance Rates Act, 2014* and maintains a standard that exceeds the requirements of *the Act*.

Staff have taken into consideration the concerns of the industry regarding 10 business days to provide the documents to Mobile Licensing Enforcement and are recommending 30 days to provide the originals with a requirement that the forms be presented at any time as required by the Licence Manager.

Staff agree with the industry about the need to move to electronic records. This paper-based form and related process is an interim solution while staff investigate electronic solutions.

Furthermore staff have taken into consideration the comments of the industry related to exemptions for CAA and other contract towing companies and agree that all tows performed

within the City of Mississauga should be performed with the use of the “Permission to Tow a Vehicle” form. While the province is exempting contract service providers, the municipality can meet or exceed the limits of the proposed regulations. While contract tow truck drivers state they operate for contract tow companies, they have demonstrated that they do perform other tow services when the opportunity presents itself, making it difficult for staff to differentiate between what does and does not qualify for exemption.

Financial Impact

No direct financial impact would be experienced by the City of Mississauga.

Conclusion

Provisions for the use of “Permission to Tow a Vehicle” forms contained in the Tow Truck Licensing By-law 521-04, as amended, do not provide adequate consumer protection. Staff propose amendments to ensure that the public is educated on their rights and that the tow truck drivers/owners operate in accordance with the provisions of the by-law. As a result, staff recommend that the by-law be amended to revise the requirements for the use of the “Permission to Tow a Vehicle” form as outlined in this report.

Attachments

Appendix 1: Report from the Commissioner of Transportation and Works, dated March 14, 2016 and entitled "Amendments to the Tow Truck Licensing By-law 521-04, as amended, requirements for the use of "Permission to Tow Vehicle" forms"

Appendix 2: "Permission to Tow a Vehicle" form



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

Prepared by: Daryl Bell, Manager, Mobile Licensing Enforcement

City of Mississauga

Corporate Report



Date: March 14, 2016

Originator's files:

To: Chair and Members of Towing Industry Advisory Committee

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

Meeting date:
2016/03/22

Subject

Amendments to the Tow Truck Licensing By-law 521-04, as amended, requirements for the use of "Permission to Tow Vehicle" forms.

Recommendation

That the Towing Industry Advisory Committee provide comments to staff, for inclusion in a future report to General Committee, on the report from the Commissioner of Transportation and Works dated March 14, 2016 and entitled "Amendments to the Tow Truck Licensing By-law 521-04, as amended, requirements for the use of "Permission to Tow Vehicle" forms.

Background

Staff have received numerous complaints about breaches of by-laws while vehicles are being towed as a result of vehicle collisions and/or vehicle breakdowns. The by-law requires that all vehicles involved in a collision have a "Permission to Tow Vehicle" form signed by the vehicle owner/operator prior to the vehicle being towed. Related issues have also been raised at the provincial level by the Minister of Consumer Affairs, which resulted in *Bill 15, Fighting Fraud and Reducing Automobile Insurance Rates Act*. The complaints range from the "Permission to Tow Vehicle" form not being signed and often not provided to the consumer, the consumer not being made aware of their rights, other forms being used, confusion as to what form is being signed by the consumer and a number of other issues related to the existing "Permission to Tow Vehicle" forms.

The by-law requires that all vehicles being towed as a result of a collision require that a "Permission to Tow Vehicle" form be signed. The intent of the form is to protect both the tow truck driver and the vehicle owner/operator. The forms are maintained by the tow truck driver for a period of 90 days and are required to be made available to a Municipal Law Enforcement Officer (MLEO), Licence Manager or Police Officer on request. Often the forms are not made available by the tow truck driver and when they are provided, the forms are not complete, are questionable as to their content and do not provide consumer protection due to the lack of validation.

Towing Industry Advisory Committee	2016/03/14	2
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The Canadian Automobile Association approached staff to discuss *Bill 15* and felt that due to the nature of their business they would be exempt from the requirement to use “Permission to Tow Vehicle” forms.

Comments

Staff have reviewed the by law and identified concerns with the present use of the “Permission to Tow Vehicle” forms. Currently the by-law states that every vehicle involved in a collision must complete a “Permission to Tow Vehicle” form prior to commencing a tow and the tow truck driver must maintain the forms for 90 days and provide them on request to a MLEO, Licence Manager or Police Officer. This requirement needs to be amended to ensure that the “Permission to Tow Vehicle” forms provide adequate information and consumer protection.

The Provincial *Bill 15, Fighting Fraud and Reducing Automobile Insurance Rates Act* has provided for a number of provisions, which will address the concerns with the content, which will be incorporated into the form (see appendix 1).

Staff have designed a new “Permission to Tow Vehicle” form which is a three part, sequentially numbered form. The by-law will require amendments to include that the original portion will be provided to the hirer, the second copy provided to Mobile Licensing Enforcement within 10 business days and the third copy maintained by the towing company for one year. The form will also contain education for consumers on their rights in accordance with all relevant regulations. A copy of the proposed “Permission to Tow” vehicle form will be distributed at the TIAC meeting of March 22, 2016.

Staff reviewed CAA’s questions regarding exemptions to the “Permission to Tow Vehicle” forms. While CAA operators perform services for CAA, they are also operating in Mississauga as individual operators and performing all the services that all other tow trucks perform including attending accidents and vehicle break downs that have not been dispatched by CAA. While CAA may be exempt, there operators who operate independently need to be held to the same standards as the rest of the industry. Exemptions for the use of “Permission to Tow Vehicle” forms should only be applied when an operator has proven that they are providing the service under a prepaid agreement or membership to an auto club and the service is being provided with no charges to the consumer.

Financial Impact

No direct financial impact would be experienced by the City of Mississauga.

Conclusion

Staff recommend that the Tow Truck Licensing By-law 521-04, as amended, be amended to include requirements that a the “Permission to Tow Vehicle” form include all information as

Towing Industry Advisory Committee	2016/03/14	3
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provided by *Bill 15* for record keeping and educational information to ensure consumer protection.

Furthermore staff recommend that the by-law be amended to require that the original copy of the three part "Permission to Tow Vehicle" form be provided to the hirer, the second copy be provided to Mobile Licensing Enforcement within 10 business days and the final copy be maintained by the towing company for a period of one year from the date of the tow.

Staff further recommend that auto services that operate under prepaid agreements or membership and do not charge the consumer a fee for the specific tow or service shall be exempt. This exemption shall only apply to a tow truck driver when he/she provides proof that they are operating in that capacity. All other tows will be required to maintain the "Permission to Tow Vehicle" forms in accordance with the by-law.

Attachments

Appendix 1: Stronger Rules for Towing and Vehicle Storage Services



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

Prepared by: Daryl Bell, Manager of Mobile Licensing

Permission to Tow a Vehicle

City of Mississauga
Enforcement Division
Mobile Licensing Unit
3235 Mavis Road
Mississauga, Ontario L5C 1T7

0000000



The City of Mississauga collects the personal information on this form under the authority of the City of Mississauga Tow Truck Licensing By-law 521-04 and will be used in the review of services and accountability of tow truck operators and drivers. Questions about the collection of this personal information only should be directed to the Manager of Mobile Licensing, 3235 Mavis Road, Mississauga ON L5C 1T7, Telephone: 905-615-3200 ext. 5573.

Private-sector organizations are subject to the Personal Information Protection and Electronic Documents Act (PIPEDA) and must collect, use or disclose your personal information by fair and lawful means and only for purposes that are stated and reasonable. Detailed information about PIPEDA can be found on the website of the Office of the Privacy Commission of Canada: www.priv.gc.ca.

In accordance with the Municipal By-laws, the owner/operator of the vehicle to be towed and the authorized Tow Truck Operator MUST BOTH SIGN THIS FORM before the commencement of the tow.

MUST BE COMPLETED BY VEHICLE OWNER OR DRIVER

This permission is for towing only. It is not approval to initiate repairs.

Name	Vehicle Make/Model	Licence Plate #
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Location Towed To (as directed by owner/hirer of the vehicle or the registered Vehicle Pound Facility when there is no direction to the contrary)

Completed by Tow Truck Operator

Date	Operator's Name
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Tow Licence Plate #	Municipal Plate #	Tow Company
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Location of Collision/Disabled Vehicle

Permission to Tow the Vehicle (Limited to tow and is not consent for any other actions or work)

Signature (Vehicle Owner/Agent)	Signature (Tow Truck Operator)
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What you as an owner/driver should know about consumer's rights

- No person can solicit any services within 200 meters of an accident scene.
- You have the right to choose the location that you wish your vehicle taken.
- The tow truck operators cannot direct or suggest a location for your vehicle to be towed.
- The Tow and Storage operators must disclose any financial reward or incentive they may receive for recommending a repair shop.
- If you do not know where you would like your vehicle towed, the tow truck operator must tow your vehicle to the Vehicle Pound Facility which is filed with the City of Mississauga Mobile Licensing Manager and is found on the Tow Rate sheet. The driver is required to show the tow rate sheet on your request.
- No vehicle can be towed out of the City of Mississauga unless by your directions.
- The vehicle pound facilities must release your vehicle 24/7 and charge only fees which are approved under City of Mississauga by-laws.
- You must be provided with an itemized invoice which includes all services and cost per service before tow operator or agent request payments.

Remember: It is your right as a consumer to choose the business that you prefer to perform the repairs on your vehicle. Questions or comments on any of the above procedures or services can be directed to the Manager of Mobile Licensing at 3235 Mavis Road, Mississauga ON L5C 1T7 or telephone: (605)615-3200 ext.5573.

City of Mississauga Corporate Report



Date: 2016/04/11

To: Chair and Members of General Committee

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

Originator's files:

Meeting date:
2016/05/04

Subject

MiWay Seniors One Dollar Cash Fare Pilot Program Update

Recommendation

That General Committee provide direction as to whether the MiWay Senior's One Dollar Cash Fare Off Peak Pilot Program be discontinued, be extended or become a permanent program.

Report Highlights

- The one dollar cash fare off-peak is currently used for 29% of senior's rides and this has grown slightly from 24% in the Fall 2015.
- Seniors have changed their fare media choice to take advantage of the discounted rate.
- The current trend also shows that there are still 41% of seniors paying the full fare (tickets) during discount times.
- MiWay senior's ridership has not shown any recognisable new growth as result of the senior one dollar fare program.
- If the program continues, the MiWay revenue budget for 2017 should be reduced by \$1,046,400 to support the program costs on an annual basis.
- MiWay is seeking direction from General Committee as to whether the pilot program be discontinued, be extended for a period of time, or become a permanent program.

Background

Following the Council Resolution 0142-2015 dated June 10, 2015 staff implemented a six month pilot program that introduced a new cash fare for seniors of one dollar per ride during off-peak hours, weekends and holidays. The pilot commenced June 29, 2015 and due to the immediate introduction, staff promptly developed a promotional program that included posters, media and

Originators files:

outreach to seniors. In addition, a communication plan was executed internally to all staff and transit operators to ensure familiarity with the new one dollar fare pilot program.

On December 2, 2015, the staff report entitled MiWay Seniors One Dollar Cash Fare Off-Peak Pilot Program was presented to General Committee. The report provided information on program use, estimated cost and whether the program be discontinued or extended. Council requested that the senior's one dollar fare pilot continue while additional data is collected between December 2015 and February 2016. This report will provide updated data and costs reflective of July 2015 to March 2016.

Comments

The senior's one dollar ride program during off-peak hours, weekends and holidays has been in place for nine months and overall statistics show that the usage of the one dollar fare has grown from 24% to 29% usage since October 2015. MiWay has data over the nine month period from July 2015 to March 2016 which indicates that approximately 420,500 trips were taken using the one dollar fare.

Our data also indicates that some seniors have changed fare media choice to take advantage of the discounted rate. The most significant pattern shows that there has been a growing shift from the use of senior's tickets, passes and Presto to the one dollar cash fare over the past nine months as shown in the chart below.

Seniors Fare	Change in Usage compared to 2014
Tickets	Decrease 50%
Monthly Pass	Decrease 29%
Seniors Presto	Decrease 32%

Senior's ticket sales have decreased by approximately 50% when compared with ticket sales in 2014. Senior's monthly pass usage is also continuing to decline even though some seniors have moved to the monthly pass due to the discontinuation of the senior's annual pass for 2016.

As MiWay transitions riders to Presto there has been a growth in all categories however, since the introduction of the senior's one dollar fare that growth pattern has been impacted as seniors have chosen to use the one dollar cash fare instead. Senior's Presto has decreased overall by 32%.

During 2016 our data shows that one in five of the seniors using the one dollar fare are riding during peak times. Almost 37% of this is within 30 minutes of the start/finish times of the off-peak and evening periods. Our transit operators have been coached not to confront but to educate seniors that the one dollar fare is for use during off-peak times (9:30am-3:30pm), evenings after 7:00pm and weekends.

Originators files:

A review of the senior's ridership trend based on the past four years indicates that it has been stable with no significant ridership increase or decrease. Fluctuations in senior's use of the transit system are generally seasonal and weather related. MiWay senior's ridership has not shown any recognisable growth as result of the senior's one dollar fare program.

Strategic Plan

The senior's one dollar cash fare pilot program contributes to the strategic goal of ensuring affordability and accessibility.

Financial Impact

Statistics indicate there has been a shift in the type of fare media used by seniors. The shift to the \$1.00 fare during off-peak was growing rapidly during the first 3-4 months. After October 2015 there has been a more gradual growth in usage and shift to the \$1.00 fare. The patterns indicate that senior's ridership declines overall during the winter months as they often base their use of transit of weather conditions.

A reduction in senior's tickets and Presto indicates a financial impact as seniors begin using the \$1.00 fare instead of the ticket/Presto valued at \$2.00, a loss of \$1.00 per trip (new prices effective May1, 2016). The migration away from the monthly pass to the one dollar fare is slightly less. The majority of senior pass users travel an average of 48 trips per month. Using this multiplier the loss per trip if a senior migrates from the monthly pass to the one dollar fare is \$0.27 per trip.

The bulk of seniors use tickets, Presto and monthly passes as their payment choice. It is not possible to properly assess the number of seniors who migrated to the one dollar fare from the cash fare of \$3.50 given that all riders (adult, student, seniors) pay the same cash fare. As a result a cash fare revenue impact was not included in the overall revenue loss calculation at this time.

Seniors ridership fluctuates throughout the year based on seasonal conditions. Therefore data was used which takes into account October 2015, which reflects higher ridership as well as data which includes the winter months. The overall revenue loss from the shift in use of tickets, Presto and monthly passes to the one dollar fare is estimated to be \$516,500 annually.

The current trend shows that there are still 41% of seniors paying the full fare (tickets) during discount times (off-peak weekends and holidays). These are senior riders who may still be using up their ticket stock or are not yet aware of the discount available.

Therefore, MiWay expects that the loss in revenue will increase as education and awareness of the program continues to grow. If the remaining of those seniors still using tickets during discount times were to pay the one dollar fare rate the additional loss in revenue would amount to \$529,900 annually.

In summary, the revenue loss impacted by the senior's one dollar cash fare pilot program is calculated to be \$1,046,400 based on the following:

Originators files:

- \$516,500 - fare media shift from tickets, Presto & monthly passes
- \$529,900 - potential loss if all seniors riding during off-peak, evenings and weekend use the \$1.00 fare as they become more aware of the program

Based on above totals added together, it is recommended that should the program be made permanent, the 2017 revenue budget should be reduced by \$1,000,000.

Conclusion

The senior's one dollar cash off peak fare program was implemented on June 29, 2015 for a six month trial period and extended further to continue to monitor ridership and revenue trends as a result of the pilot program. Results to March 2016 continue to show that the program has influenced seniors fare payment choices but has not increased total senior ridership levels.

Many of the senior riders are still using tickets during off-peak times and one in five of the seniors using the one dollar cash fare incorrectly during peak periods. Results also suggest that the program use will continue to grow slowly as more seniors become aware of the discount times, with the majority of growth resulting from existing riders shifting the payment from other fare media to the \$1.00 fare.

If the pilot program were to be extended or become permanent, the MiWay revenue budget should be reduced by \$1,000,000 which reflects the full year impact on the 2017 budget. MiWay is seeking direction from General Committee as to whether the pilot program be discontinued, be extended for a period of time, or become a permanent program.

Attachments

Appendix 1: Corporate Report dated December 2, 2015 - MiWay Seniors One Dollar Cash Fare Off-Peak Pilot Program



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

Prepared by: Mary-Lou Johnston, MiWay - Manager of Business Development

City of Mississauga
Corporate Report



Date: November 19, 2015 To: Chair and Members of General Committee From: Martin Powell, P. Eng. Commissioner of Transportation and Works	Originator's files:
	Meeting date: 2015/12/02

Subject

MiWay Seniors One Dollar Cash Fare Off-Peak Pilot Program

Recommendation

That the report entitled "MiWay Senior's One Dollar Cash Fare Off-Peak Pilot Program" to General Committee dated November 18, 2015 from the Commissioner of Transportation and Works be received for information.

Report Highlights

- The one dollar cash fare off-peak is currently used for 24% of senior's rides and this has been growing each week as seniors become aware of the discount program.
- Seniors have changed their fare media choice to take advantage of the discounted rate.
- The current trend also shows that there are still 42% of seniors paying the full fare (tickets) during discount times.
- MiWay senior's ridership has not shown any recognisable growth as result of the senior one dollar fare program.
- If the program continues in 2016 the MiWay revenue budget should be reduced by \$1 million to support the program costs for the full year.
- MiWay is seeking direction from General Committee as to whether the pilot program be discontinued after December 31, 2015, be extended for a period of time, or become a permanent program.

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General Committee

2015/11/19

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Originators files:

Background

Following the Council Resolution 0142-2015 dated June 10, 2015 staff implemented a six month pilot program that introduced a new cash fare for seniors of one dollar per ride during off-peak hours, weekends and holidays. The pilot commenced June 29, 2015 and due to the immediate introduction, staff promptly developed a promotional program that included posters, media and outreach to seniors. In addition, a communication plan was executed internally to all staff and transit operators to ensure familiarity with the new one dollar fare pilot program.

Comments

The senior's one dollar ride program during off-peak hours, weekends and holidays has been in place for 5 months and overall statistics show that the usage of the one dollar fare continues to grow each week as more seniors become aware of the program. MiWay has data over a 4 month period from July to October 2015 which indicates that approximately 173,000 trips were taken using the one dollar fare. Using October 19-25 as the most recent available data, it shows that 24% of the total senior's ridership is now using the one dollar fare.

Our data also indicates that some seniors have changed fare media choice to take advantage of the discounted rate. The most significant pattern shows that there has been a growing shift from the use of senior's tickets, passes and Presto to the one dollar cash fare over the past 5 months. Senior's ticket sales have decreased by 61% when comparing the month of October 2014 to October 2015. In addition, there has been a 30% decrease in pass sales in October 2015 when comparing to October 2014.

As MiWay transitions riders to Presto there has been a growth in all categories however, since the introduction of the senior's one dollar fare that growth pattern has been impacted as seniors have chosen to use the one dollar cash fare instead. Senior's Presto use is down 22% when comparing quarter 2 to quarter 3 in 2015.

Our data shows that one in five of the seniors using the one dollar fare are riding during peak times. Almost 42% of this is within 30 minutes of the start/finish times of the off-peak and evening periods. Our transit operators have been coached not to confront but to educate seniors that the one dollar fare is for use during off-peak times (9:30am-3:30pm), evenings after 7:00pm and weekends.

A review of the senior's ridership trend based on the past 4 years indicates that it has been very steady with no significant ridership increase or decrease. Fluctuations in seniors use of the transit system are generally seasonal and weather related. MiWay senior's ridership has not shown any recognisable growth as result of the senior's one dollar fare program.

Strategic Plan

The senior's one dollar cash fare pilot program contributes to the strategic goal of ensuring affordability and accessibility.

Financial Impact

Statistics indicate a growing shift in the type of fare media used by seniors. A reduction in senior's tickets and Presto indicates a financial impact as seniors begin using the \$1.00 fare instead of the ticket/Presto valued at \$1.90, a loss of \$0.90 per trip. The migration away from the monthly pass to the one dollar fare is slightly less. The majority of senior pass users travel an average of 48 trips per month. Using this multiplier the loss per trip if a senior migrates from the monthly pass to the one dollar fare is \$0.18 per trip.

The bulk of seniors use tickets, Presto and monthly passes as their payment choice. A review of the cash fare payment shows it is not possible to properly assess the number of seniors who migrated to the one dollar fare. Fluctuations in the total cash payments have occurred recently due to the increase in the cash fare on April 27, 2015 from \$3.25 to \$3.50. As a result a cash fare revenue impact was not included in the overall revenue loss calculation at this time.

Therefore based on the most recent available weekly data (October 19-25, 2015) the revenue loss from the shift in use of tickets, Presto and monthly passes to the one dollar fare is estimated to be \$470,000 annually.

The current trend shows that there are still 42% of seniors paying the full fare (tickets) during discount times (off-peak weekends and holidays). These are senior riders who may still be using up their ticket stock or are not yet aware of the discount available.

Therefore, MiWay expects that the loss in revenue will increase as education and awareness of the program continues to grow. If the remaining of those seniors still using tickets during discount times were to pay the one dollar fare rate the additional loss in revenue would amount to \$533,000 annually.

In summary, the revenue loss impacted by the senior's one dollar cash fare pilot program is calculated to be \$1 million based on the following:

- \$470,000 - fare media shift from tickets, Presto & monthly passes
- \$533,000 - potential loss if all seniors riding during off-peak, evenings and weekend use the \$1.00 fare as they become more aware of the program

Based on above totals added together, it is recommended that should the program be made permanent, the 2016 revenue budget should be reduced by \$1 million.

The seniors' ridership pattern did not change much between September and October. This is not unexpected as seniors' ridership declines with the onset of colder weather. Extending the pilot for

General Committee

2015/11/19

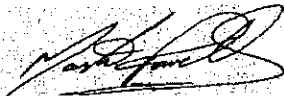
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Originators files:

another six months is unlikely to yield additional information as senior ridership does not pick up until May and the report in time for a June 2016 review would be based on April 2016 data.

Conclusion

The senior's one dollar cash off peak fare program was implemented on June 29, 2015 for a six month trial period. Results to the end of October show that the program has influenced seniors fare payment choices but has not increased total senior ridership levels. Many of senior riders are still using tickets on weekdays during discount times and on weekends and one in five of the seniors using the one dollar cash fare incorrectly during peak periods. Program use will continue to grow as more seniors become aware of the discount times. If the pilot program were to be extended beyond December 31, 2015, the MiWay revenue budget should be reduced by \$1 million which reflects the full year impact for 2016 as well as full transition from other fare media. MiWay is seeking direction from General Committee as to whether the pilot program be discontinued after December 31, 2015, be extended for a period of time, or become a permanent program.



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

Prepared by: Mary-Lou Johnston, Manager Business Development - MiWay

City of Mississauga
Corporate Report



Date: 2016/04/11

To: Chair and Members of General Committee

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

Originator's files:

Meeting date:
2016/05/04

Subject

MiWay - Affordable Transportation Pilot Program - Phase Two

Recommendation

1. That the "MiWay – Affordable Transportation Pilot Program - Phase Two" as outlined in the report from the Commissioner of Transportation and Works dated April 11, 2016 be approved.
2. That eligible program participants be provided with a specially configured PRESTO card allowing them to purchase a PRESTO period pass for 50% of the regular price for a period of six months.
3. That matching funds from account 715736-23506 be transferred to the MiWay revenue budget to make up for the revenue shortfall.
4. That by-law 240-15 Fees and Charges MiWay Fares be amended as required.

Report Highlights

- MiWay partnered with the Region of Peel to deliver a successful Affordable Transportation Pilot Program (ATPP) to Ontario Works Clients.
- At the direction of Council, MiWay and the Region of Peel are partnering on a Phase Two of the ATPP with expanded eligibility and scope.
- Funding to support the ATPP – Phase Two was included in the MiWay operating budget and Regional Council recently approved the funding to support the Region's participation.
- The ATPP – Phase Two will run from June 1, 2016 to January 31, 2017 and will allow eligible participants to purchase a PRESTO monthly pass at a 50% discount.
- A final report will be brought back to both City and Regional Council in spring 2017 on

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□ program results and recommendations for a permanent program.

Background

In response to direction from Budget Committee MiWay staff approached the Region of Peel to assist with the implementation of an affordable transportation program for low income residents. Achieving a more connected, accessible and affordable transit system in Peel is one of the five overarching pillars of the Peel Poverty Reduction Strategy (PPRS). During the development of the PPRS and consultations on the provincial review of social assistance, many residents expressed concern about the cost of transit and its impact on their household budget. This issue has also been raised throughout the Greater Toronto Area. In response, a number of municipalities have created affordable transportation programs.

The City of Hamilton, York Region, and Halton Region are providing reduced transit fares for low-income individuals to increase participation in employment and community life. Halton Region and the City of Hamilton provide a 50% discount on a monthly pass to low-income residents. York Region provides a 75% discount on a monthly pass to Ontario Works and Ontario Disability Support Program recipients only. In these communities and several others, Transit and Human Services Departments are working together to develop, implement, and evaluate the programs.

Present Status

Phase One Pilot Results

MiWay staff worked in conjunction with the Region of Peel Human Services staff to implement the ATPP which ran from September 2014 to August 2015 for 232 Ontario Works clients living in Mississauga. Ontario Works recipients paid 1/3 of the cost of \$120 monthly PRESTO e-purse. Results of this first phase pilot with Mississauga included increased transit usage and visits to community services such as faith and educational services.

The pilot was evaluated using qualitative and quantitative methods including the Social Return on Investment (SROI) methodology which measures social, environmental, and economic outcomes and uses monetary values to quantify the change as a result of a given intervention. The SROI evaluation ratio illustrated that for every dollar invested in the ATPP, a social and financial return of \$6 was generated. The results also showed evidence of participants accessing various services in the community.

Among survey respondents:

- 49.5% reported making transit trips daily;
- 21.5% were able to find employment;
- 84.2% reported visits to employment support services up to 3 times a week;

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- 84.6% reported visits to medical services up to 3 times a week;
- 87% reported visits to faith services up to 3 times a week;
- 62.6% reported visits to food services up to 3 times a week;
- 59.4% reported visits to educational services up to 3 times a week.

Comments

Phase Two Pilot

ATPP – Phase Two with expanded eligibility criteria will run from June 1, 2016 to January 31, 2017. This allows sufficient time to complete pre-planning requirements, activate PRESTO cards, recruit potential participants, and evaluate the pilot. It is anticipated that it will take up to three months to recruit 2,500 participants who will be in the pilot program for up to six months.

Program Details

The ATPP – Phase Two will provide Mississauga residents with annual incomes below the Low-Income Measure (LIM) threshold to access a monthly pass subsidized at 50%. Individuals will need to provide a notice of assessment and proof of residency. They will be provided a specially configured card that will allow them to load a MiWay PRESTO monthly pass at half price during the program.

The pilot will be promoted widely through a number of mechanisms including the following:

- Flyers in Mississauga library and community centre locations
- Targeted advertising in Mississauga News and Tough Times
- Social media
- Presentations and information booths at local community events
- Joint Region of Peel and City of Mississauga press release
- City of Mississauga and MiWay communication channels (i.e. e-newsletters, website, bus/terminals)
- Outreach to community and settlement agencies who work with people living in low income

Additionally, detailed information and the application form will be available on the www.povertyinpeel.ca website. A designated telephone number and email address has been created to apply, respond to inquiries, and accept required information.

The ATPP - Phase Two will demonstrate the impact created on the social determinants of health as they are experienced by the participants. More specifically, the pilot project will be evaluated against the following key objectives and outcomes to answer the evaluation questions.

Outcomes and Evaluation

The project objectives consist of participant outcomes as detailed below:

1. To determine the impact created through increased access to MiWay services at a discounted cost, for a group of Mississauga low-income residents (adults, students, seniors) on five dominant social determinants of health: employment and working conditions, social status and income, education and literacy, built environment, and social inclusion.
2. To better understand the needs of low-income residents of Mississauga as it relates to transit affordability and transit access.
3. To identify key elements of a successful affordable transit program that can be supported by various partners.
4. To illustrate the partnership capacity of the City of Mississauga and the Region of Peel to support and respond to community needs.

The evaluation report will address the following evaluation questions:

1. Where the program objectives and outcomes met?
2. How did the program impact transit usage?
3. What are the program strengths, challenges, and opportunities?
4. What are the recommended areas for change and improvement?
5. Were the budget and resources allocated to the program sufficient?
6. What impact does access to affordable transit have on participants?
7. How do the trends and benefits vary according to the demographic profiles of the participants (using Social Return on Investment)?

The transit pilot evaluation framework will include gathering and analysis based on the following methods:

- a) Pre-assessment: All participants will be required to complete a pre-assessment survey that captures the current state of their well-being before participation in the pilot.
- b) Focus Groups: Focus groups consisting of a random sample of participants will be held at the pre-assessment stage, and at months 3, 6, and 9.
- c) Monthly Surveys: Monthly surveys consisting of pre-determined questions will be sent out to all pilot participants at the end of every month. Efforts will be made to maintain responses of 30% of the recruited sample size per month to enable the longitudinal style study that magnifies the trends experienced by the same set of responders.
- d) Ridership Data: Ridership data will be captured by MiWay. This data will be used to identify frequency of usage.

A final report will be brought back to both City and Regional Council in spring 2017 on program results and recommendations for implementation of a permanent program.

Strategic Plan

The ATPP – Phase Two contributes to the strategic goal of: Ensuring Affordability and Accessibility.

Financial Impact

Council approved sufficient funds (\$1.02M) in the 2016 MiWay operating budget to provide the required revenue subsidy and Regional Council, on February 25, 2016, approved the necessary resources (\$400K) for the Region to provide program administration and evaluation.

Conclusion

The ATPP – Phase Two will expand eligibility to low-income residents of all ages and the number of potential participants will increase tenfold. The Region of Peel will support the program administration and determine eligibility. The City of Mississauga will provide the necessary subsidy that delivers a 50% discount from the Council approved MiWay fares.

Upon program completion, a final report that considers the lessons learned from both pilot programs will be prepared for both Regional and City Council. The report should be available in spring 2017 and will include recommendations for a permanent program.



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

Prepared by: Geoff Marinoff, P. Eng, Director of Transit

City of Mississauga Corporate Report



Date: 2016/04/20

To: Chair and Members of General Committee

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

Originator's files:
MG.23.REP
RT.10.Z-44W

Meeting date:
2016/05/04

Subject

All-Way Stop - Silverthorn Mill Avenue and Simpson Pioneer Trail (Ward 11)

Recommendation

That an all-way stop control not be implemented at the intersection of Silverthorn Mill Avenue and Simpson Pioneer Trail as the warrants have not been met.

Background

Concerns have been identified by area residents regarding vehicle speeds and pedestrian safety in the vicinity of the intersection of Silverthorn Mill Avenue and Simpson Pioneer Trail.

The Ward Councillor has requested that the Transportation and Works Department submit a report to General Committee regarding the implementation of an all-way stop at the intersection of Silverthorn Mill Avenue and Simpson Pioneer Trail.

Currently, the intersection of Silverthorn Mill Avenue and Simpson Pioneer Trail operates as a three leg intersection with a stop control for eastbound motorists on Silverthorn Mill Avenue.

Comments

An A.M./P.M. manual turning movement count was completed on Tuesday, November 3, 2015 at this intersection to determine if an all-way stop is warranted. The results are as follows:

Port Street West and Peter Street South

	<u>Warrant Value</u>
Part "A": Volume for All Approaches	63%
Part "B": Minor Street Volume	96%

In order for an all-way stop to be warranted, both Parts "A" and "B" must equal 100 percent. Based on the results, an all-way stop is not warranted at the intersection Silverthorn Mill Avenue and Simpson Pioneer Trail.

A review of the collision history at this intersection revealed no reported collisions within the past three (3) years that are the type considered correctable by the use of an all-way stop. An all-way stop is therefore not warranted based on the collision history.

Financial Impact

Not Applicable.

Conclusion

Based on the manual turning movement count warrant and collision history, the Transportation and Works Department does not recommend the installation of an all-way stop at the intersection of Silverthorn Mill Avenue and Simpson Pioneer Trail.

Attachments

Appendix 1: Location Map - All-Way Stop - Silverthorn Mill Avenue and Simpson Pioneer Trail (Ward 11)



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

Prepared by: Vivian Mansour, Traffic Operations Technician



**All-Way Stop
Silverthorn Mill Avenue and Simpson Pioneer Trail
Ward 11**

SCALE FOR REDUCED DRAWINGS



City of Mississauga

Corporate Report



Date: 2016/04/20

To: Chair and Members of General Committee

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

Originator's files:
MG.23.REP
RT.10.Z-7

Meeting date:
2016/05/04

Subject

Stopping Prohibition - Orano Avenue (Ward 1)

Recommendation

That a by-law be enacted to amend The Traffic By-law 555-00, as amended, to implement stopping prohibitions on the south side of Orano Avenue between Canterbury Road and the east limit of the roadway between 8:00 a.m. - 4:00 p.m., September 1 to June 30, Monday - Friday.

Background

The Transportation and Works Department received a concern from the principal of Janet I. McDougald Public School through the Ward Councillor's office with respect to on-street parking during admission and dismissal time.

Comments

The Transportation and Works Department conducted observations in the vicinity of the school which revealed that a number of motorists were stopping on both sides of Orano Avenue during admittance and dismissal times creating a safety issue.

As a result, the Transportation and Works Department recommends the implementation of stopping prohibitions on the south side of Orano Avenue between Canterbury Road and the east limit of the roadway between 8:00 a.m. - 4:00 p.m., September 1 to June 30, Monday - Friday.

The Ward Councillor supports the recommendation of implementing a stopping prohibition between 8:00 a.m. - 4:00 p.m., September 1 to June 30, Monday - Friday, on Orano Avenue.

Financial Impact

Costs for the signs installation can be accommodated in the 2016 Budget.

General Committee

2016/04/20

2

Originators files: MG.23.REP

RT.10.Z-7

Conclusion

The Transportation and Works Department recommends the implementation of the stopping prohibitions on the south side of Orano Avenue between Canterbury Road and the east limit of the roadway between 8:00 a.m. - 4:00 p.m., September 1 to June 30, Monday - Friday.

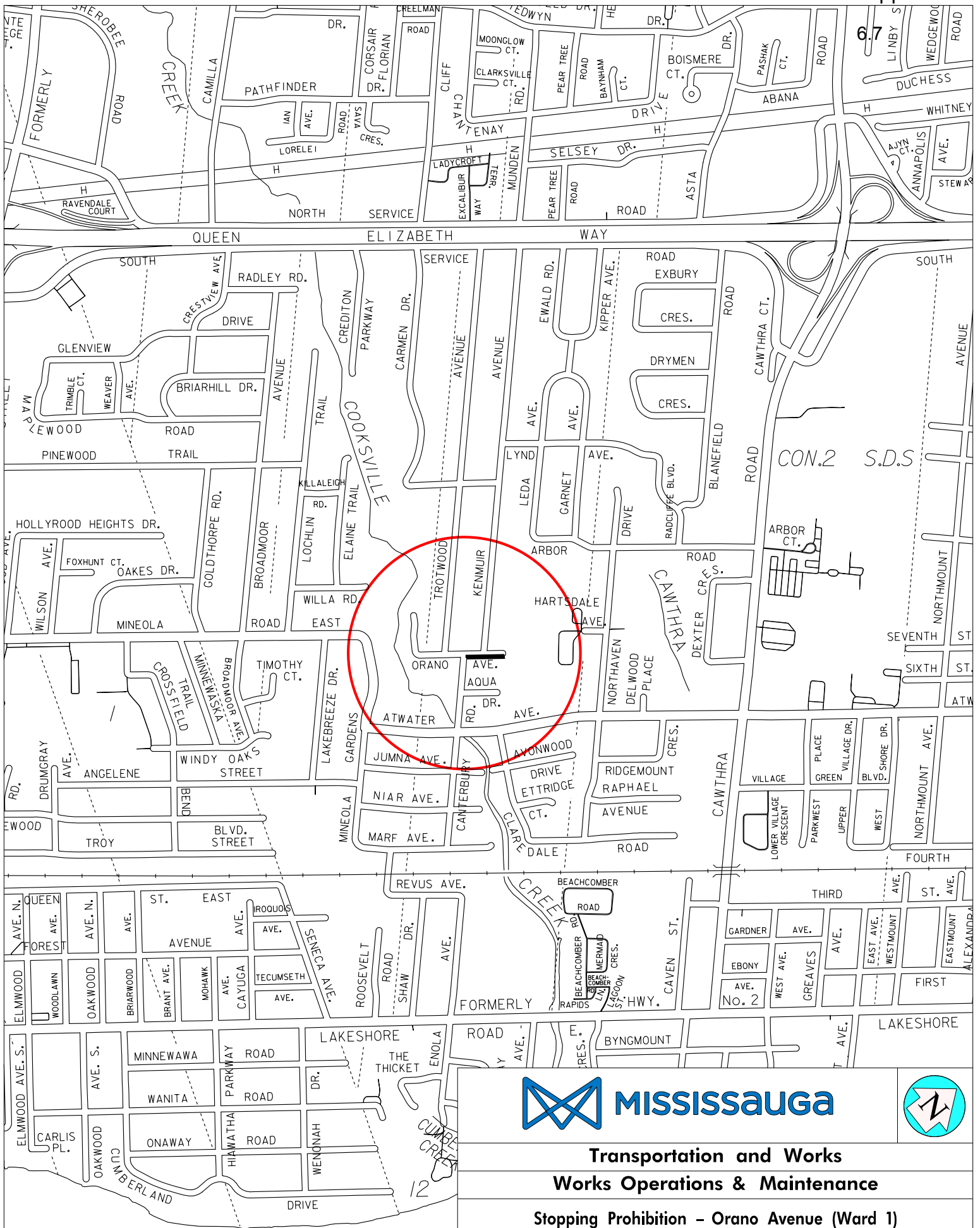
Attachments

Appendix 1: Location Map - Stopping Prohibition - Orano Avenue (Ward 1)



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

Prepared by: Alex Liya, Traffic Operations Technician



MISSISSAUGA



**Transportation and Works
Works Operations & Maintenance**

Stopping Prohibition - Orano Avenue (Ward 1)

SCALE FOR REDUCED DRAWINGS
0m 50m 100m 200m 300m 400m 500m 1000m

City of Mississauga

Corporate Report



Date: 2016/04/20

To: Chair and Members of General Committee

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

Originator's files:
MG.23.REP
RT.10.44W

Meeting date:
2016/05/04

Subject

Right Turn Prohibition - McLaughlin Road at Navigator Drive (Ward 11)

Recommendation

That a right turn prohibition not be implemented at the intersection of McLaughlin Road and Navigator Drive.

Background

Councillor Carlson's office is in receipt of a number of safety concerns on Navigator Drive identified by local area residents. Concerns range from alleged speeding, aggressive driving to increased vehicular volumes during the morning and afternoon peak hours on Navigator Drive and Spinnaker Circle as a result of parents dropping-off and picking-up their children at the two local area high schools located on Courtneypark Drive West. To address these ongoing safety concerns, Councillor Carlson initiated a community consultation (in February of 2016) regarding the implementation of a right turn prohibition at the above mentioned intersection. The results of this consultation revealed that 79% (23 of 29) of the respondents are in support and 21% (6 of 29) of the respondents are opposed to the implementation of right turn prohibition.

Subsequently, Councillor Carlson directed Transportation and Works Department staff to submit a corporate report to General Committee regarding the implementation of a right turn prohibition on McLaughlin Road at Navigator Drive from 7:00 a.m. - 9:00 a.m. and 2:00 p.m. - 4:00 p.m., Monday to Friday, September 1 to June 30.

Comments

The primary purpose of turn control signs at an intersection is to address potential vehicular conflicts that are exacerbated by current geometric design or prevailing traffic conditions.

Limiting access to a neighbourhood through turn prohibition signs is not a recommended method of alleviating traffic infiltration concerns. It significantly impacts local residents by

limiting access to the neighbourhood. It is a restrictive measure that would require strict and constant police enforcement to be effective. Historically, these types of turn restrictions have been problematic in regards to compliance, enforcement and resident satisfaction based on ongoing negative feedback at other location throughout the City of Mississauga

Financial Impact

Not Applicable.

Conclusion

Based on the results of a technical review, the Transportation and Works Department does not recommend that a right turn prohibition be implemented at the intersection of McLaughlin Drive at Navigator Drive.

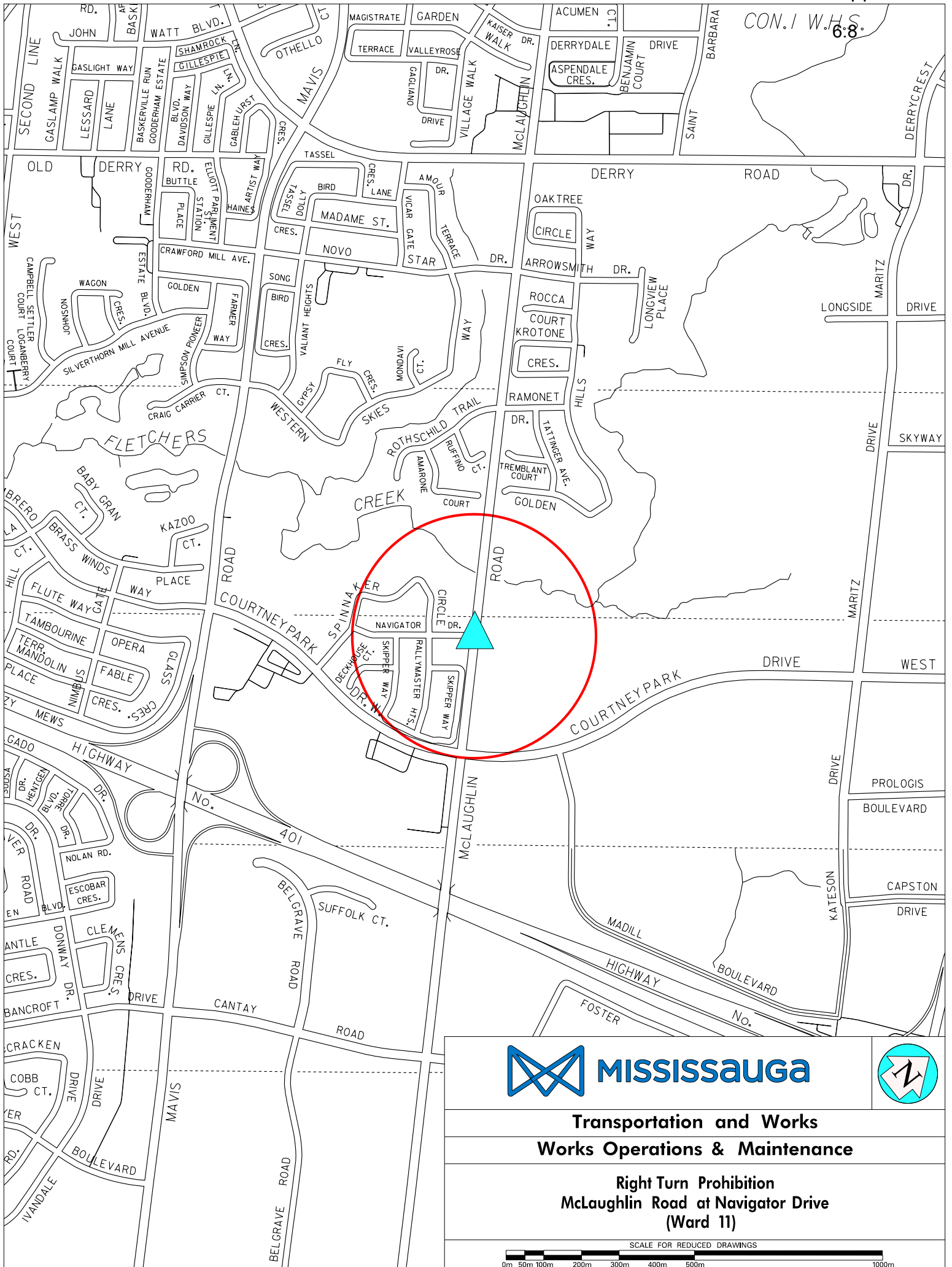
Attachments

Appendix 1: Location Map - Right turn prohibition - McLaughlin Road at Navigator Drive (Ward 11)

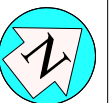


Martin Powell, P. Eng., Commissioner of Transportation and Works

Prepared by: Darek Pest, Traffic Operations Technician



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**Transportation and Works
Works Operations & Maintenance**

**Right Turn Prohibition
McLaughlin Road at Navigator Drive
(Ward 11)**

SCALE FOR REDUCED DRAWINGS



City of Mississauga

Corporate Report



Date: 2016/04/20

To: Chair and Members of General Committee

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

Originator's files:
MG.23.REP
RT.10.Z57

Meeting date:
2016/05/04

Subject

15-Hour Parking Anytime (Lay-bys) - Destination Drive (Ward10)

Recommendation

That a by-law be enacted to amend By-law 555-2000, as amended, to implement 15-hour parking anytime on Destination Drive in the following lay-bys:

1. On the south side of Destination Drive between a point 43 metres (141 feet) east of Oscar Peterson Boulevard and a point 97 metres (318 feet) easterly thereof.
2. On the south side of Destination Drive between a point 16 metres (52 feet) west of Harvard Road and a point 73 metres (239 feet) westerly thereof.

Background

The Transportation and Works Department is in receipt of a request from the Ward Councillor to permit 15-hour parking anytime in the existing lay-bys on the south side of Destination Drive between Oscar Peterson Boulevard and Angel Stone Drive/ Harvard Road.

Comments

As per City policy, 3-hour parking is permitted in the lay-bys. A site investigation by the Transportation and Works Department determined that 15-hour parking anytime could be supported within the specified limits of the existing lay-bys.

The Ward Councillor supports the proposed changes in the existing parking regulations.

Financial Impact

Costs for the sign installations can be accommodated in the 2016 Current Budget.

Conclusion

The Transportation and Works Department supports the implementation of 15-hour parking anytime on Destination Drive in the following lay-bys:

1. On the south side of Destination Drive between a point 43 metres (141 feet) east of Oscar Peterson Boulevard and a point 97 metres (318 feet) easterly thereof.
2. On the south side of Destination Drive between a point 16 metres (52 feet) west of Harvard Road and a point 73 metres (239 feet) westerly thereof.

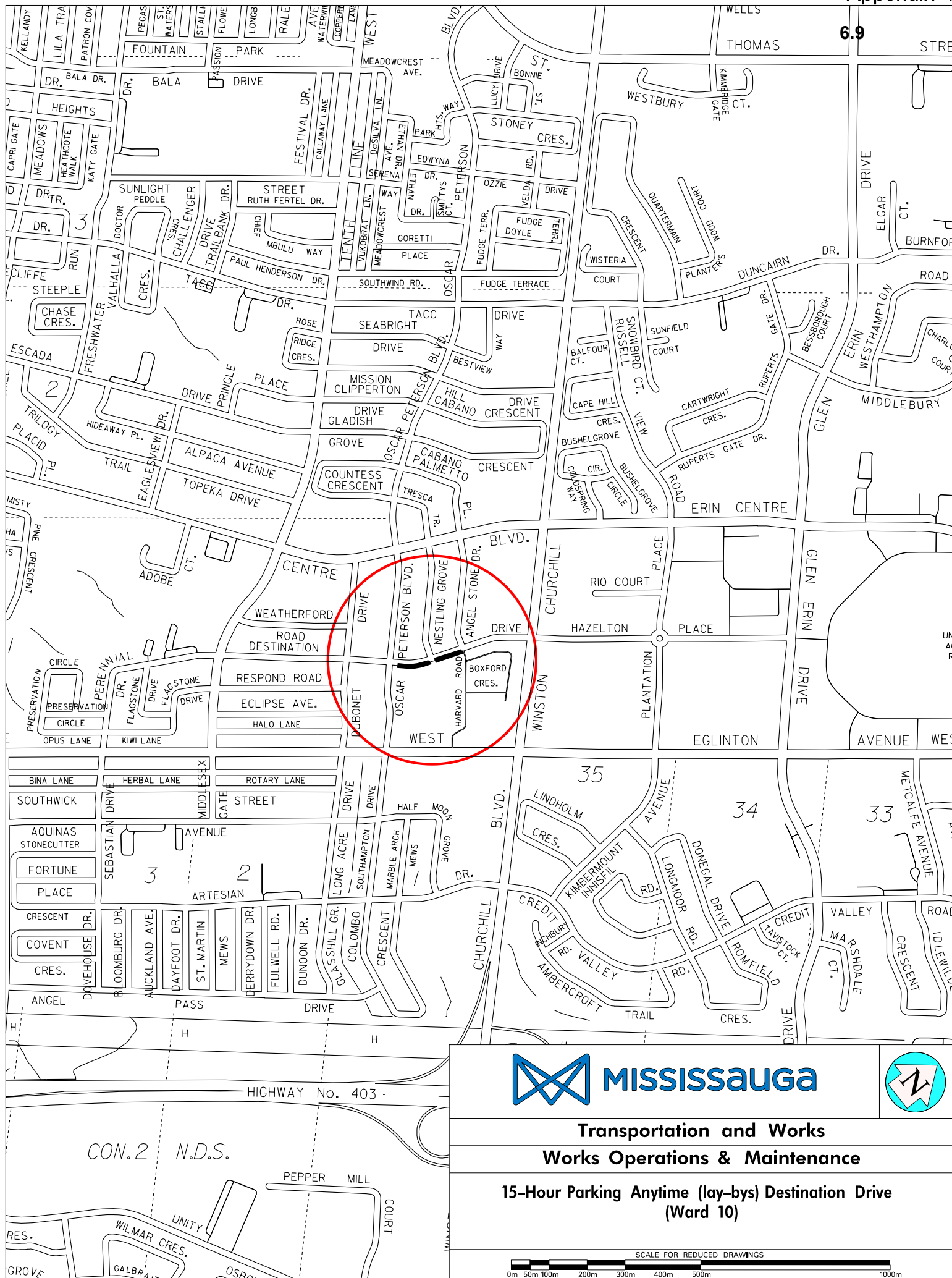
Attachments

Appendix 1: Location Map - 15-hour Parking Anytime (Lay-bys) - Destination Drive (Ward 10)

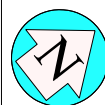


Martin Powell, P. Eng., Commissioner of Transportation and Works

Prepared by: Alex Liya, Traffic Operations Technician



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**Transportation and Works
Works Operations & Maintenance**

**15-Hour Parking Anytime (lay-bys) Destination Drive
(Ward 10)**

SCALE FOR REDUCED DRAWINGS

0m 50m 100m 200m 300m 400m 500m 1000m

City of Mississauga

Corporate Report



<p>Date: 2016/04/20</p> <p>To: Chair and Members of General Committee</p> <p>From: Martin Powell, P. Eng., Commissioner of Transportation and Works</p>	<p>Originator's files: MG.23.REP RT.10.Z- 25</p>
	<p>Meeting date: 2016/05/04</p>

Subject

Relocation of 15-hour Parking - South Millway (Ward 8)

Recommendation

That a by-law be enacted to amend the Traffic By-law 555-00, as amended, to relocate the existing 15-hour parking on the west side of South Millway.

Background

The Transportation and Works Department is in receipt of a request from MiWay with regards to the existing 15-hour parking on the west side of South Millway.

Currently, 15-hour parking is permitted on the west side of South Millway between 15 metres (49 feet) north of The Collegeway to a point 15 metres (49 feet) south of the east-west portion of South Millway.

Comments

Staff conducted a site inspection which revealed that the existing MiWay bus stop located within the existing 15-hour parking is obstructed by parked vehicles. As a result, staff recommends the existing 15-hour parking be re-located approximately 83 metres (272 feet) north of The Collegeway to a point 15 metres (49 feet) south of the east-west portion of South Millway to allow transit buses improved access to the existing stop.

The Ward Councillor supports the proposal for relocating the existing 15-hour parking.

Financial Impact

Costs for the signage installation can be accommodated in the 2016 current budget.

Conclusion

The Transportation and Works Department recommends the existing 15-hour parking be relocated approximately 83 metres (272 feet) north of The Collegeway to a point 15 metres (49 feet) south of the east-west portion of South Millway to allow transit buses improved access to their existing stop

Attachments

Appendix 1: Location Map - Parking Prohibition - South Millway (Ward 8)



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

Prepared by: Vivian Mansour, Traffic Operations Technician



City of Mississauga

Corporate Report



Date: 2016/04/15

To: Chair and Members of General Committee

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

Originator's files:
MG.23.REP RT.10.Z49

Meeting date:
2016/05/04

Subject

Temporary Road Closure and Proposed Exemption to Noise Control By-law 360-79, as amended - Torbram Road between Kimbel Street and the Northerly Limits (Ward 5)

Recommendation

1. That a By-law be enacted to allow a temporary closure of Torbram Road between Kimbel Street and the northerly limits commencing at 9:00 p.m. on Friday, May 20, 2016, and ending at 6:00 a.m. on Monday, July 11, 2016.
2. That Dufferin Construction Company be granted an exemption from Noise By-law 360-79, as amended, to allow for extended 24-hour construction work associated with the construction of railway track diversions and at-grade crossing surface commencing at 7:00 p.m. on Friday, May 20, 2016 and ending at 7:00 a.m. on Monday, July 11, 2016.

Background

Dufferin Construction Company, retained by the City of Mississauga, is currently mobilizing to complete the next stage of the planned Torbram Road and Metrolinx grade separation.

The project extends from Kimbel Street to just south of Highway 407 in the City of Brampton. The City of Mississauga is working in conjunction with the City of Brampton, Canadian National Railway (CNR) and Metrolinx and is the proponent for this project.

Comments

The required works involve construction of three railway track diversions, the roadway by-pass along with at-grade crossing surface, the sanitary sewer and watermain crossings and installation of the temporary warning devices. Due to the complex nature of this project and involvement of various heavy vehicles, equipment and materials, a road closure is inevitable. It should be noted that once the construction activities commence, the contractor will be required to work in accordance with the CNR and Metrolinx strict schedule which dictates weekends and overnight work. The work zone is well beyond established residential areas and quiet zones, thus no residents will be affected by the overnight construction activities.

Upon approval, Dufferin Construction will supply and install the appropriate closure and detour signage, barricades and advance road closure information signs to notify the public of the closure. The proposed detour will direct motorists around the closed section of Torbram Road via Drew Road, Bramalea Road and Steeles Avenue.

The Transportation and Works Department will notify all emergency services, 311 Customer Service Centre, Student Transportation, and MiWay.

The area Ward Councillor has been made aware of the anticipated road closure and the proposed exemption from Noise Control By-law 360-79, as amended.

Financial Impact

Not Applicable.

Conclusion

In order to minimize impacts the construction work may have on City of Mississauga residents and to reduce the duration of the project, the Transportation and Works Department supports the following:

1. The temporary closure of Torbram Road between Kimbel Street and the northerly limits commencing at 9:00 p.m. on Friday, May 20, 2016, and ending at 6:00 a.m. on Monday, July 11, 2016.
2. The Noise By-law exemption to allow for extended 24-hour construction work commencing at 7:00 p.m. on Friday, May 20, 2016 and ending at 7:00 a.m. on Monday, July 11, 2016.

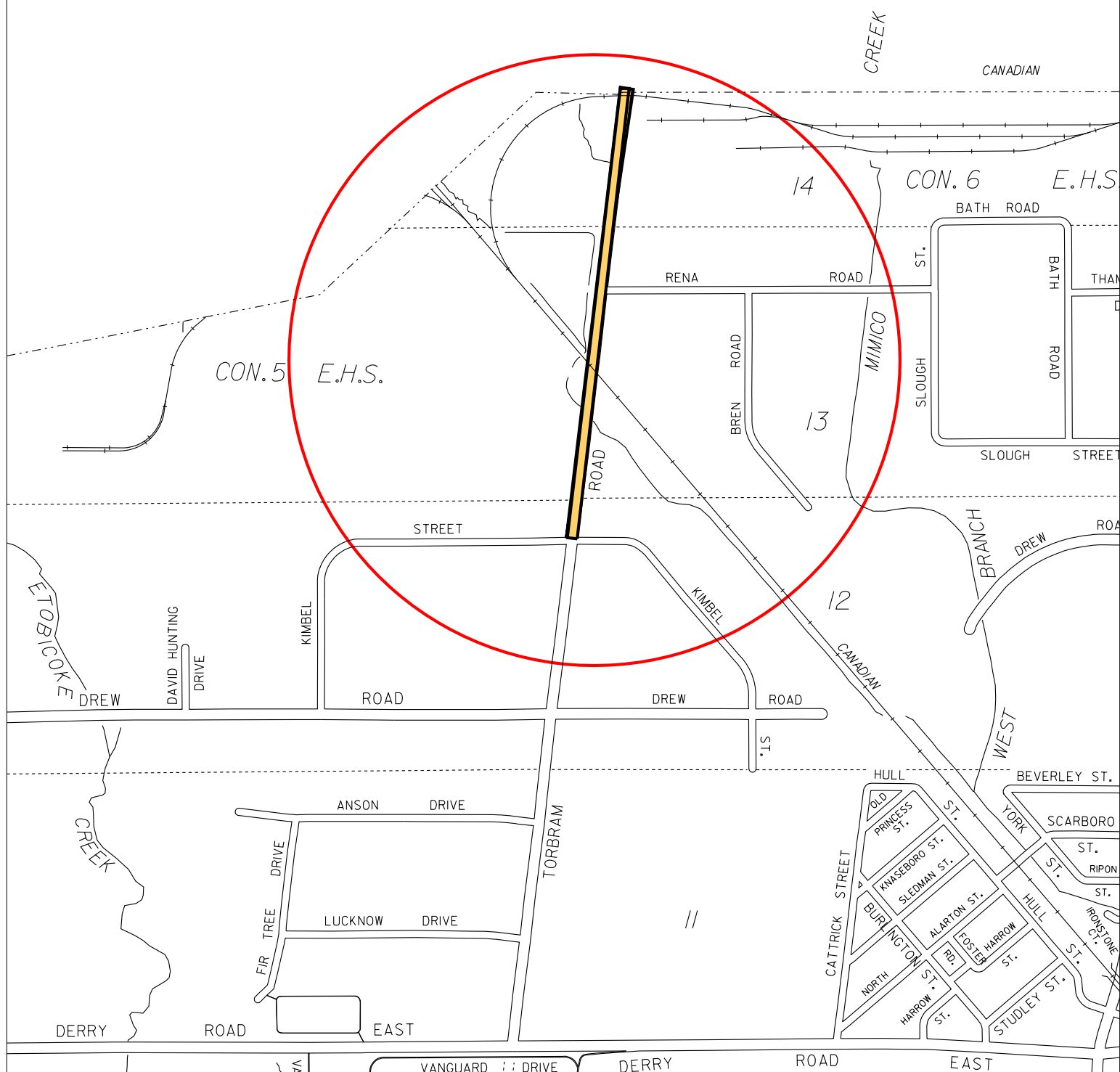
Attachments

Appendix 1: Location Map - Temporary Road Closure - Torbram Road between Kimbel Street and the northerly limits (Ward 5)

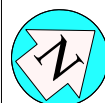


Martin Powell, P. Eng., Commissioner of Transportation and Works

Prepared by: Darek Koziol, Traffic Operations Technologist



MISSISSAUGA



**Transportation and Works
Works Operations & Maintenance**

**Location Map * Temporary Road Closure
Torbram Road between Kimbel Street and northerly limits
Ward 5**



City of Mississauga

Corporate Report



Date: 2016/04/14

To: Chair and Members of General Committee

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

Originator's files:
MG.23.REP RT.10.Z36E

Meeting date:
2016/05/04

Subject

Temporary Road Closure - Rose Cherry Place (Ward 5)

Recommendation

That a by-law be enacted to implement the temporary road closure of Rose Cherry Place from a point approximately 200 metres (656 feet) east of Coopers Avenue to a point approximately 500 metres (1,640 feet) southerly thereof commencing at 12:00 p.m., Friday, June 10, 2016 and ending at 8:00 p.m., Sunday, June 12, 2016, for the Hockey Night in Canada - Play On! event.

Background

Play On! Canada is a not for profit organization with a purpose to promote the importance of play by producing and supporting events that provide Canadians with positive introductory sport experiences. The national street hockey series is sponsored by Hockey Night in Canada (HNIC) and Sportsnet.

Hockey Night in Canada's Play On! is the largest annual participatory sports festival in Canada. The program brings significant health, social, and economic benefits to a community.

The Play On! program has operated in Toronto since 2011. It was held for two seasons at Ontario Place, until outgrowing that location. The last two seasons it has been held at Woodbine Race Track, but has now outgrown that location as well. The program has grown annually and is expected to attract over 600 teams, over 4,300 participants, and many thousands of their friends and family members this season. The Mississauga 2016 event at the Hershey Centre is expected to be the largest single participatory hockey event ever held anywhere in the world.

Comments

A temporary road closure of Rose Cherry Place from a point approximately 200 metres (656 feet) east of Coopers Avenue to a point approximately 500 metres (1,640 feet) southerly thereof has been requested for 2 days commencing at 12:00 P.M. Friday, June 10, 2016 and ending at

8:00 P.M., Sunday, June 12, 2016. The temporary closure is necessary in order safely accommodate the placement of temporary hockey rinks, portable washrooms, first aid stations and Event Headquarters

As a street hockey event, it requires smooth, clean, flat, asphalt. Each rink used during Play On! is 40 feet wide x 100 feet in length (4,000 sq. ft.). One rink is required for every 11 teams that play in this event. Hockey Night in Canada's Play On! will set-up 60 rinks for this event.

Additional space is required between rinks for walking, safe viewing, and team benches as well as for event operational trailers and vendor activations. The Hershey Centre is the ideal location as it can offer 400,000 square feet of clean, flat asphalt.

Parking would be on-site at the adjacent south parking lot, Iceland north parking lot and the neighbouring Mosque. Parking operations will be controlled by event staff.

The organizers have received the appropriate permits and approvals to stage the event. The organizers have met with Mississauga Fire Services and Peel Regional Police representatives, and have satisfied their requirements.

The Transportation and Works Department will erect advance road closure information signs to notify the public of the closure. The organizer must pay the appropriate sign fee prior to the permit being issued.

The Transportation and Works Department will be responsible for the set-up and tear down of all required road closures.

The Ward Councillor supports the temporary road closure of Rose Cherry Place.

Financial Impact

Transportation and Works staff will fabricate, install and remove the required advance road closure signs. They will also be responsible for the set-up and tear down of all required road closures. The organizer will pay all associated fees.

Conclusion

The Transportation and Works Department supports a two-day closure of Rose Cherry Place from a point approximately 200 metres (656 feet) east of Coopers Avenue to a point approximately 500 metres (1,640 feet) southerly thereof commencing at 12:00 p.m., Friday, June 10, 2016 and ending at 8:00 p.m., Sunday, June 12, 2016.

Attachments

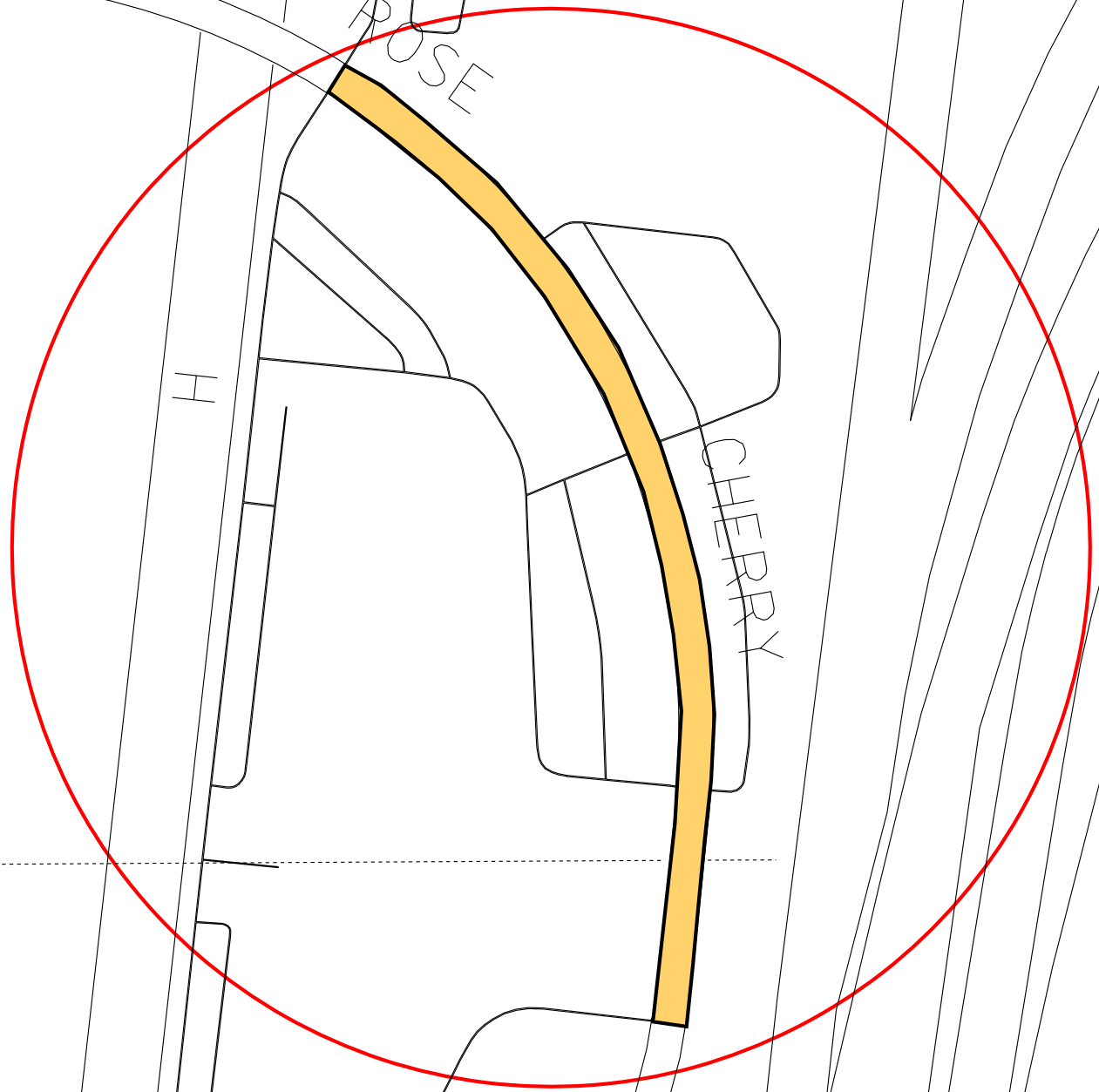
Appendix 1: Location Map - Temporary Road Closure - Rose Cherry Place



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

Prepared by: Craig Pzytula, Traffic Operations Technologist

6.12



MISSISSAUGA



Transportation and Works
Works Operations & Maintenance

Temporary Road Closure – Rose Cherry Place
Ward 5

SCALE FOR REDUCED DRAWINGS



City of Mississauga

Corporate Report



Date: 2016/04/20

To: Chair and Members of General Committee

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

Originator's files:

Meeting date:
2016/05/04

Subject

Amendments to the Business Licensing By-law 1-06, as amended, and the Outside Fireworks Vendors Licensing By-law 340-01, as amended, to require distribution of fireworks safety information.

Recommendation

1. That a by-law be enacted to amend the Business Licensing By-law 1-06, as amended, as outlined in the report from the Commissioner of Transportation and Works, dated April 20, 2016 and entitled "Amendments to the Business Licensing By-law 1-06, as amended, and the Outside Fireworks Vendors Licensing By-law 340-01, as amended, to require distribution of fireworks safety information."
2. That a by-law be enacted to amend the Outside Fireworks Vendors Licensing By-law 340-01, as amended, as outlined in the report from the Commissioner of Transportation and Works dated April 20, 2016 and entitled "Amendments to the Business Licensing By-law 1-06, as amended, and the Outside Fireworks Vendors Licensing By-law 340-01, as amended, to require distribution of fireworks safety information."

Background

In 2015 Council expanded the number of dates during which the use of fireworks by residents was permitted to include Diwali and Chinese New Year. This brought the total number of dates to four.

Subsequently, on February 17, 2016, Council requested that staff provide draft amendments to the by-laws affecting sales of fireworks to the public, in order to minimize the risk posed by these devices through a proactive education measure contained in the by-law. Specifically, a requirement that each licensed vendor of fireworks supply to each purchaser a safety information sheet approved by the Licensing Manager.

Comments

Currently, staff provides each licensee with a quantity of handouts containing information regarding the safe use of fireworks. This information is distributed to purchasers of fireworks on a voluntary basis by the vendor. This has been the practice for a number of years and the information contained in the handout has been approved through the City of Mississauga, Fire Prevention Division (Appendix 1). These amendments would establish the existing practice as mandatory under the by-laws.

Financial Impact

The financial impact of the amendment would be negligible.

Conclusion

Compliance and Licensing Enforcement staff support amendments to the Business Licensing By-law 1-06, as amended, and the Outside Fireworks Vendors Licensing By-law 340-01, as amended, to require that a licensed vendor of fireworks be required to provide, with each sale of fireworks, a copy of an approved information sheet as provided by the Manager of Business Licensing.

Attachments

Appendix 1: Fireworks safety information sheet.



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

Prepared by: Michael Foley, Supervisor, Compliance and Licensing



What You Should Know About Fireworks

City of Mississauga Fireworks Regulations:

- Fireworks may only be set off on Statutory Holidays - Victoria Day, Canada Day, Diwali and Chinese New Year or on a day for which a permit has been issued by the Fire Chief and only on the property listed within the permit.
- NO fireworks can be set off on a public street or roadway within Mississauga at any time.
- NO fireworks can be set off in a Park at any time without a valid approved permit.
- No person shall hold a public fireworks display without a permit issued by the Fire Chief.

Purchasing Fireworks:

- Follow the laws and regulations regarding the purchase and use of fireworks.
- You should only purchase Fireworks from a licensed retailer permitted to sell fireworks to the general public within the City of Mississauga as per Mississauga Business Licensing By-law 1-06, as amended, and Outside Fireworks Vendors Licensing By-law 340-01, as amended.

Setting Up Fireworks:

- **Read the instructions, cautions and warnings** on each firework item.
- Store unused fireworks in a closed box away from the firework being lit.
- DO NOT smoke around the fireworks.
- Set up fireworks outdoors in a clear, open space and place them on a hard, flat level surface to ensure stability.
- Check the direction of the wind and set up the fireworks display so that the direction of the wind is blowing away from spectators.
- Spectators should be situated away from the display at the distance deemed safe, as outlined on the fireworks label. Special care should be taken with the supervision of children.
- Always have a bucket of sand, a supply of water and a working fire extinguisher on hand.

Fireworks Display:

- Never handle fireworks unless you are an adult (18 years or older).
- Never handle fireworks if you are impaired (alcohol or drugs).
- Never light more than one firework item at a time.
- Never light fireworks without wearing protective eye glasses and gloves. Light fireworks at arm's length and then stand back at a safe distance.
- Never lean over the fireworks, keep hair and clothes away from the fire source.
- Never attempt to re-light a "dud" or defective firework.
- Never hold a lighted firework item in your hand.

Proper Disposal:

- Sparklers should be immersed in a bucket of sand to cool down after burning out, as they remain very hot for some time.
- Fireworks should always be disposed in a safe and proper manner.

Enjoy fireworks in a responsible and safe manner.



FIREWORKS

City of Mississauga

Corporate Report



Date: 2016/04/12	Originator's files:
To: Chair and Members of General Committee From: Paul Mitcham, P. Eng, MBA, Commissioner of Community Services	Meeting date: 2016/05/04

Subject

FIRST Robotics Canada 2017 Provincial Championships at the Hershey Centre

Recommendation

That the proposal to host the FIRST Robotics Canada 2017 Provincial Championship at the Hershey Centre as outlined in the Corporate Report dated April 12, 2016 from the Commissioner of Community Services be approved.

Report Highlights

- FIRST Robotics Canada intends to host the 2017 Provincial Championship at the Hershey Centre. The 4-day event will attract 64 student teams in the field of science, technology and engineering from across Ontario. This event is a qualifying event for the prestigious World Championships. FIRST Robotics has used Hershey Centre in the past for smaller district-scale events.
- Staff support a total cash City sponsorship of \$40,000 to be allocated from the existing event hosting budget in 2017 to sponsor this event. Tourism Toronto has committed a further \$12,000 for a grand total sponsorship of \$52,000. Funding will be used to offset building rental costs (\$30,000) and direct labour and third party services supplied to the event (22,000)
- Sponsorship of the 2017 FIRST Robotics Canada Ontario Provincial Championship advances a number of important City strategies, namely the City's Economic Development Strategy, Youth Plan and the Library's Marker Movement Strategy.

Some benefits of Sponsorship to the City include: a reception hosted in the City's name that brings competitors, city officials and business leaders together and recognition on event and in-building signage.

Background

FIRST Robotics Canada (FRC) is an international organization that holds robotics competitions for elementary and high school students. FRC is an umbrella organization established in 2001 with a mission to inspire students to pursue future studies and careers in science, technology and engineering. Over the past three years, more than 2000 students from 29 schools in Mississauga have participated in FRC competitions – with several advancing to national and international levels.

FRC has requested \$75,000 in sponsorship from the City of Mississauga and a formal letter of intent to host the Provincial Championship at the Hershey Centre in 2017. The Hershey Centre has hosted smaller district level FRC competitions in the past, most recently in 2014.

The 2017 Provincial Championship (April 12-15) will attract between 6,000 to 8,000 people and generate an estimated 1,200 hotel nights. It will be the largest Ontario-based FRC competition ever held.

The Robotics competition requires a large space footprint for the teams to design and construct equipment and an arena style building to run the competition. The 2017 Provincial Championship requires two arena floors for 4-days – the Hershey Centre main bowl and Community Rink 4. The value of renting these two facilities and related services provided by Hershey Centre is \$62,000.

The Peel District School Board and the Dufferin Peel Catholic School Board expect to have teams competing in the 2017 Provincial Championship. Neither board has committed funds to support the hosting of the 2017 Championship in Mississauga, as this is a FRC responsibility. However, each board invests in the delivery of the robotics program and supports its students to attend.

Comments

Staff support a \$40,000 contribution from the City's event hosting account (28987) to FRC to support delivery of the 2017 Provincial Championship at the Hershey Centre (April 12-15, 2017). This support is based on alignment of the event with the following corporate strategies.

- **Mississauga Strategic Plan: Mississauga will inspire the world as a dynamic and beautiful global city for creativity and innovation.** This showcase event prominently features the talent and aspirations of many of Mississauga's young people. The event provides the City with an opportunity to remind young participants about the employment and investment opportunities in Mississauga.
- **Mississauga's Economic Development Plan:**
Goal 1: A Global Business Magnet: target opportunities in high growth sectors.
 Robotics and automation are driving the success of our advanced manufacturing companies to be globally competitive. The FRC event provides an opportunity for the local leaders in

General Committee		2016/04/12	3
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these sectors to connect with aspiring talent, become more innovative ultimately resulting in greater productivity and employment.

- **Mississauga's Economic Development Plan:**
Goal 2: A Culture of Innovation: to leverage our educational institutions, centres of excellence and research institutes to drive innovation and economic impact. The FRC event clearly demonstrates the contribution and alignment with the economy made by secondary education providers.
- **Mississauga's Economic Development Plan:**
Goal 3: A Knowledge Economy: to strengthen the relationship between business and education. City involvement in the FRC event will demonstrate the City's leadership in encouraging enhanced programming at the secondary school level related to STEM (science, technology, engineering and manufacturing) and the potential interaction with business disciplines.
- **Mississauga Youth Plan:** The FRC organization and the event promote the interests of Mississauga's Youth Plan, including developing self-confidence, promoting teamwork, expanding personal networks and building skills to manage projects, budget, promote ideas and communication.
- **Mississauga Library Maker Movement:** FRC has supported the efforts of the Mississauga Library to introduce robotics programs by providing supplies and expertise. The requested sponsorship furthers this partnership. In 2014, more than 9000 youth attended makerspace programs and approximately 300 youth attended robot specific programs.

In recognition of the proposed sponsorship, Mississauga will request the following:

- Host of a Business Leader, City Officials and Competitor Reception
- Prominent visibility from FRC on social media and conference materials
- Booth/promotions table at the event
- 5 commercials per day at the event
- Speaking role on one occasion at the competition
- Recognition in the Annual Report
- Logo listed on the screen in the main bowl

City staff from Recreation Division, the Economic Development Office and the Mississauga Library will coordinate a plan to utilize all provided sponsorship benefits in a manner that promotes and advance the respective interests for each division.

Strategic Plan

The proposed sponsorship demonstrates Mississauga's commitment and innovation to attracting young talent through innovative partnerships at the earliest possible age. Supporting the FRC event aligns with the City's strategic goals of Belong, Connect and Prosper.

Financial Impact

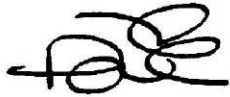
Staff supports an allocation of \$40,000 in 2017 from the Event Hosting Budget (28987). This funding source is intended to accommodate requests for event hosting and programming support that utilize City owned facilities.

Funding committed by Tourism Toronto (\$12,000) will be provided to FRC directly. As a further inducement to First Robotics to host the National Championship in Mississauga at the Hershey Centre, Councillor Star has agreed to work with staff to secure corporate sponsorship funding in the amount of \$10,000 to be paid directly to event organizers.

The City's agreement with FRC would be contingent on the event being held at the Hershey Centre in 2017. Approximately \$30,000 of the estimated \$62,000 cost for Hershey Centre is for building rent, which would present favorably in the Hershey Centre Budget.

Conclusion

City sponsorship to FRC for their 2017 Provincial Championship held at the Hershey Centre advances City strategies by showcasing Mississauga's strong and expanding robotics industry to young people from across the province and connects Mississauga students competing in the event with future employers and business partners.



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

Prepared by: Michael Cleland, Area Manager, Hershey Facilities, Sport Tourism & Development and Community Neighbourhood Development

City of Mississauga Corporate Report



Date: April 18, 2016

To: Chair and Members of General Committee

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

Originator's files:

Meeting date:
May 4, 2016

Subject

A Residential Guide to Flood Prevention and Recovery

Recommendation

That the Corporate Report dated April 18, 2016 from the Commissioner of Community Services, entitled, "A Residential Guide to Flood Prevention and Recovery" be received for information.

Report Highlights

- Emergency Preparedness Week, a Canada-wide initiative, is being held May 1-7, 2016.
- Flooding was ranked the number one hazard based on occurrence and severity for the City of Mississauga.
- On May 2nd, 2016, *A Residential Guide to Flood Prevention and Recovery* was made available online through the City of Mississauga website.

Background

There are areas of the City of Mississauga at high risk to flood. Staff have received requests from residents for practical information in dealing with flood prevention and recovery measures.

The Office of Emergency Management have collaborated with several other sections including Environmental Services and Storm Water, Building, Works Operations and Communication to develop the Mississauga Residential Guide to Flood Prevention and Recovery.

Each year, Emergency Preparedness (EP) Week is recognized across Canada with the intent of increasing awareness of individual and family preparedness in the event of an emergency. This year, EP Week is being held from May 1-7, 2016.

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Present Status

The Emergency Management Program Committee (EMPC) have produced A Residential Guide to Flood Prevention and Recovery providing the public with access to relevant information on flooding, the number one ranked hazard based on occurrence and severity for the City of Mississauga. The EMPC further determined this Guide meets the intent of the Emergency Management and Civil Protection Act.

On May 2nd, 2016, A Residential Guide to Flood Prevention and Recovery was made available online through the City of Mississauga website. A limited number of guides will be printed for distribution to the public through outreach opportunities in identified flood prone areas and through City facilities.

Comments

The Emergency Management and Civil Protection Act require municipal emergency management programs to provide public education on risks to public safety and on public preparedness for emergencies.

In 2015, the Emergency Management Program Committee determined through a Hazard Identification and Risk Assessment (HIRA) the top hazards for the City of Mississauga based on provincial and municipal occurrences and severity. Flooding had the highest probability of occurrence and severity. Therefore, the City of Mississauga Office of Emergency Management has developed a public education deliverable on public preparedness to flooding. Floods are typically caused by melting snow, ice jams, heavy spring rains and summer thunderstorms. Flash flooding is caused by violent rain storms or breaking dams — often occurring with little or no warning. These floods can have damaging impact on the community.

Strategic Plan


Maintain a Safe City – to actively maintain Mississauga as the safest large city in Canada.

Financial Impact

The financial impact includes the development and distribution of a Guide to post online and a Guide in hard copy. While it may be downloaded at no cost from the City of Mississauga website, hard copies have a cost to produce. A limited number will be printed with the focus on geographical areas identified as flood prone. These costs are contained in the current operating budget.

Conclusion

Emergencies, such as flooding can happen at any time. Every person contributes to the overall ability of the City to be best prepared to prevent and recover quickly after an emergency.



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

Prepared by: Teresa Burgess-Olgilvie, Manager, Emergency Management

City of Mississauga Corporate Report



Date: 2016/04/12

To: Chair and Members of General Committee

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

Originator's files:

Meeting date:
2016/05/04

Subject

Litter Management in Sport Parks

Recommendation

That the Corporate Report dated April 12, 2016 from the Commissioner of Community Services entitled "Litter Management in Sport Parks" be received for information.

Report Highlights

- Efforts to enhance litter management practices and enforcement are ongoing across the parks system and for the City's 367 sports fields. Public complaints concerning litter in a number of sport field parks have increased, culminating in a request by Council to staff to consider additional remedies.
- Using a deposit system as a deterrent has been considered but ultimately is not recommended, due to issues with administration and challenges in identifying and holding groups accountable for excessive litter. However, increased efforts in communication, education and enforcement along with container availability will be implemented to address this issue.
- Recreation, in consultation with Parks and Forestry and Environment Division staff will provide a complete information kit to all members of the City's Sport Field User Network in spring of 2016. The kit will contain key messages for the organization to send to members through newsletters and member emails; a letter to be sent to coaches, parents and participants; and website graphics with key message content.
- New permitting practices being introduced in 2016 will require sport field users to notify the City about tournament dates. This will ensure that Parks Operations can provide sufficient waste receptacles on site to support the volume of people attending, and to verify that event waste is removed by the tournament host and not left behind in the park.

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- Security Services will be engaged to develop an education and enforcement plan aimed at addressing concerns identified at specific locations. This plan will include engaging and educating user groups in contravention of Parks By-Law 186-05 and, if required, issue Part 1 Provincial Offence Notices.
- Parks Operations staff has been working to identify and test new waste container solutions to improve communication tools, prevent waste from blowing away, and to prevent excessive litter dumping.

Background

Litter management within the City's 490 parks and 367 sport fields requires dedicated staff effort, ongoing enforcement, and active involvement of parkland and sport field users.

Public complaints concerning litter in a number of sport field parks have increased, culminating in a request by Council to staff to consider additional remedies.

This report outlines a number of actions that will be taken by city staff in 2016 to more aggressively tackle litter issues to keep parks and sports fields clean and green.

Comments

The following actions will be taken by Recreation and Parks and Forestry staff in 2016 to elevate the litter awareness and accountability of sport field users:

Information Campaign

Recreation staff will provide a complete information kit to all members of the City's Sport Field User Network. The kit will contain key messages for the organization to send to members through newsletters and member emails; a letter to be sent to coaches, parents and participants; and website graphics with key message content.

Tournament Enforcement

Starting in 2016, sport field users that request rental permits for the purposes of hosting a tournament will be required to provide information to staff in advance concerning the scope of the tournament. This will ensure that Parks staff can prepare and maintain the fields and field amenities for increased activity. Additional waste collection bins may be provided for tournament bookings and waste collection may occur more frequently. Excessive waste left onsite during or after a tournament will be verified by Parks staff and additional charges to remove the waste or clean the site will be charged to the permit holder.

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Additional Waste Collection Bins and Signage

Additional waste collection bins and signage will be provided at parks and sport fields where there are known litter management problems.

Signage will be installed around bleachers or seating areas reminding users to dispose of their litter properly and take excessive waste with them.

Parks Operations staff have tested a new waste container solution that prevents waste from blowing away and that is more aesthetically pleasing, with a goal to standardize the containers and signage across all parks. These containers use the Region of Peel's 95 gallon bin body with a custom designed lid and separator to negate the need for a second unit.

As part of a pilot project, these prototype containers were tested at numerous Parks, in various settings and in all wards to determine whether or not the containers meet the needs of park users while minimizing the time taken to service each container. Staff are currently reviewing feedback generated as part of the pilot and will be reporting back to General Committee on its results.

Security Services Enforcement

Beginning in 2016, Security Services will visit specific parks and sport fields to enforce the Parks By-Law where there has been a trend of recurring litter complaints or where Parks staff has identified an ongoing litter management problem with a specific permit holder.

Recreation staff will request Security Services to take this action and the permit holder will be notified in advance. Security Officers will be prepared to engage and educate the users about a verified contravention of the Parks By-Law 186-05 and, if required, issue Part 1 Provincial Offence Notices.

Why a Deposit System is Problematic

Staff have considered a deposit system as a solution to act as a deterrent to excessive litter being left by sports field users; however, staff do not recommend pursuing a deposit system for the following reasons:

- Unlike indoor facilities where staff are present during operational hours, there is no way for staff to collect evidence that a specific permit holder is responsible for litter or excessive waste found onsite - many sport fields are permitted to different users over the course of a day. Disputes will occur around which user is responsible for the litter.
- Retaining a deposit to recoup cleanup costs incurred by Parks staff will require additional staff time to explain to the user, appropriately document and possibly mediate. Permit terms allow staff to apply post-event cleanup costs; non-payment of such fees will result in collections action and removal of priority field allocation privileges for affiliated groups.

-
- Collecting and administering deposits would be time consuming for Customer Service Centre staff as there is no online or customer friendly method for collecting, holding and releasing the deposit made by a customer. Internal financial controls required to handle deposit cheques and payments are onerous and only desirable if the additional legislative tools and processes are in place.
 - Most sport field users ensure that litter and waste are properly handled. A deposit system would unnecessarily require such users to participate, and this would be considered by these users as a negative customer experience.

Financial Impact

There is no financial impact associated with this report.

Conclusion

Staff are working to improve waste management practices and to reduce the litter left behind by sports field user groups. More active engagement and enforcement of sport field users on this matter in 2016 is expected to result in fewer litter complaints by members of the public and greener, cleaner parks.



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

Prepared by: Beth Cooper, Manager, Sport Development & Tourism

City of Mississauga

Corporate Report



Date: 2016/04/19

To: Chair and Members of General Committee

From: Gary Kent, Commissioner of Corporate Services and
Chief Financial Officer

Originator's files:
PO.11.QUE

Meeting date:
2016/05/04

Subject

Proposed Surplus Land Declaration – Portion of Queen Street East, between Ann Street and Hurontario Street, described as Part Queen Street, on Plan PC-1, closed by R0481880 (Ward 1)

Recommendation

1. That a closed section of Queen Street East, located between Ann Street and Hurontario Street, containing an area of 1,856 square metres (19,978 square feet), be declared surplus to the City's requirements, these lands are legally designated as Part of Queen Street, Plan PC-1, closed by R0481880, in the City of Mississauga, Regional Municipality of Peel, Ward 1.
2. That Realty Services staff be authorized to proceed to dispose of the subject lands to be declared surplus property to Metrolinx, the abutting owners of the Port Credit GO station at the fair market value.
3. That all steps necessary to comply with the requirements of Section 2. (1) of City Notice By-law 215-08 be taken, including giving notice to the public by posting a notice on the City of Mississauga's website for a two week period, where the expiry of the two week period will be at least one week prior to the execution of an agreement for the sale of the subject lands under delegated authority.

Background

On October 28, 2015 by adopting Resolution 0253-2015 City Council approved the recommendations of the Planning and Development Committee Report titled Port Credit GO Station Southeast Master Plan. Recommendation 3 from this Report directs Realty Services staff to initiate the process of declaring the closed portion of Queen Street road allowance surplus for the purpose of negotiating the transfer of these lands to Metrolinx, in support of the redevelopment of the Port Credit GO station southeast parking lot.

Subsequent to this approval a formal request was received from Metrolinx to acquire the closed portion of Queen Street East, located between Ann Street and Hurontario Street, described as Part of Queen Street, Plan PC-1, closed by R0481880, located adjacent to the applicant's property known as the Port Credit GO station (see Appendix 2). The subject property was closed by R0481880 in 1978 by By-Law 116-78 and leased to Metrolinx (formerly GO Transit) to form part of the southeast parking lot for the Port Credit Go Station.

Comments

Realty Services has completed its circulation and received confirmation from all City departments that they have no objection to the subject lands being declared surplus and transferred to Metrolinx. As a condition of the transfer, Metrolinx will be required to accommodate the future Hurontario LRT infrastructure and maintain pedestrian and cycling connections within the site. Further, Metrolinx will be asked to satisfactorily address Recommendations 4 and 5 of the 'Port Credit GO Station Southeast Master Plan' report relating to the redevelopment of the Port Credit GO Station southeast parking lot and the proposed parking structure (see Appendix 3) and to confirm that it will not appeal nor amend the City initiated official plan amendment regarding the height and density which is permitted in this location.

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

Financial Impact

Revenues generated from the sale of the subject surplus lands are to be deposited to Gain or Loss on Disposal of Assets (Account 570167-28351) and transferred to the Capital Reserve Fund (Account 33121).

Conclusion

The subject lands are not required for municipal purposes. It is appropriate to declare the subject lands surplus and transfer it to Metrolinx at fair market value.

General Committee

2016/04/19

3

Originators files: PO.11.QUE**Attachments**

Appendix 1: Approximate location of the proposed lands to be declared surplus (Ward 1)

Appendix 2: Plan PC-1

Appendix 3: Corporate Report- Port Credit GO Station Southeast Master Plan Study



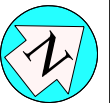
Gary Kent, Commissioner of Corporate Services and Chief Financial Officer

Prepared by: Kevin Bolger, Project Leader, Realty Services, Facilities & Property
Management

6.17



MISSISSAUGA



Corporate Services

Realty Services

Queen Street East
Location of the Subject Lands
Proposed Surplus Property

SCALE FOR REDUCED DRAWINGS

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This is not a Plan of Survey

PLAN

TOWN PLOT

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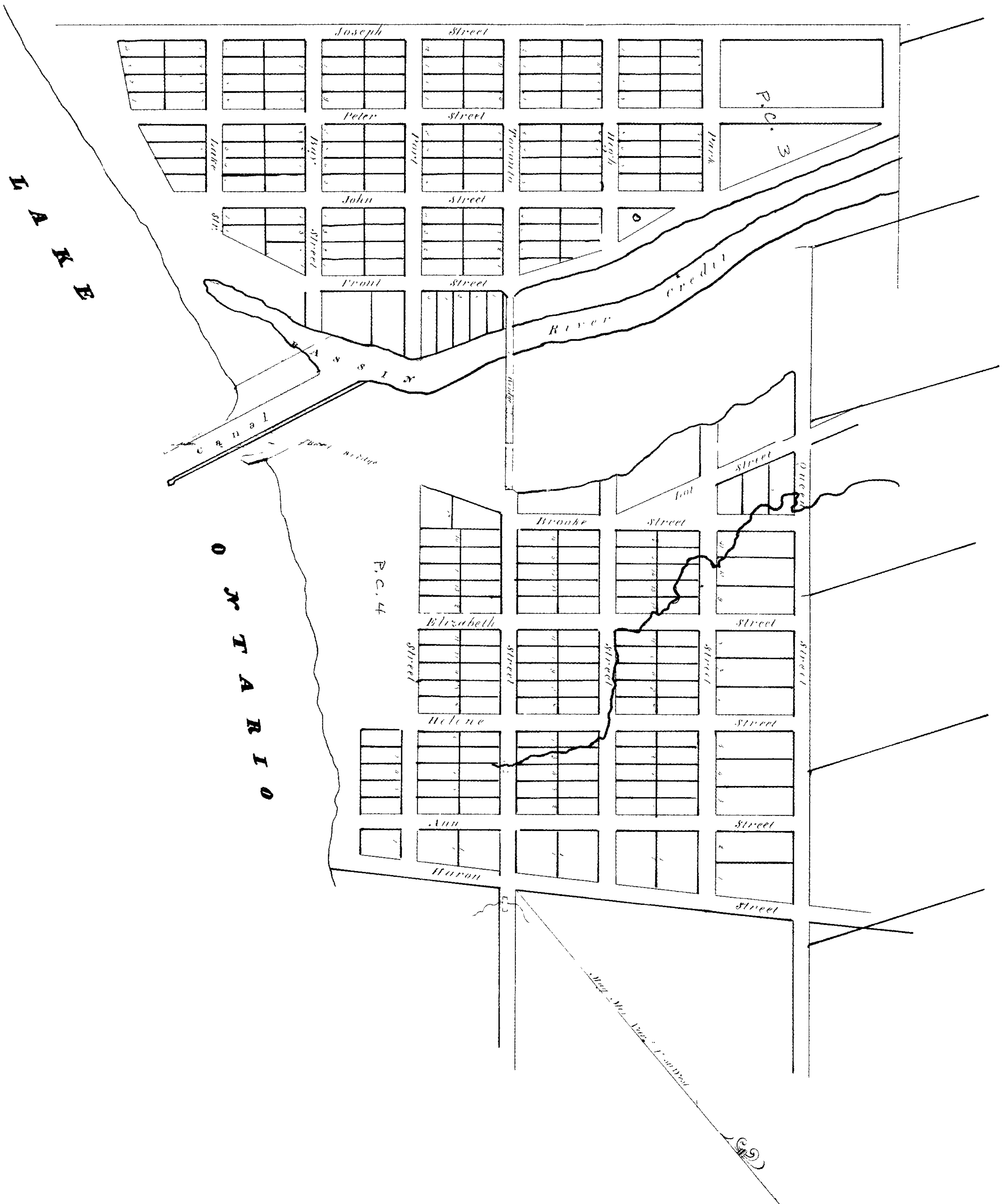
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City of Mississauga

Corporate Report



<p>Date: October 2, 2015</p> <p>To: Chair and Members of Planning and Development Committee</p> <p>From: Edward R. Sajecki, Commissioner of Planning and Building</p>	<p>Originator's files:</p> <p>CD.04-POR</p> <hr/> <p>Meeting date:</p> <p>10/26/2015</p>
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Subject

Port Credit GO Station Southeast Area Master Plan Study

Recommendation

1. That the report entitled "Port Credit GO Station Southeast Area Master Plan Study", dated October 2, 2015 from the Commissioner of Planning and Building, be endorsed; and
2. That planning staff be directed to prepare an Official Plan Amendment to Mississauga Official Plan and the Port Credit Local Area Plan that implements the Port Credit GO Station Southeast Area Master Plan Study.
3. That realty services staff be directed to initiate the process of declaring the City owned closed Queen Street East road allowance lands surplus for the purposes of negotiating the transfer of these lands to Metrolinx in support of the redevelopment of the Port Credit GO station southeast parking lot.
4. That the Planning and Building Department advise Metrolinx of City Council's request that staff be formally included in the review of redevelopment proposals for the Port Credit GO station southeast parking lot.
5. That the Planning and Building Department advise Metrolinx of City Council's request that a smaller parking structure be considered at the Port Credit GO Station in order to promote active transportation and transit usage.

Report Highlights

- Metrolinx is interested in redeveloping property within Special Site 12 (lands identified in the Port Credit Local Area Plan) for a new parking structure and mixed-use transit oriented development on their southeast parking lot.
- Plan Policy stipulates a comprehensive master plan is required before future redevelopment of Special Site 12. Further, the City must be satisfied the master

plan effectively addresses, among other matters, land use, built form, transportation and heritage.

- Metrolinx engaged IBI Consulting to complete a draft master plan including a public engagement program.
- The proposed Master Plan envisions a vibrant, pedestrian friendly and cohesive area with improved transit facilities and services, a concentrated mix of uses and activities, an engaging and attractive public realm, a minimized ecological foot print, and design excellence.
- The master plan recommendations satisfy the policies of the Port Credit Local Area Plan. The recommendations establish a planning framework to guide future redevelopment of this area and to ensure the built form, land use, heritage and transportation issues are appropriately managed.
- Additional issues and initiatives outside of the master plan, which may have bearing on the effectiveness of the Mobility Hub have been identified including: a pedestrian/cycling bridge over the Credit River and potential reduction in the overall amount of new GO Transit parking.

Background

The redevelopment of the Port Credit GO Station plays an important role in building a City where transit underpins an environmentally responsible, inclusive, vibrant and successful community. As such, under Special Site 12 (see Appendix 1) of the Port Credit Local Area Plan, detailed planning for the site is required. Specifically, plan policy stipulates a comprehensive Master Plan be prepared to ensure a successful transformation of the site to support a mobility hub, addressing, among other matters, land use, built form, transportation and heritage.

The Proposed Redevelopment

The Port Credit Mobility Hub Study completed in 2011 examined the opportunity for accommodating additional parking and mixed-use transit supportive development on their lands. Subsequently, Metrolinx approached the City of Mississauga in 2014 with respect to their interest in building a new 800 space parking structure (representing a new increase of 400 parking spaces) and mixed-use transit oriented development on their southeast parking lot. Metrolinx also proposed to consolidate the closed portion of the Queen Street East road which they currently lease from the City to support the redevelopment.



Figure 1: Master Plan Area

Preparation Of Master Plan:

The Master Plan applies to lands shown in Figure 1. The Master Plan covers 12 separate parcels totaling approximately 2 hectares (5 acres), including both private and publicly owned land. This generally includes all of the land south of the Port Credit GO Station, west of Hurontario Street, south of the C.N. railway, east of Helene Street and north of High Street.

Metrolinx, with assistance from the City staff, retained IBI Group to prepare the Port Credit GO Station Southeast Area Master Plan. Preparation of the plan involved research and analysis which informed specific recommendations for managing change and redevelopment in the area.

A comprehensive consultation program supported the planning process including the establishment of a website: www.mississauga.ca/portal/residents/pcgomasterplan, an Advisory Panel, and using various public engagement opportunities. Each of these tactics were designed to solicit a broad range of input from all stakeholders including adjacent land owners, the general public, and advisory and external groups, including:

- Four Advisory Panel meetings;
- One Public Open House;
- One Urban Design Panel meeting;
- Notices were placed in the newspaper regarding initiation of the study and the public open house;
- Individual meetings with landowners; and
- Departmental and Agency discussions.

The Master Plan made a number of policy and guideline recommendations regarding built form and land use, illustrated in Figure 2, including:

- The GO Station southeast parking lot (Block1) could potentially accommodate two towers (up to 22 storeys in height). Most likely the towers would be residential, although if opportunity arises one tower could incorporate office uses within a 19 storey building. The site could also accommodate a minimum 2,800 sq. m. / 30,140 sq. ft. of employment generating space. Depending on market opportunities and success of proposed incentives, the amount of employment space could increase on the site. In addition to parking required for the mixed-use transit oriented development an 800 space parking structure (net increase of 400 spaces) for GO Transit users is to be accommodated on the site.
- The remaining lands designated mixed-use (Blocks 2 and 4) also have potential to accommodate additional development. Depending on issues such as heritage and property consolidation, an additional two towers containing a mix of residential and employment generating uses could be accommodated. Towers that are illustrated at 10 storeys and 18 storeys reflect size and configuration of properties, and

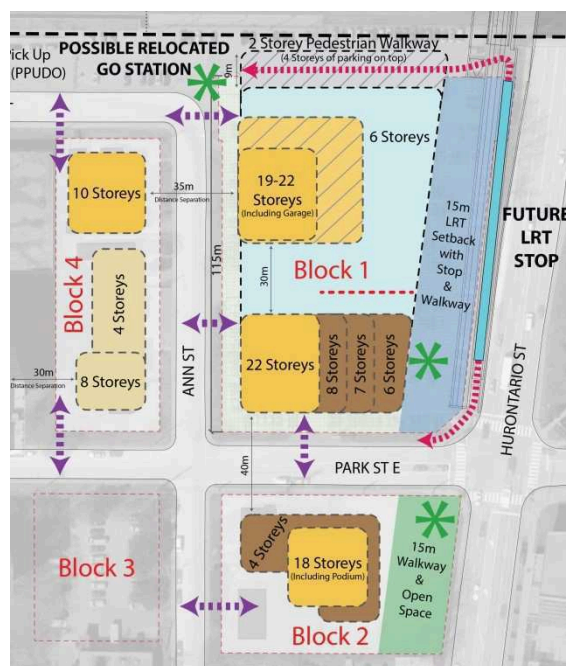


Figure 2: Potential Development/ Built Form (IBI)

further review is required to confirm whether or not the blocks can physically accommodate buildings up to 22 storeys. The Bell Parking lot which is currently designated Utility (Block 3) would require an Official Plan Amendment (OPA) to redevelop which would allow the proposal to be examined in detail.

Comments

The Master Plan is an important document which forms the basis for future planning and evaluation of development applications in the vicinity of the Port Credit GO Transit station. Due to the size of the Master Plan it has not been attached but can be viewed at the following link: [http://www7.mississauga.ca/documents/pb/main/2015/Port Credit GO Station Area Master Plan.pdf](http://www7.mississauga.ca/documents/pb/main/2015/Port_Credit_GO_Station_Area_Master_Plan.pdf) The stated vision for the Master Plan area is:

- To create a vibrant, pedestrian friendly and cohesive area with improved transit facilities and services, seamless integration of modes of travel, a concentrated mix of uses and activities, an engaging and attractive public realm, a minimized ecological footprint, and design excellence;
- To build upon the success of Port Credit as a transit-supportive community. The Master Plan envisions development that respects and complements the character of the surrounding area; and
- To set a precedent for community planning where transportation, intensified land use and urban design are integrated in a sustainable manner to support a thriving Mobility Hub in Port Credit.

Overall, the Master Plan satisfies the Local Area Plan policy objectives. The following comments outline staff's rationale for supporting the Master Plan specifically as it relates to the following policy considerations:

- Built Form;
- Redevelopment of GO Parking Lot;
- Parking Structure Design;
- Employment; and
- Traffic Management.

Is The Envisioned Redevelopment Appropriate?

The massing of buildings and structures is greater within the Master Plan area than elsewhere in the Port Credit Community Node; however, as illustrated in Figure 3 it is appropriate given:

- this mixed-use area represents the focal point of the Port Credit mobility hub, and is intended to have the



Figure 3: Conceptual Bird's Eye 3-D Modelling – West View Across Hurontario Street (IBI)

greatest heights, densities as well as a mix of uses;

- the site is required to fulfill a number of objectives which impact built form, including accommodating a parking structure, Hurontario/Main Light Rail Transit (HMLRT) station and associated public realm, providing a connection between the HMLRT and GO Station, preserving land for future improvements to accommodate Regional Express Rail, and accommodating transit oriented development; and
- the context supports the envisioned redevelopment (e.g. railway and parking lot to the north act as a buffer; parking garage is a good use of land in immediate vicinity of railway, width of Hurontario Street and public realm support building heights).

Is The Built Form Appropriate?

Built form policies and guidelines provide direction on height and building mass for the area. A maximum height of 22 storeys is proposed, with the exception of Hurontario frontage. This is consistent with the maximum height identified in the Local Area Plan. A maximum height along Hurontario Street frontage of 8 storeys is proposed. This is supportable based on the width of the street (see Figure 4).

Stepbacks to reinforce the transition between taller elements on the site and existing lower density development to the east (townhouses and mid-rise buildings) are also recommended. The Master Plan also makes provisions for respecting and integrating local heritage resources into the redevelopment. The built form will be reviewed in greater detail through the development approval process.

Is The

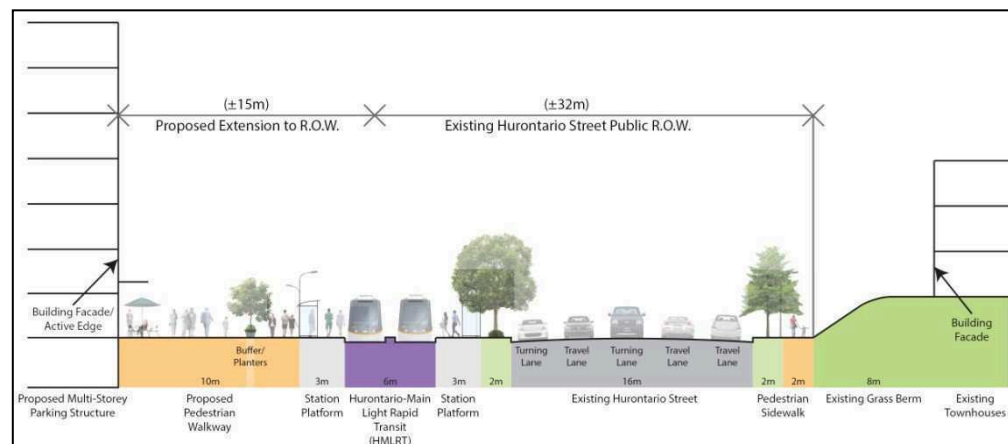


Figure 4: Width And Potential Interface Across Hurontario Street (IBI)

Proposed Number of GO Transit Parking Spaces Appropriate?

It is clear that there is a need for more parking currently and in the future at the Port Credit GO Station. Metrolinx, an agency of the Government of Ontario, has the responsibility for determining an appropriate amount of parking for the site and have jurisdiction on transit facilities and supporting infrastructure. However, concern has been expressed from the public and City departments as to the necessity of having an 800 space parking structure (representing a new increase of 400 spaces) for GO Transit. Such a substantive addition in parking appears to be contrary to creating a transit supportive environment in the area. It is recommended that a more ambitious approach to strategic parking management be considered

which could result in a reduced number of spaces and smaller parking structure at the Port Credit GO Station, and promote active transportation and transit.

Is The Design Of The Parking Structure Appropriate?

The Master Plan provides appropriate guidelines related to built form and design to guide the development of the parking structure. For the portions of the parking structure which cannot incorporate other uses (e.g. office, residential), the Master Plan requires the structure make a positive contribution to the streetscape.

Figure 5 and 6 provide additional examples of parking structures in Indianapolis and Cardiff which have been well designed and visually interesting. These parking structures serve as examples of how a typically utilitarian structure can incorporate design features which translate into urban art works.



Figure 5: Cardiff Bay, Wales (Light Bureau)



Figure 6: Eskenazi Hospital, Indianapolis (Serge Hoeltz)

However, the specific design of the parking structure and associated transit oriented development is ultimately the responsibility of the developer chosen by Metrolinx to develop the site. The proposed design elements will be assessed for appropriateness in the Port Credit context as well as feasibility and longevity given climate conditions, during the approval process.

Why Lot Consolidation Is Appropriate:

The most appropriate use for these lands (see Figure 7) is a parking structure given proximity to railway which is both a constraint (e.g. sensitive land uses cannot be located in this area) and an opportunity (e.g. potential to provide weather protected environment for people travelling between the HMLRT and GO Station). Not including the closed portion of the Queen Street East road allowance in the development would result in a smaller site, accommodating the same amount of parking and likely less transit oriented development.



Figure 7: Southeast Parking Lot Ownership (IBI)

How Will A Balance Of Residential and Employment Be Achieved?

It is desirable to enable employment uses at this site to ensure a balanced and well planned development. Although the area benefits from its close proximity to higher order transit, this

alone is not sufficient to foster significant new office or commercial development. The master plan recommends an appropriate approach to getting employment which utilizes a variety of strategies including:

- requiring a minimum amount of space for non-residential uses;
- using incentives (e.g. evaluating proposals based in-part on provision of additional employment space); and
- providing direction on built form.

This approach is reasonable for attaining an appropriate amount of employment uses, and for not over mandating the provision of office and commercial space which could have negative impacts on the area (e.g. create long-term vacancies).

How Will The Traffic Be Managed?

A transportation analysis was completed. The analysis concludes the local road network can accommodate future development. However, traffic studies will be required for all development applications to confirm findings.

The area benefits from excellent access to public transit and provides opportunities for shorter trips to be made by walking or cycling which helps reduce vehicular traffic demand. The Master Plan also made a number of important recommendations to minimize traffic impacts (e.g. require Transportation Demand Management in new development, examine how to prioritize bus access, etc.). In addition, staff recommend Metrolinx consider reserving parking spaces in their structure to be used solely during off-peak hours in order to better promote all day usage of the system and reduce traffic at peak periods.

Can More Be Done To Support Active Transportation (e.g. opportunity for a bridge over the Credit River)?

As part of the Lakeshore Road Transportation Master Plan and Implementation Strategy, the Transportation and Works Department will be examining any necessary improvements to the Port Credit transportation infrastructure, including the need and justification of an additional crossing (either for active transportation or a combined active transportation / automobile based crossing) of the Credit River (Figure 8). In advance of any findings from this study, the Transportation and Works Department, with support from other departments, is investigating the opportunity of accessing the Mobility Hub Active Transportation Fund for any crossings that maybe justified through the Lakeshore Road Transportation Master Plan study process. This investigation of funding is not intended to predetermine the outcome of the study but rather to off-set any future costs to the City should a new crossing be warranted.



Figure 8: Credit River and Railway Bridge (Adishesan Shankar)

Is There A Role For The City In The Metrolinx Request For Proposal (RFP) Process?

Metrolinx will release an Request For Proposal (RFP) in order to select a development partner. The Master Plan will form part of the RFP whereby the bidders will have a clear description of Metrolinx and the City's expectations for future development. Metrolinx has prepared a short-list of three companies that will be sent the RFP and Master Plan, as a result of a Request For Qualifications (RFQ) that was released earlier in the year.

In order to ensure proposed redevelopment of the GO Station Parking Lot is responsive to the Master Plan, it is recommended that City representation be included in the review of the developer submissions to Metrolinx. It should be noted that when the Sheridan Campus was being developed in downtown Mississauga, City staff had the opportunity to review submissions and provide comments. Given the City will be transferring land to the redevelopment site, and may be accommodating temporary parking on other City owned lands (e.g. former lawn bowling site) in order to facilitate the development, a strong case can be made for City participation in the selection process.

Next Steps

The following are the next steps that need to be undertaken, subsequent to Council endorsement:

- Planning staff prepare the implementing OPA, based on the Master Plan, circulate to department and agencies for comment, and hold a statutory public meeting. It should be noted that the Region has advised they are generally satisfied with the Master Plan, and further detailed comments will be provided after review of the OPA and any subsequent development applications. Additional investigations regarding pumping station capacity will be required based on all potential development in the area, which the Region is undertaking as part of their Distribution and Collection System Master Plan for Greenfield and Intensification projects;
- Realty Services staff initiate the process of declaring the City owned closed Queen Street East road allowance lands surplus for the purpose of negotiating the transfer of the lands to Metrolinx for incorporation into Metrolinx's parking lot redevelopment;
- Council request Metrolinx to include City participation in review of proposals and consider a more ambitious approach to parking management at the GO Station;
- City staff continue discussions with Metrolinx regarding the opportunity of accessing the Mobility Hub Active Transportation Fund;
- Metrolinx and City confirm issues such as funds for public art, applications fees, cash-in-lieu of parkland, and any potential future community benefits and Section 37 bonus provisions associated with the transit oriented development in order to ensure all bidders for the Metrolinx RFP properly understand both planning and financial obligations;
- Planning staff review zoning for lands designated Mixed Use along Ann Street and determine appropriate changes in order to permit additional commercial uses in the existing buildings; and
- Detailed site design and development applications submitted to the City for evaluation.

Strategic Plan

Aspects of the Master Plan touch upon a number of the Pillars in the Strategic Plan. Specifically it addresses the Pillar entitled “Move – Developing a Transit-Oriented City” and is consistent with the strategic goal to direct growth by supporting transit-oriented development policies and deliberate civic actions.

The Master Plan builds upon the successes of Port Credit as a transit-supportive community, while respecting and complementing the character of the surrounding area.

Financial Impact

The cost of retaining the IBI Group to prepare the Master Plan was the responsibility of Metrolinx, with the exception of expenses associated with advertising and providing space for public and advisory panel meetings that were covered by the City.

The proposed policy framework is anticipated to result in new development appropriate for the area that will contribute to the City's tax base and finances as well as help support investments being made in higher order transit.

Conclusion

The Master Plan, represents a comprehensive study that is appropriate to support an amendment to the Local Area Plan as well as to be used in the review of subsequent development applications. Based on the information available at this time (e.g. location of transit station, maximum 400 additional parking spaces, land reserved for Regional Express Rail, mixed use development) the study satisfies the requirements of Special Site policies. Should any key assumptions change then the findings may have to be revisited.

The Queen Street Road allowance should be included in the GO Transit parking lot redevelopment in order to provide a large area which can better accommodate uses envisioned for the site. City staff are investigating the opportunity to access funding in the Mobility Hub Active Transportation Hub for another crossing of the Credit River. City staff acknowledge the need for additional parking, however, suggest Metrolinx consider a more ambitious approach to strategic parking management which could result in a reduction in the number of spaces and promote active transportation and transit.

Attachments

Appendix 1: Port Credit Local Area Plan Policies Special Site 12



Edward R. Sajecki, Commissioner of Planning and Building

Prepared by: Paul Stewart, Planner

13.1.12 Site 12



13.1.12.1 The lands identified as Special Site 12 are located west of Hurontario Street, south of the C.N. Railway, east of Helene Street, and north of High Street.

13.1.12.2 Notwithstanding the provisions of the Mixed Use and Utility designations and the Desirable Urban Form policies, further study is required to determine the appropriate type of redevelopment on these lands.

13.1.12.3 These lands are in an important location that can further the development of the Port Credit Mobility Hub. A comprehensive master plan will be prepared to the City's satisfaction that will address, among other matters, land use, built form, transportation and heritage resources. In addition, the master plan will:

- a) have regard for other City and Provincial plans, policies and reports such as those related to the future Light Rapid Transit on Hurontario and Mobility Hubs;
- b) determine appropriate access improvements and linkages for pedestrians,

cyclists, and commuters traveling between the GO station and future LRT stop;

- c) provide amenities such as secure storage facilities for bicycles, car share drop-off areas, heated waiting areas, traveler information centres, cafes and restaurants, as well as services such as daycares, or grocery stores;
- d) address appropriate design of any parking structures; and
- e) provide of opportunities to accommodate employment uses.

13.1.12.4 Consultation on the comprehensive master plan will occur with the landowners, local community and other stakeholders.

Whereas the *Municipal Act, 2001*, as amended, requires Council to pass a motion prior to closing part of a meeting to the public;

And whereas the Act requires that the motion states the act of the holding of the closed meeting and the general nature of the matter to be considered at the closed meeting;

And whereas all members of Council have been invited to participate in interviews for the recruitment of the Commissioner of Transportation and Works;

Now therefore be it resolved that a portion of the meeting to be held on May 4, 2016 shall be closed to the public to deal with the interviews for the Commissioner of Transportation and Works position:

[Pursuant to section 239 (2) of the *Municipal Act, 2001*, as amended]

6.18 Personal matters about an identifiable individual, including municipal or local board employees – Personnel Matter

REPORT 2-2016

To: CHAIR AND MEMBERS OF GENERAL COMMITTEE

The Governance Committee presents its second report for 2016 and recommends:

GOV-0003-2016

That the deputation by Cameron McCuaig, resident with respect to the deputation process, be received.

(GOV-0003-2016)

GOV-0004-2016

That in the interim the Mayor and Chairs of each committee of Council be requested to ask deputants that are speaking on behalf of any organization to verify that they have permission to speak on behalf of the organization and that Clerk's Office staff be directed to advise deputants when they register that they will be required to confirm authorization by the organization at the meeting.

(GOV-0004-2016)

GOV-0005-2016

1. That the draft Corporate Policy and Procedure – Disposition of Items Given to Elected Officials, be approved.
2. That the Governance Committee endorses amendments to the Council Code of Conduct, Rule 2 Gifts and Benefits, subsection 1b) and 2c) and the addition of 2d) as outlined in the report dated March 21, 2016 from the City Manager, entitled Corporate Policy – Disposition of Items Given to Elected Officials.

(GOV-0005-2016)

GOV-0006-2016

That the news release dated April 4, 2016, entitled "Ontario to Introduce Ranked Ballot Option for Municipal Elections" and the verbal update by Crystal Greer, Director, Legislative Services and City Clerk regarding this matter, be received.

(GOV-0006-2016)

GOV-0007-2016

That the Governance Committee Workplan dated April 18, 2016, be received.

(GOV-0007-2016)

REPORT 2-2016

To: CHAIR AND MEMBERS OF GENERAL COMMITTEE

The Public Vehicle Advisory Committee presents its second report for 2016 and recommends:

PVAC-0006-2016

1. That the Public Vehicle Licensing By-law 420-04, as amended, be amended to incorporate the “capture option” for the regulation of transportation network companies where transportation network companies will be required to obtain a broker licence and operate using only licensed taxi and limousine drivers, operating licensed taxi and limousine vehicles;
2. That the Public Vehicle Licensing By-law 420-04, as amended, be amended to facilitate licensed taxi and limousine drivers being able to work for more than one brokerage;
3. That staff be directed to report back to the Public Vehicle Advisory Committee on ways to modernize the regulation of taxi and limousine industries.

(PVAC-0006-2016)

PVAC-0007-2016

That the deputation and associated email correspondence from Peter Pelier, Taxi Industry with respect to Uber, be received for information.

(PVAC-0007-2016)

PVAC-0008-2016

That the correspondence from Mark Sexsmith, Taxi Industry with respect to amending By-law 420-04, as amended, pertaining to the “Definitions and Interpretation” section, be received for information.

(PVAC-0008-2016)

PVAC-0009-2016

That the correspondence dated April 12, 2016 from Mark Sexsmith, Taxi Industry with respect to feedback on proposed changes to By-law 420-04, as amended, be received for information.

(PVAC-0009-2016)

PVAC-0010-2016

That the correspondence dated April 8, 2016 from Al Cormier, Citizen Member with respect to by-law changes for transportation network companies, be received for information.

(PVAC-0010-2016)

PVAC-0011-2016

That the correspondence dated April 13, 2016 from Al Cormier, Citizen Member with respect to a proposed new approach for going forward with or without Uber, be received for information.

(PVAC-0011-2016)

PVAC-0012-2016

That the correspondence from Karam Punian, Taxicab Drivers with respect to amending By-law 420-04, as amended, be received for information.

(PVAC-0012-2016)

PVAC-0013-2016

That the PVAC 2016 Action List, updated for the April 19, 2016 meeting, be approved, as amended.

(PVAC-0013-2016)

PVAC-0014-2016

That the correspondence from Chris Schafer, Uber Public Policy Manager – Canada with respect to Uber, be received for information.

(PVAC-0014-2016)

PVAC-0015-2016

That the email correspondence entitled, “Urgent Plea” from Gurjant Singh, Taxi Industry, be received for information.

(PVAC-0015-2016)

PVAC-0016-2016

That the correspondence from the Management Team at Aerofleet Cab Services Ltd. with respect to TNC issues, be received for information.

(PVAC-0016-2016)

PVAC-0017-2016

That the deputation and associated correspondence from Tehnaz Mistry, Limousine Driver with respect to taxi and limousine industry regulation, be received for information.

(PVAC-0017-2016)

PVAC-0018-2016

That the deputation and associated documents from Jaskarun Singh, Taxi Industry with respect to the effects of a two tier system, be received for information.

Report #1 - 2016

To: CHAIR AND MEMBERS OF GENERAL COMMITTEE

The Diversity and Inclusion Advisory Committee presents its first report for 2016 and recommends:

DIAC-0001-2016

That the deputation by Renee Bazile-Jones, Director Client Services, Canadian Institute for Diversity and Inclusion with respect to the Diversity and Inclusion within the City of Mississauga be received.

(DIAC-0001-2016)

DIAC-0002-2016

That the deputation by Ivana Di Millo, Director, Communications and David Ferreira, Project Manager, City Brand Research with respect to the Multicultural Media and Advertising Strategy be received.

(DIAC-0002-2016)

DIAC-0003-2016

1. That the Diversity and Inclusion Advisory Committee (DIAC) support the Diverse Communities Promotions Plan outlined in this report and attached appendices, including the proposed advertising schedule for 2016.

2. That DIAC support the set-up and implementation of the multicultural print media registration process outlined in this report.

(DIAC-0003-2016)

DIAC-0004-2016

That the deputation by Graham Walsh, Legal Counsel and Laurel Schut, Manager, Corporate Communications with respect to Flag Raisings be received.

(DIAC-0004-2016)

DIAC-0005-2016

That the matter of proclamations be brought back to the June 15, 2016 Diversity and Inclusion Advisory Committee for discussion.

(DIAC-0005-2016)

DIAC-0006-2016

That the Diversity and Inclusion Advisory Committee (DIAC) supports implementing a one year pilot flag raising program and that the criteria as outlined in the presentation at the April 20, 2016 DIAC meeting be utilized and further that staff report back to DIAC in one year.
(DIAC-0006-2016)

DIAC-0007-2016

That the Diversity and Inclusion Advisory Committee work plan be approved as presented.
(DIAC-0007-2016)

REPORT 3 -2016

To: CHAIR AND MEMBERS OF GENERAL COMMITTEE

The Traffic Safety Council presents its third report for 2016 and recommends:

TSC-0035-2016

1. That the request for an extension of hours to the existing crossing guard at the intersection of Barondale Drive and Cortina Crescent for the students attending Barondale Public School be denied, as the warrants are not met. There are safe gaps in traffic for student to cross the road.
2. That Transportation and Works be requested to review signage on Barondale Drive in front of Barondale Public School and San Lorenzo Ruiz Catholic School.

(Ward 5)

(TSC-0035-2016)

TSC-0036-2016

That the warrants have been met to retain the 2 crossing guards on the west side at Duke of York Boulevard and Webb Drive, for the students attending Bishop Scalabrini Catholic School.

(Ward 3)

(TSC-0036-2016)

TSC-0037-2016

1. That the warrants for the implementation of a crossing guard at the intersection of Tomken Road and Runningbrook Drive, for the students attending Blessed Teresa of Calcutta Catholic School have not been met.
2. That Transportation and Works be requested to review the pedestrian countdown timer at the intersection of Tomken Road and Runningbrook Drive, for the students attending Blessed Teresa of Calcutta Catholic School, to ensure it is at slow walking speed.
3. That the Principal of Blessed Teresa of Calcutta Catholic School be requested to remind students crossing at the intersection of Tomken Road and Runningbrook Drive to push the "ped" button in advance of crossing the street.
4. That the warrants for the implementation of a crossing guard at the intersection of Runningbrook Drive and Riverspray Crescent for the students attending Blessed Teresa of Calcutta Catholic School have not been met.
5. That Transportation and Works be requested to review the signage on Runningbrook Drive in front of Blessed Teresa of Calcutta Catholic School.
6. That Parking Enforcement be requested to enforce parking prohibitions on Runningbrook Drive for students attending Blessed Teresa of Calcutta Catholic School.
7. That Peel Regional Police be requested to enforce "No U-Turn" violations, from 8:40 a.m. to 8:55 a.m. and 3:25 p.m. to 3:40 p.m., once the "No U-Turn" signs have been installed in front of Blessed Teresa of Calcutta Catholic.

(Ward 3)

(TSC-0037-2016)

TSC-0038-2016

1. That the Dufferin-Peel Catholic District School Board be Requested to Review the Kiss & Ride operation and layout at Our Lady of Mount Carmel Secondary School.
2. That Transportation and Works be requested to review the following:
 - a) The No Stopping zone in front of Our Lady of Mount Carmel Secondary School.
 - b) The signage in the vicinity of Our Lady of Mount Carmel Secondary School.
 - c) The feasibility of implementing a pilot signalized pedestrian crossing in the area of 3700 Trelawny Circle, for the students attending Our Lady of Mount Carmel Secondary School.
3. That Peel Regional Police be requested to monitor and enforce the “No U-Turn” violations in the vicinity of 3700 Trelawny Circle, from 7:40 a.m. to 8:30 a.m. and from 3:00 p.m. to 3:30 p.m., for the students attending Our Lady of Mount Carmel Secondary School.

(Ward 10)

(TSC-0038-2016)

TSC-0039-2016

1. That the request for a crossing guard at the intersection of Ellesboro Drive and Suburban Drive, for the students attending Ray Underhill Public School, be denied as warrants are not met.
2. That Transportation and Works be requested to review the signage in front of Ray Underhill Public School, on Suburban Drive.
3. That the request for a crossing guard at the intersection of Swanhurst Boulevard and Suburban Drive, for the students attending Ray Underhill Public School, be denied as warrants are not met.
4. That Parking Enforcement be requested to enforce parking prohibitions from 8:40 a.m. to 9:00 a.m. on Swanhurst Boulevard and Suburban Drive, for the students attending Ray Underhill Public School.

(Ward 11)

(TSC-0039-2016)

TSC-0040-2016

1. That Transportation and Works be requested to review signage in front of Saints Martha and Mary Catholic School.
2. That Transportation and Works be requested to install a speed Board on Bough Beeches Boulevard in the area of Saints Martha and Mary Catholic School and provide data back to Councillor Fonseca.

(Ward 3)

(TSC-0040-2016)

TSC-0041-2016

That the Student Transportation of Peel Region be requested to retain busing for kindergarten to grade 8 students at St. Basil Catholic School.

(Ward 3)

(TSC-0041-2016)

TSC-0042-2016

1. That the roundabout functions well and should remain in place.
2. That Transportation and Works be requested to repaint the pavement markings with zebra striping around the roundabout at Escada Drive/Rosanna Drive and Churchhill Meadows Boulevard, for the students attending St. Bernard of Clairvaux Catholic School.

(Ward 10)

(TSC-0042-2016)

TSC-0043-2016

1. That the warrants for the placement of a crossing guard at the intersection of Confederation Parkway and Fairview Drive ahead of the boundary change in September 2016 for the students attending St. Philip Catholic School have not been met.
2. That the Traffic Safety Council be requested to conduct a further site inspection at the intersection of Confederation Parkway and Fairview Drive for the students attending St. Philip Catholic School, in September 2016 once the boundaries have been changed.

(Ward 7)

(TSC-0043-2016)

TSC-0044-2016

That the minutes from the March 23, 2016 Walk to School Subcommittee meeting be received.

(TSC-0044-2016)

TSC-0045-2016

That the minutes from the March 24, 2016 Public Information Subcommittee meeting be received.

(TSC-0045-2016)

TSC-0046-2015

1. That the Traffic Safety Council TIMES be received for information.
2. That Angie Melo, Legislative Coordinator, be requested to undertake the following:
 - a) Liaise with the Peel District School Board and the Dufferin-Peel Catholic District School Board on the feasibility to translate the Traffic Safety Council TIMES in languages suitable to the school population.
 - b) Contact staff from the library and community centres to inquire on the feasibility of the Traffic Safety Council TIMES (in paper form and/or electronic version) be made available to their patrons.
 - c) Update the Traffic Safety Council webpage to include the updated Traffic Safety Council TIMES.

(TSC-0046-2016)

TSC-0047-2016

1. That the Traffic Safety Council updated Infraction Warning be received.
 2. That the amount of up to \$500.00 be approved for the printing of the updated Infraction Warning.
- (TSC-0047-2016)

TSC-0048-2016

1. That the updated Stakeholder Responsibilities be received.
 2. That Angie Melo, Legislative Coordinator, be directed to forward a copy of the updated Stakeholder Responsibilities to the Mayor and Members of Council, City of Mississauga staff Dufferin-Peel Catholic District School Board, Peel District School Board, Student Transportation of Peel Region, and Peel Regional Police, and applicable city staff.
- (TSC-0048-2016)

TSC-0049-2016

That the minutes from the April 20, 2016 Walk to School Subcommittee meeting be received.

(TSC-0049-2016)

TSC-0050-2016

1. That the letter to be sent out to Principals who have a School Walking Routes Program be received.
 2. That the School Walking Routes Program Progress Report be received
 3. That Angie Melo, Legislative Coordinator, on behalf of Louise Goegan, Chair of the Walk to School Subcommittee, send the School Walking Routes Program letter and progress report to the 26 principals who have the School Walking Routes Program.
- (TSC-0050-2016)

TSC-0051-2016

That the Report from the Manager of Parking Enforcement with respect to parking enforcement In school zones for the month of March 2016, be received.

(TSC-0051-2016)

TSC-0052-2016

That the Action Items List from Transportation and Works for the month of March 2016, be received.

(TSC-0052-2016)

TSC-0053-2016

1. That the Notice of Construction Start from the Ministry of Transportation with respect to the Highway 401 Widening from McLaughlin Road to East of the Credit River (including the removal of the Second Line West vehicular bridge) be received for information.
2. That further to the Notice of Construction Start from the Ministry of Transportation with respect to the Highway 401 Widening from McLaughlin Road to East of the Credit River (including the removal of the Second Line West vehicular bridge), the Traffic Safety Council send the Student Transportation of Peel Region, a letter to remind the Student

Transportation of Peel Region of the recommendation (TSC-0090-2015) made by the Traffic Safety Council at its meeting on June 24, 2015, subsequently adopted by Council on September 16, 2015, for the students attending St. Julia Catholic School and Meadowvale Village Public School.

(Ward 11)
(TSC-0053-2016)

TSC-0054-2016

That the email dated April 18, 2016 and attached Notice of Study Commence regarding Municipal Class Environmental Assessment Study for Mavis Road, from Courtney Park to Ray Lawson Boulevard, be received for information.

(Ward 11)
(TSC-0054-2016)

TSC-0055-2016

1. That Parking Enforcement be requested to enforce all “No Stopping/No Parking” prohibitions on Tenth Line West and Perennial Drive/Destination Drive, from 8:45 a.m. to 9:10 a.m. and from 3:20 p.m. to 3:50 p.m., for the students attending Oscar Peterson Public School.
2. That Pell Regional Police be requested to enforce all U-Turn violations on Perennial Drive and Tenth Line West, between 3:20 p.m. and 3:50 p.m. for the students attending Oscar Peterson Public School.
3. That the Principal of Oscar Peterson Public School be requested to remind students and parents to cross with the crossing guards at Tenth Line West and Perennial Drive/Destination Drive, and not on the south side of the intersection.

(Ward 10)
(TSC-0055-2016)

TSC-0056-2016

That Traffic Safety Council Members Altamash Syed, Tamara Coulson, Sandra Beniuk, Arvind Bhaskar, Mashkoor Sherwani, and Transportation and Works staff, Sheelagh Duffin, Supervisor, Crossing Guard and Denna Yaunan, Traffic Operations Technologist, form a working group to review the Site Inspection and Safety Review Report, and report back to the Traffic Safety Council at a future meeting.

(TSC-0056-2016)