
General Committee

Date

2017/12/06

Time

9:00 AM

Location

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

Members

Mayor Bonnie Crombie	
Councillor Jim Tovey	Ward 1
Councillor Karen Ras	Ward 2
Councillor Chris Fonseca	Ward 3 (Chair)
Councillor John Kovac	Ward 4
Councillor Carolyn Parrish	Ward 5
Councillor Ron Starr	Ward 6
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
905-615-3200 ext. 4516
Email sacha.smith@mississauga.ca

Find it Online

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

INDEX – GENERAL COMMITTEE – DECEMBER 6, 2017**1. CALL TO ORDER****2. APPROVAL OF AGENDA****3. DECLARATION OF CONFLICT OF INTEREST****4. PRESENTATIONS** - Nil**5. DEPUTATIONS**

- 5.1. Natalie Lue, CEO, Living Arts Centre and Patrick Egan, Chair, Living Arts Centre Board to present a 5 year Strategic Plan for the Living Arts Centre.

6. PUBLIC QUESTION PERIOD - 15 Minute Limit (5 minutes per speaker)

Pursuant to Section 42 of the Council Procedure By-law 0139-2013, as amended:
General Committee may grant permission to a member of the public to ask a question of General Committee, with the following provisions:

1. The question must pertain to a specific item on the current agenda and the speaker will state which item the question is related to.
2. A person asking a question shall limit any background explanation to two (2) statements, followed by the question.
3. The total speaking time shall be five (5) minutes maximum, per speaker.

7. CONSENT AGENDA**8. MATTERS TO BE CONSIDERED****8.1. Unfinished Business** – General Committee Recommendation 0731-2017

On November 22, 2017, Council adopted Resolution 0223-2017 that defers Recommendation GC-0731-2017 regarding the draft Government Relations Protocol for discussion at the December 6, 2017 General Committee meeting.

8.2. Lower Driveway Boulevard Parking – Bay Villa Avenue (Ward 8)**8.3. Designated on street parking for the disabled on Queen Street South (Ward 11)**

INDEX – GENERAL COMMITTEE – DECEMBER 6, 2017
CONTINUED

- 8.4. 15-Hour Parking (Lay-by) – Eglinton Avenue West (Ward 10)
- 8.5. Lower Driveway Boulevard Parking – Sparkwell Drive (Ward 5)
- 8.6. Speed Limit Change – Front Street North (Ward 1)
- 8.7. Speed Limit Review – Stavebank Road (Ward 1)
- 8.8. Review of On-Street Parking Limit Exemptions
- 8.9. Presto New Operating Agreement
- 8.10. Mississauga Transitway - Maintenance and Operations (Wards 3, 4, 5 & 8)
- 8.11. Review of the Nuisance Weed and Tall Grass Control By-law 125-17
- 8.12. A Summary of the Federal and Provincial Plan for the Production and Sale of Cannabis in Ontario and a Discussion of its Municipal Impact
- 8.13. City of Mississauga's Participation in and Funding of the University of Toronto's Centre for Automated and Transformative Transportation Systems
- 8.14. Winter Maintenance - Snow Angels Program
- 8.15. Works Operations and Maintenance Division Salt Management Practices
- 8.16. Agreements with the Ontario Ministry of Transportation
- 8.17. Assumption - Municipal Works Servicing Agreement for CA'B' 04-08/84. (Ward 8) (Z-24)
- 8.18. Request to Increase Contract Upset Limit - Maintenance of Traffic Control Signals and Related Electrical Devices (Procurement FA.49.181-14)
- 8.19. 2017 Road Housekeeping By-Law
- 8.20. Tour de Mississauga 2017
- 8.21. Emergency Management in Mississauga 2016-2017

INDEX – GENERAL COMMITTEE – DECEMBER 6, 2017
CONTINUED

- 8.22. Bid Submission for the 2021 Ontario Parasport Games
- 8.23. Civic Protocol
- 8.24. City Standards for Information Technology (IT) Systems Requiring Support and Maintenance Services in 2018 (File Ref: PRC000562)
- 8.25. Single Source Recommendation for Amazon Web Services, Inc. for Amazon Web Services (AWS) as a City Standard - File #PRC000530
- 8.26. Single Source Recommendation for Box.com (UK) Ltd. - Contract Renewal, File Ref: PRC000481, (old file #FA.49.696-14)
- 8.27. No Charge Online Property Tax Receipt
- 8.28. Procedure By-law Amendments to implement Bill 68: Modernizing Ontario's Municipal Legislation Act, 2017 changes
- 9. **ADVISORY COMMITTEE REPORTS**
 - 9.1. Arts, Culture & Heritage Ad Hoc Committee Report 5-2017 November 13, 2017
 - 9.2. Heritage Advisory Committee Report 10-2017 - November 14, 2017
 - 9.3. Mississauga Cycling Advisory Committee Report 11-2017 November 14, 2017
 - 9.4. Museums of Mississauga Advisory Committee Report 3-2017 November 28, 2017
- 10. **MATTERS PERTAINING TO REGION OF PEEL COUNCIL**
- 11. **COUNCILLORS' ENQUIRIES**
- 12. **OTHER BUSINESS/ANNOUNCEMENTS**

INDEX – GENERAL COMMITTEE – DECEMBER 6, 2017
CONTINUED

13. **CLOSED SESSION**

- 13.1. A proposed or pending acquisition or disposition of land by the municipality or local board -Purchase of a portion of 1200 Old Derry Road from Alvarez & Marsal Canada Inc., as court-appointed Sales Officer, on behalf of James Hurl Humphries and Hanlon Glen Homes Inc. (Ward 11)

14. **ADJOURNMENT**

On November 22, 2017 Council adopted Resolution 0223-2017 that defers Recommendation GC-0731-2017 for discussion at the December 6, 2017 General Committee meeting.

GC-0731-2017

That the draft Government Relations protocol as outlined in the document reviewed by the Governance Committee on October 31, 2017 be approved as amended to include the following and that staff report back to General Committee with a Corporate Policy:

- a) Role of Mayor
“The Mayor will act as the City of Mississauga representative at all official international meetings outside of the City of Mississauga, including investment missions. Members of Council may attend with the Mayor should they choose to do so.”
- b) In the Role of Members of Council section include a descriptor to clarify that it is when acting in the capacity of a City of Mississauga Councillor.
- c) Role of Acting Mayor
“In the event the Mayor is unable to attend an event of city-wide importance, the Mayor shall ask, with the permission of the event organizer, the Acting Mayor to attend in his or her place. If the Acting Mayor is unable to attend, the Mayor shall ask the Ward Councillor. This process shall repeat until a Councillor is able to attend as Acting Mayor.”

(GOV-0011-2017)

Policy Title: Government Relations Protocol (Draft)**Purpose**

In an effort to ensure Mississauga has a strong presence with the federal and provincial governments and elected representatives from all parties, it is prudent that the City have a government relations protocol to provide guidance and coordinate all government relations and advocacy activities. Mississauga's Council-approved positions are more likely to be heard by other levels of government if the Mayor, Council and city staff are aligned in their position and understand their role and responsibility. Outlined herein is a suggested protocol for the Mayor and Members of Council and city staff to follow in undertaking government relations and advocacy.

Scope

The protocol only covers events and activities outlined herein.

For additional information on items of Protocol refer to Corporate Policy and Procedures – Public Relations – Protocol; Official Photographs of Elected Officials and Senior Staff; Expressions of Sympathy; Flag Protocol at City Facilities; Events Protocol

Definitions

For the purposes of this policy:

“Mayor” means the elected Mayor or Acting Mayor or person designated by the Mayor

“Councillor” means member of Mississauga City Council

“City Staff” means any person employed by the Corporation of the City of Mississauga

“Event of City-Wide Importance” means an event that is not specific to a particular ward, but has significance to the entire city at the discretion of the Mayor

“Government Relations” means any work done with another level of government, including:

- the federal and provincial governments in Canada, including government leaders, cabinet ministers, MPs, MPPs and senior staff;
- other municipal governments;
- foreign consulates and trade representatives;
- Ambassadors and other foreign dignitaries;

- “Municipal Associations” includes, but is not limited to the Federation of Canadian Municipalities (FCM) and its Big City Mayor’s Caucus and the Association of Municipalities of Ontario (AMO) and its Large Urban Mayor’s Caucus; and the Great Lakes Cities Initiative.

Role of the Mayor

- The Mayor and the Mayor’s Office will coordinate the government relations activities of the City with Members of Council and city staff.
- The Mayor or Councillor designated by the Mayor, will be responsible for all meetings and relations with heads of state, federal and provincial government ministers, mayors, consuls general, ambassadors and other dignitaries.
- The Mayor’s Office will, whenever possible, include members of Council in meetings with heads of state, government ministers, consuls general, ambassadors and other dignitaries
- The Mayor or designate will be the City of Mississauga representative in formal meetings with other mayors, municipal associations, as well as industry and trade associations, and at other events where the Mayor is expected to speak on behalf of the City of Mississauga about Council approved priorities.
- The Mayor will act as the City of Mississauga representative at all official international meetings, including investment missions. Members of Council may attend with the Mayor should they choose to do so.
- The Mayor will, where information is not confidential or embargoed, provide briefings to members of Council and staff about meetings and issues related to City of Mississauga priorities, including legislative and policy developments at other levels of government.
- When requested, the Mayor will work closely with Councillors to determine ward-specific issues and work with the local councillor to address these issues with other levels of government.

Role of the Acting Mayor

- The Acting Mayor is appointed by By-Law 0271-2014 and serves for two consecutive months
- In the event the Mayor is unable to attend an event of city-wide importance, the Mayor shall ask, with the permission of the event organizer, the Acting Mayor to attend in his or her place. If the Acting Mayor is unable to attend, the Mayor shall ask the following Acting Mayor. This process shall repeat until a Councillor is able to attend as Acting Mayor.
- If no member of Council is able to attend as an Acting Mayor, the Mayor’s Office will inform the event organizer accordingly

- It shall be the responsibility of the Acting Mayor to coordinate event attendance and logistics with the local ward Councillor and event organizer

Role of Members of Council

- It is expected that Councillors will meet with their local Members of Parliament and Members of Provincial Parliament, as well as other municipal representatives on issues related to their ward and staff will assist where requested.
- If the opportunity arises to speak to senior officials, both elected or not, within the federal or provincial governments, Councillors are expected to advocate for Council-approved priorities and collaborate with the Mayor on approach and message
- Councillors are expected to speak to the Mayor and Council regarding new initiatives or requests of the federal and provincial governments and have these endorsed by Council prior to advocating to senior officials at the federal or provincial level
- Councillors should brief the Mayor and Council before attending meetings with government officials at the federal or provincial levels.

Role of City Staff

- City staff shall, when requested by Mayor and Council or otherwise, provide briefings on policy or legislation that affects or could affect the City of Mississauga, or that deals with Council approved priorities
- City Staff shall liaise with staff at the federal and provincial governments, and within other municipalities as it pertains to advancing the priorities of the City of Mississauga
- City staff will attend official meetings with representatives from the federal, provincial or other municipal governments when invited by the Mayor or members of Council

City of Mississauga

Corporate Report



Date: 2017/11/16

To: Chair and Members of General Committee

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

Originator's files:
MG.23.REP
RT.10.Z-32

Meeting date:
2017/12/06

Subject

Lower Driveway Boulevard Parking - Bay Villa Avenue (Ward 8)

Recommendation

That a by-law be enacted to amend the Traffic By-law 555-00, as amended, to implement lower driveway boulevard parking between the curb and sidewalk, at any time on Bay Villa Avenue between Metcalfe Avenue and Credit Valley Road, as outlined in the report from the Commissioner of Transportation and Works, dated November 16, 2017, entitled "Lower Driveway Boulevard Parking - Bay Villa Avenue (Ward 8)".

Background

The Transportation and Works Department received a completed petition from an area resident to implement lower driveway boulevard parking on Bay Villa Avenue between Metcalfe Avenue and Credit Valley Road. Lower Driveway Boulevard parking between the curb and sidewalk is currently prohibited and three-hour parking is permitted on Bay Villa Avenue.

Comments

To determine the level of support for lower driveway boulevard parking between the curb and sidewalk, a parking questionnaire was distributed to the residents of Bay Villa Avenue.

Thirty questionnaires were delivered and nine (30%) were returned; six (67%) supported the implementation of lower driveway boulevard parking and three (33%) were opposed. Since greater than 66% of the total respondents support lower driveway boulevard parking, the Transportation and Works Department recommends implementing lower driveway boulevard parking between the curb and sidewalk, at any time, on both sides of Bay Villa Avenue between Metcalfe Avenue and Credit Valley Road.

The Ward Councillor supports the proposal for lower driveway boulevard parking. The existing three-hour on-street parking will be maintained. A location map is attached as Appendix 1.

Financial Impact

Costs for the sign installations can be accommodated in the 2017 operating budget.

Conclusion

Based on the results of the parking questionnaire, the Transportation and Works Department supports lower driveway boulevard parking between the curb and sidewalk, on Bay Villa Avenue between Metcalfe Avenue and Credit Valley Road.

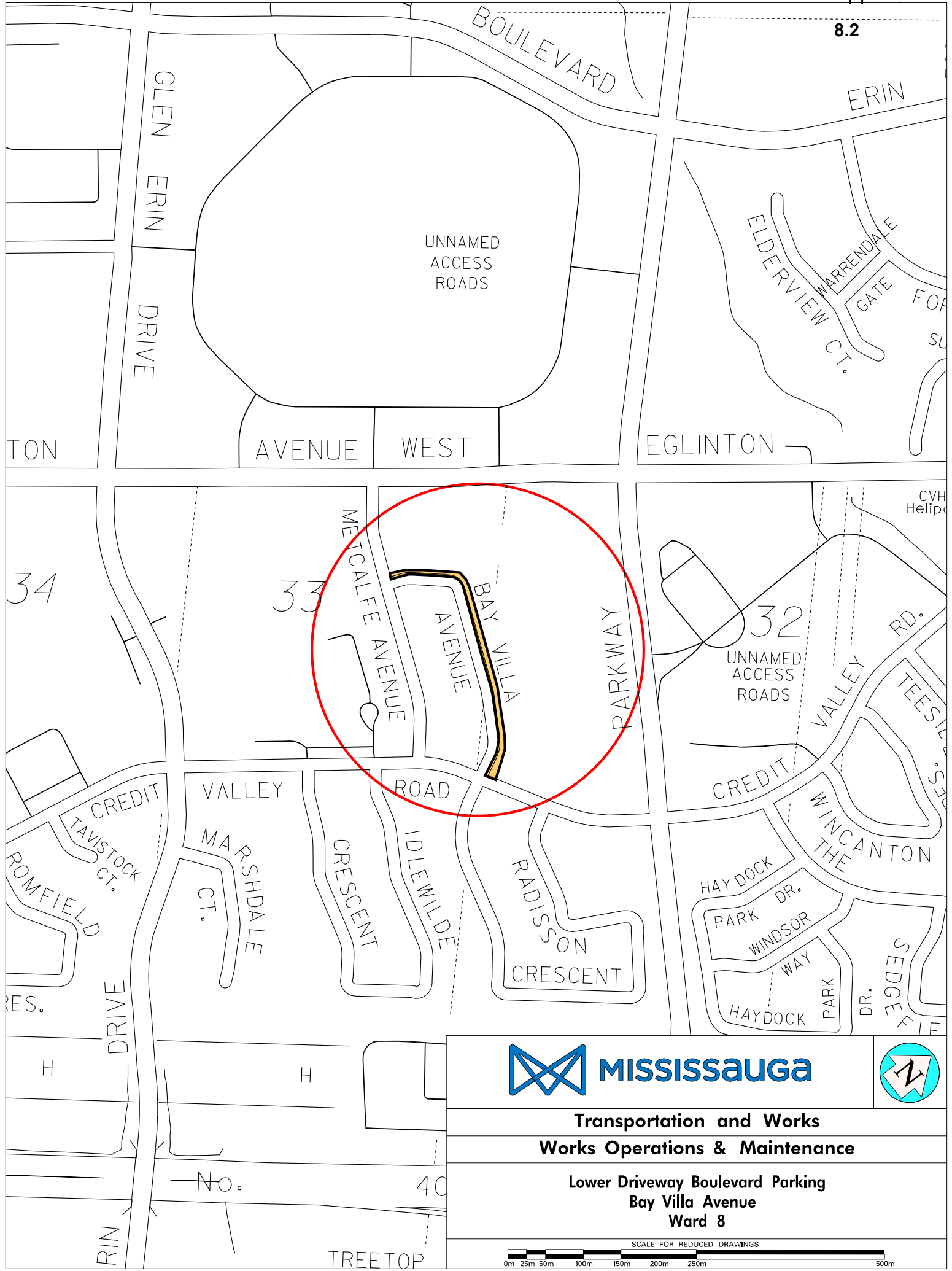
Attachments

Appendix 1: Location Map - Lower Driveway Boulevard Parking - Bay Villa Avenue (Ward 8)



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

Prepared by: Haydn Kocznur, Traffic Operations Technician



Transportation and Works
Works Operations & Maintenance

Lower Driveway Boulevard Parking
Bay Villa Avenue
Ward 8

City of Mississauga

Corporate Report



Date: 2017/11/16

To: Chair and Members of General Committee

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

Originator's files:
MG.23.REP
RT.10.Z-39E

Meeting date:
2017/12/06

Subject

Designated Accessible On-Street Parking on Queen Street South (Ward 11)

Recommendation

That a by-law be enacted to amend the Traffic By-law 555-2000, as amended, to implement a designated accessible parking space, at any time, on the west side of Queen Street South from a point 15 metres (49 feet) north of Pearl Street/ Main Street and a point 22 metres (72 feet) northerly thereof as outlined in the report from the Commissioner of Transportation and Works, dated November 16, 2017, entitled "Designated Accessible On-Street Parking on Queen Street South (Ward 11)".

Background

The Transportation and Works Department received a request from Streetsville Chiropractic Clinic through the Ward Councillor's office, with respect to the implementation of one designated accessible parking space on Queen Street South in the vicinity of their facility in order to provide an accessible on-street parking space. A location map is attached as Appendix 1.

Comments

The Transportation and Works staff conducted a review of the area and could support providing a designated accessible parking space on Queen Street South.

The Transportation and Works Department received no concerns from the City's Accessibility office regarding the proposed designated accessible parking space.

The Ward Councillor supports the implementation of one designated accessible parking space on Queen Street South.

Financial Impact

Costs for the sign installations and pavement markings can be accommodated in the 2017 Current Budget.

General Committee

2017/11/16

Originators files: MG.23.REP

RT.10.Z-39E

Conclusion

The Transportation and Works Department supports the implementation of one designated accessible parking space, at any time, on the west side of Queen Street South from a point 15 metres (49 feet) north of Pearl Street/Main Street and a point 22 metres (72 feet) northerly thereof.

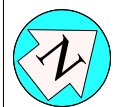
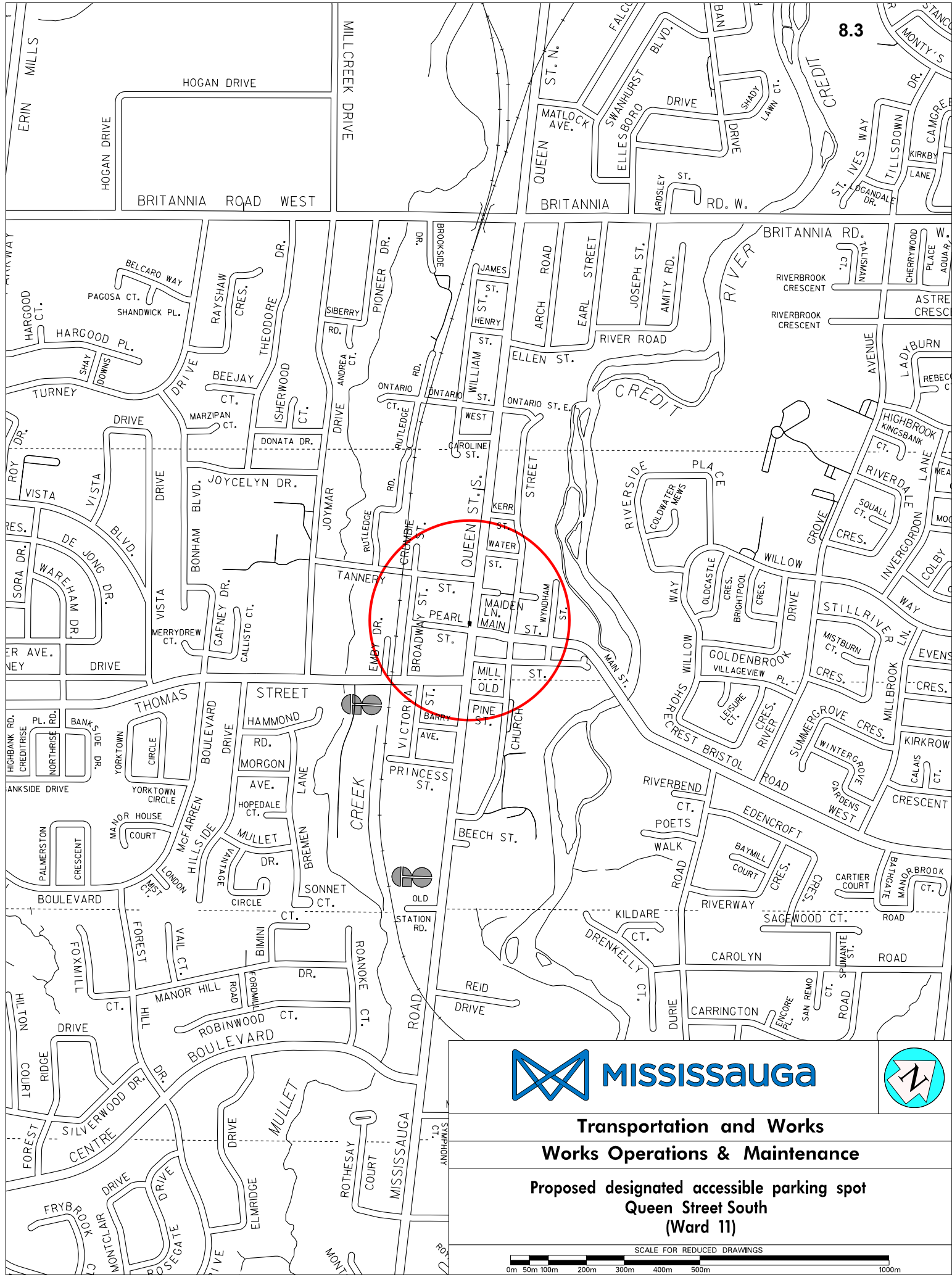
Attachments

Appendix 1: Location Map - Proposed Designated Accessible Parking Spot - Queen Street South (Ward 11)



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

Prepared by: Alex Liya, C.E.T., Traffic Operations Technician



**Transportation and Works
Works Operations & Maintenance**

**Proposed designated accessible parking spot
Queen Street South
(Ward 11)**



City of Mississauga

Corporate Report



Date: 2017/11/16

To: Chair and Members of General Committee

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

Originator's files:
MG.23.REP
RT.10.Z-57

Meeting date:
2017/12/06

Subject

15-Hour Parking (Lay-by) - Eglinton Avenue West (Ward 10)

Recommendation

That a by-law be enacted to amend the Traffic By-law 555-00, as amended, to implement 15-hour parking on the north side of Eglinton Avenue West, in the concrete lay-by immediately east of Ninth Line West, as outlined in the report from the Commissioner of Transportation and Works, dated November 16, 2017, entitled "15-Hour Parking (Lay-by) - Eglinton Avenue West (Ward 10)".

Background

The Transportation and Works Department received a completed petition from an area resident to implement 15-hour parking on the north side of Eglinton Avenue West, in the concrete lay-by immediately east of Ninth Line West. 15-hour parking is currently prohibited and three-hour parking is permitted in the lay-by. A location map is attached as Appendix 1.

Comments

As parking in the lay-by does not affect traffic operation on the roadway itself, and is supported by local residents as evidenced through the petition, the Transportation and Works Department supports implementing 15-hour parking on the north side of Eglinton Avenue West, in the concrete lay-by immediately east of Ninth Line West.

The Ward Councillor supports the proposed parking regulation change.

Financial Impact

Costs for the sign installations can be accommodated in the 2017 operating budget.

Conclusion

Based on support from local residents and the Ward Councillor, the Transportation and Works Department supports 15-hour parking on the north side of Eglinton Avenue West, in the concrete lay-by immediately east of Ninth Line West.

Attachments

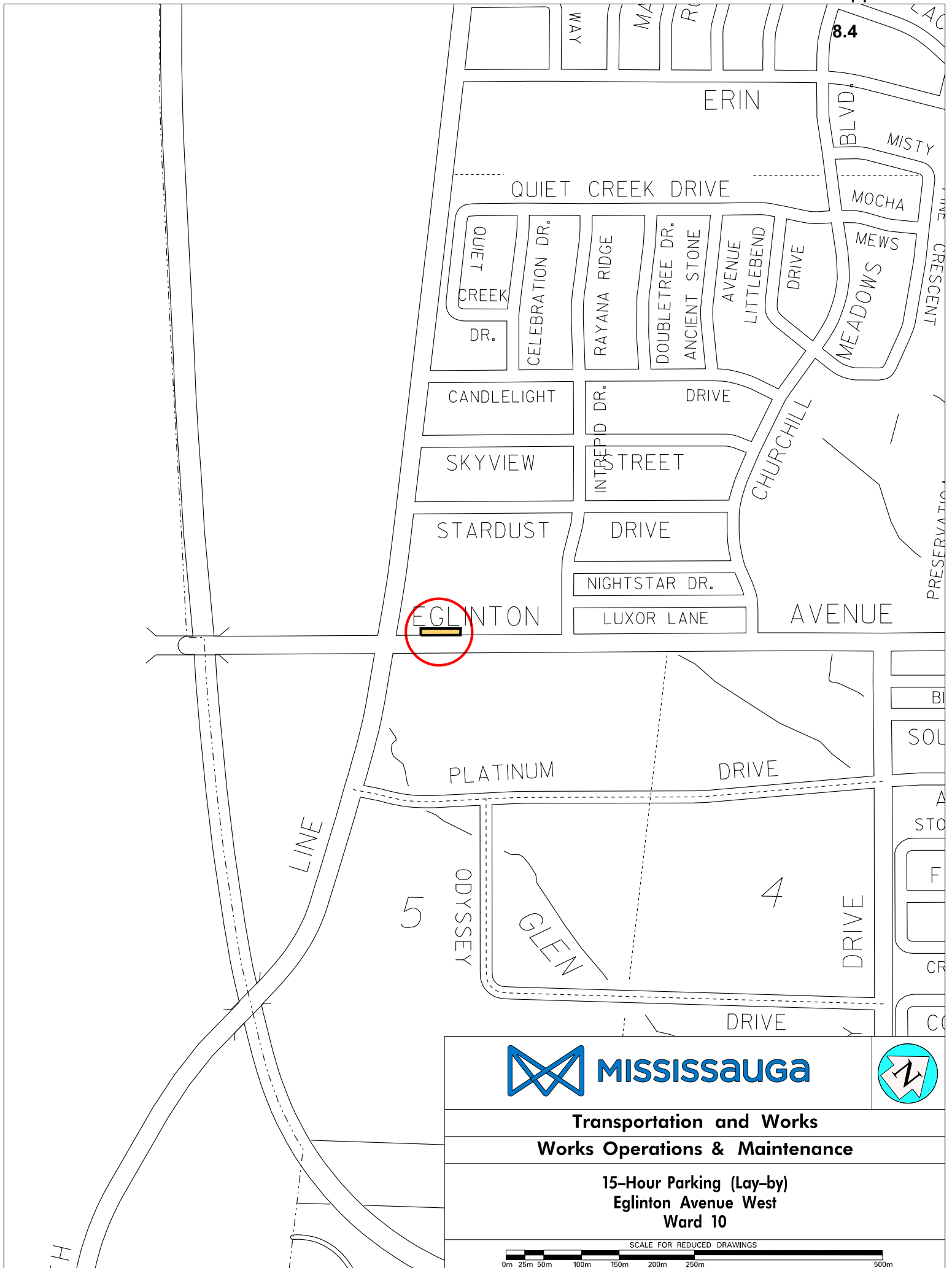
Appendix 1: Location Map - 15-Hour Parking (Lay-by) - Eglinton Avenue West (Ward 10)



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

Prepared by: Haydn Kocznur, Traffic Operations Technician

8.4



Transportation and Works
Works Operations & Maintenance

15-Hour Parking (Lay-by)
Eglinton Avenue West
Ward 10



City of Mississauga

Corporate Report



Date: 2017/11/16

To: Chair and Members of General Committee

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

Originator's files:
MG.23.REP
RT.10.Z-37W

Meeting date:
2017/12/06

Subject

Lower Driveway Boulevard Parking - Sparkwell Drive (Ward 5)

Recommendation

That a by-law be enacted to amend the Traffic By-law 555-00, as amended, to implement lower driveway boulevard parking between the curb and sidewalk, at any time on Sparkwell Drive between Ashprior Avenue and Avonwick Avenue, as outlined in the report from the Commissioner of Transportation and Works, dated November 16, 2017, entitled "Lower Driveway Boulevard Parking - Sparkwell Drive (Ward 5)".

Background

The Transportation and Works Department received a completed petition from an area resident to implement lower driveway boulevard parking on Sparkwell Drive between Ashprior Avenue and Avonwick Avenue. Lower Driveway Boulevard parking between the curb and sidewalk is currently prohibited and three-hour parking is permitted on Sparkwell Drive.

Comments

To determine the level of support for lower driveway boulevard parking between the curb and sidewalk, a parking questionnaire was distributed to the residents of Sparkwell Drive.

Twenty-two questionnaires were delivered and seven (32%) were returned; seven (100%) supported the implementation of lower driveway boulevard parking and zero (0%) were opposed. Since greater than 66% of the total respondents support lower driveway boulevard parking, the Transportation and Works Department recommends implementing lower driveway boulevard parking between the curb and sidewalk, at any time, on both sides of on Sparkwell Drive between Ashprior Avenue and Avonwick Avenue.

The Ward Councillor supports the proposal for lower driveway boulevard parking. The existing three-hour on-street parking will be maintained. A location map is attached as Appendix 1.

Financial Impact

Costs for the sign installations can be accommodated in the 2017 operating budget.

Conclusion

Based on the results of the parking questionnaire, the Transportation and Works Department supports lower driveway boulevard parking between the curb and sidewalk, on Sparkwell Drive between Ashprior Avenue and Avonwick Avenue.

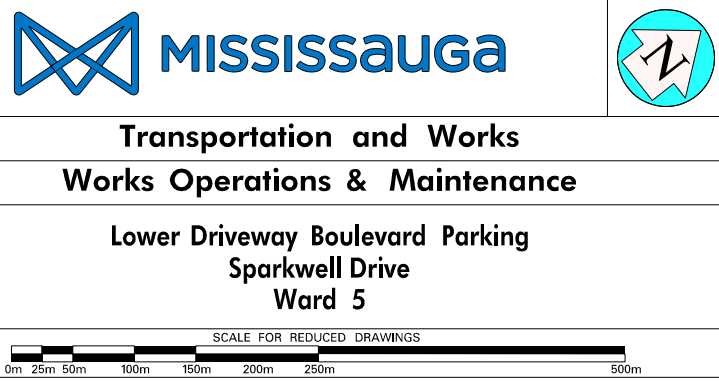
Attachments

Appendix 1: Location Map - Lower Driveway Boulevard Parking - Sparkwell Drive (Ward 5)



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

Prepared by: Haydn Kocznur, Traffic Operations Technician



City of Mississauga Corporate Report



Date: 2017/11/16

To: Chair and Members of General Committee

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

Originator's files:
MG.23.REP
RT.10.Z-8

Meeting date:
2017/12/06

Subject

Speed Limit Change - Front Street North (Ward 1)

Recommendation

That a by-law be enacted to amend the Traffic By-law 555-2000, as amended, to implement a 40 km/h speed limit on Front Street North, as outlined in the report from the Commissioner of Transportation and Works, dated November 16, 2017, entitled "Speed Limit Change - Front Street North (Ward 1)".

Background

The Transportation and Works Department has completed a review of Front Street North, as a result of resident concerns, to determine the appropriate speed limit under the prevailing conditions on this roadway. The residents feel that the existing regulatory speed limit on Front Street North is too high for the existing roadway conditions.

Comments

Front Street North is a curvilinear two-lane undivided roadway with a statutory speed limit of 50 km/h and direct residential frontage on the west side of the roadway. Riverside Public School is located on the west side of the road between Park Street West and John Street North. The Don Rowing Club of Mississauga is located on the east side of the roadway opposite the school. Sidewalks abutting the curb are present on both sides of Front Street North. A location map is attached as Appendix 1.

The current City of Mississauga Corporate Policy 10-03-01 "Traffic Safety in School Zones" reserves the use of 40 km/h speed limit for school zones and/or roadways whose geometric design cannot support a higher speed limit. According to the Traffic By-Law 555-2009, as amended, "school zone" means the portion of a highway within 150 metres in either direction beyond the limits of the land used for the purposes of the school. As per the above definition, the school zone on Front Street North extends from Lakeshore Road West to the west limit of

Peter Street North. The distance between Peter Street North and Mississauga Road is less than 100 metres (328 feet).

The Transportation and Works Department supports the reduction of the speed limit on Front Street North between Lakeshore Road West and Mississauga Road from 50 km/h to 40 km/h. The reduction in the speed limit should help increase the overall level of safety in the area.

The Ward Councillor supports the speed limit change.

Financial Impact

Costs for the sign installations can be accommodated in the 2017 Current Budget.

Conclusion

The Transportation and Works Department recommends that the posted speed limit on Front Street North be reduced from 50 km/h to 40 km/h.

Attachments

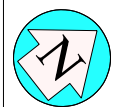
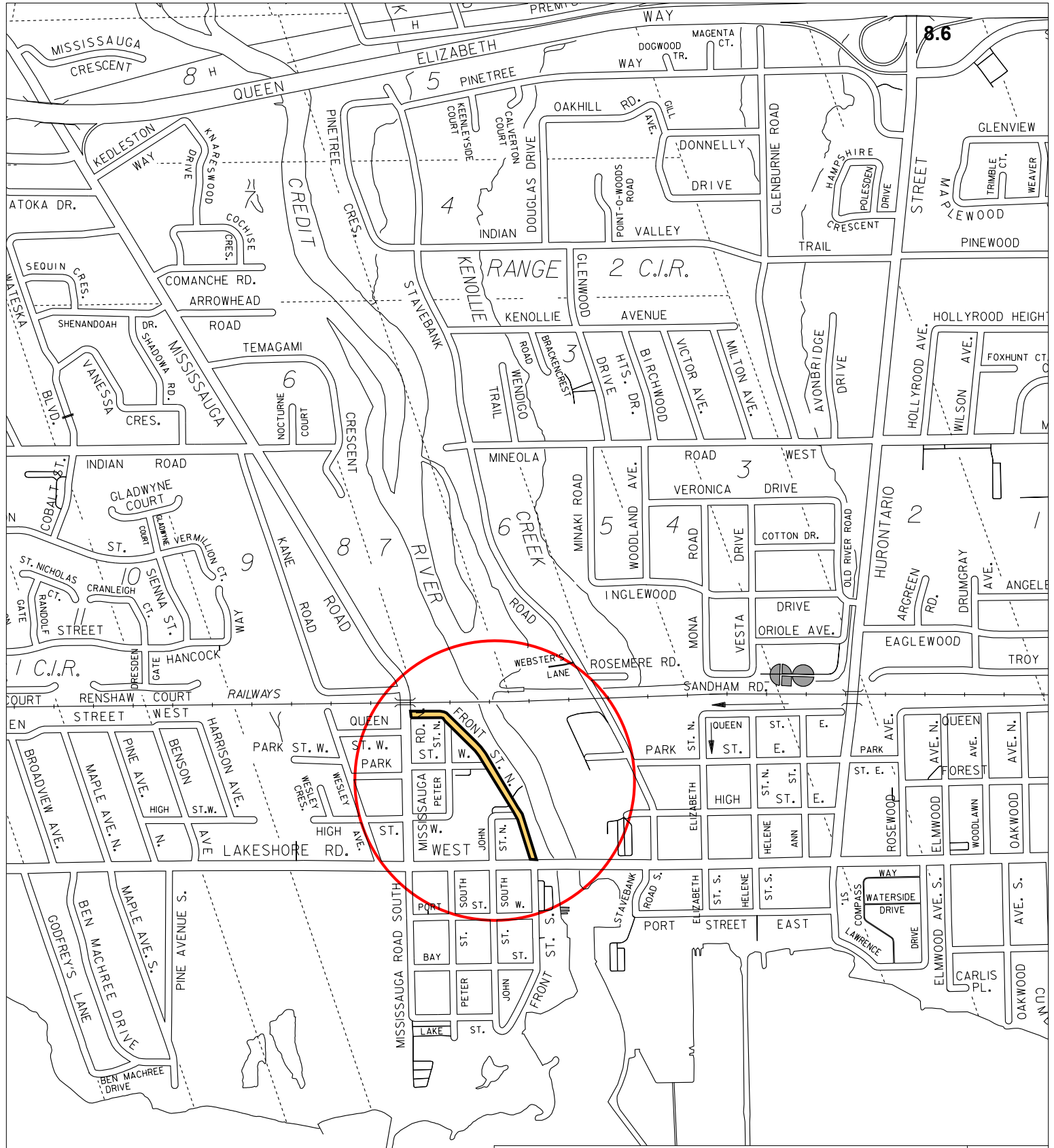
Appendix 1: Location Map - 40 km/h Speed Limit - Front Street North (Ward 1)



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

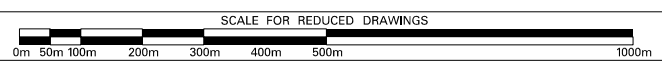
Prepared by: Ouliana Drobychevskaia, B.Sc., Traffic Operations Technologist

8.6



**Transportation and Works
Works Operations & Maintenance**

**40 km/h Speed Limit
Front Street North (Ward 1)**



City of Mississauga Corporate Report



Date: 2017/11/16

To: Chair and Members of General Committee

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

Originator's files:
MG.23.REP
RT.10.Z-8

Meeting date:
2017/12/06

Subject

Speed Limit Review - Stavebank Road (Ward 1)

Recommendation

That the current posted speed limit of 40 km/h be maintained on Stavebank Road between the Canadian National Railway (C.N.R.) and Pinetree Way as outlined in the report from the Commissioner of Transportation and Works, dated November 16, 2017, and entitled "Speed Limit Review - Stavebank Road (Ward 1)".

Background

The residents of Stavebank Road submitted a petition to City Council on May 24, 2017, requesting a reduction in the speed limit from 40 km/h to 30 km/h. Subsequently, Councillor Tovey directed Transportation and Works Department staff to submit a report to General Committee regarding this matter.

Comments

There are only two roads in the City of Mississauga which were designed and currently operate with a 30 km/h posted speed limit: Square One Drive between Duke of York Blvd and Living Arts Drive, and Main Street between Church Street and Queen Street South. These two roads were designed and built utilizing "complete streets" principles where streets are precisely planned, designed, maintained and operated to enable safe, convenient and comfortable travel and access for users of all ages and abilities regardless of their mode of transportation. Both of these roads were designed to operate at 30 km/h.

Stavebank Road between the C.N.R. and Pinetree Way is a curvilinear, undivided, two-lane, minor collector roadway with a posted 40 km/h speed limit. It is designed and functions as an integral part of the City's transportation network.

It provides motorists from the surrounding neighbourhood with a direct access to the adjacent arterial road network. There are no schools, parklands or playgrounds fronting and/or abutting Stavebank Road. A location map is attached as Appendix 1.

In June 2017, the Transportation and Works Department staff conducted 24-hour speed studies at three separate locations on Stavebank Road. Details of these studies are as follows:

Stavebank Road between Pinetree Way and Pinetree Crescent:

Date	Posted Speed	Average Speed	85 th Percentile Speed
June 2017	40 km/h	34 km/h	47 km/h

Stavebank Road between Kenollie Avenue and Mineola Road West:

Date	Posted Speed	Average Speed	85 th Percentile Speed
June 2017	40 km/h	30 km/h	42 km/h

Stavebank Road between Mineola Road West and Webster's Lane:

Date	Posted Speed	Average Speed	85 th Percentile Speed
June 2017	40 km/h	38 km/h	50 km/h

The above results are consistent with the currently posted speed limit and fall within an acceptable range of vehicle operating speeds within a 40 km/h speed zone. This further validates that the current 40 km/h speed limit on Stavebank Road is set appropriately based on current geometric design and prevailing roadway characteristics.

Assuring that motorists are in compliance with the requested posted speed limit of 30km/h on Stavebank Road may require increased police enforcement. Police enforcement typically only reduces operating speeds while officers are present.

Lowering the existing speed limit of 40km/h on Stavebank Road to 30km/h could have negative consequences specially when applied without concurrent changes to the physical characteristics of the road. Speed limits that are inconsistent with roadway characteristics and driver expectations can lead to driver frustration. Some drivers will obey the lower speed limit while others will feel it is unreasonable and therefore ignore it. It would be unreasonable to expect motorists to travel at a speed significantly less than the design speed of the roadway. This creates a disruption in vehicular traffic flow and increases the potential for collisions due to significant speed variances.

The local Ward Councillor is aware of the Transportation and Works Department's recommendation to maintain the existing posted speed limit on Stavebank Road.

Financial Impact

Not Applicable.

Conclusion

It is of the utmost importance that 30 km/h speed limits be applied appropriately so that these lower posted speed limits maintain a level of credibility. 30 km/h posted speed limits should be applied in a consistent manner and utilized where lower speed limits are warranted and the majority of motorists would be in compliance with the posted speed limit.

Based on the results of the technical review, the Transportation and Works Department does not recommend lowering the existing speed limit from 40 km/h to 30 km/h on Stavebank Road between the Canadian National Railway and Pinetree Way.

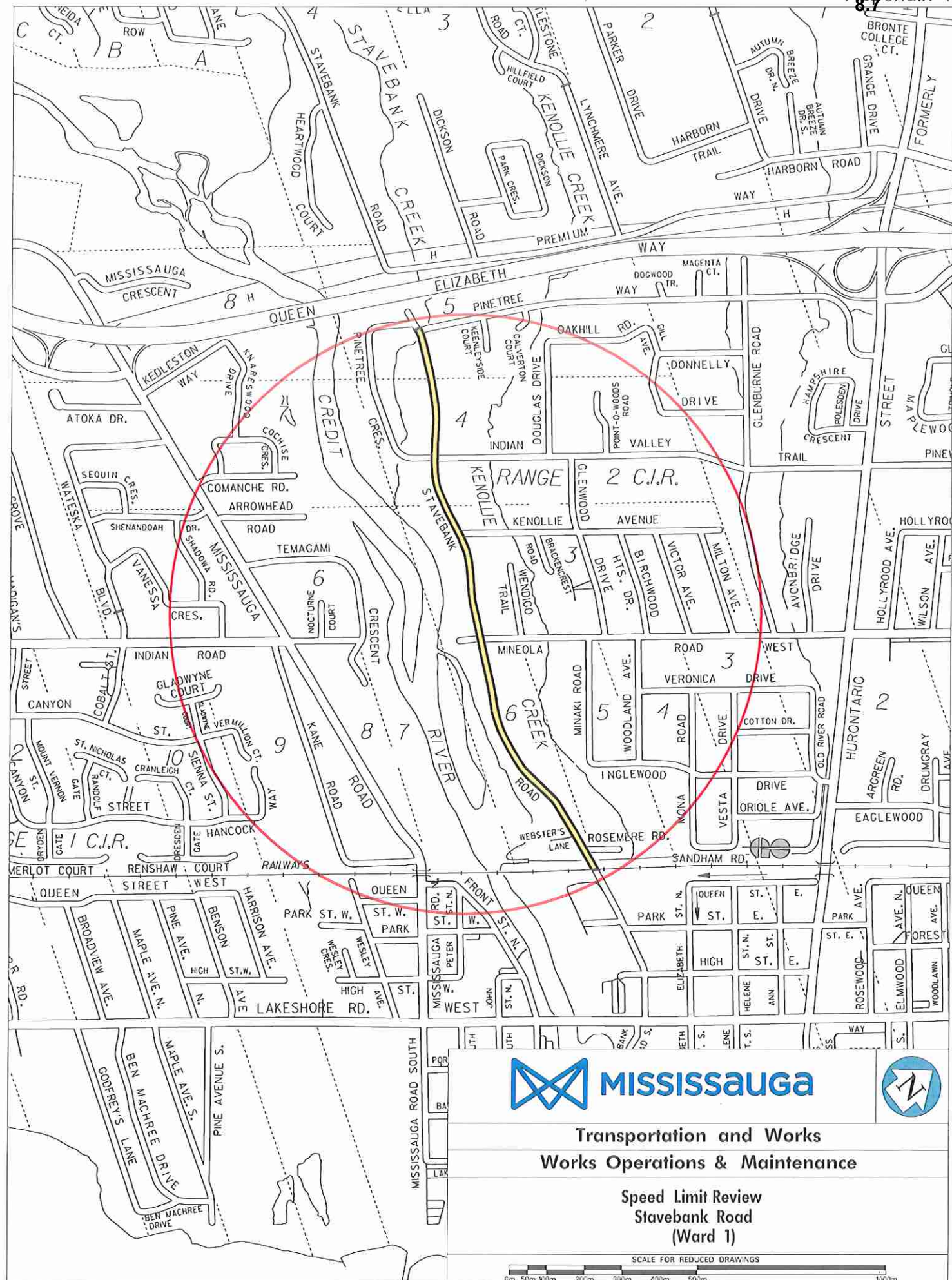
Attachments

Appendix 1: Location Map - Speed Limit Review - Stavebank Road (Ward 1)

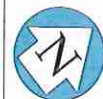


Geoff Wright, P. Eng., MBA, Commissioner of Transportation and Works

Prepared by: Darek Pest, C.E.T., Road SafetyTechnologist



MISSISSAUGA



**Transportation and Works
Works Operations & Maintenance**

**Speed Limit Review
Stavebank Road
(Ward 1)**

SCALE FOR REDUCED DRAWINGS



City of Mississauga Corporate Report



Date: 2017/11/21

To: Chair and Members of General Committee

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

Originator's files:

Meeting date:
2017/12/06

Subject

Review of On-Street Parking Limit Exemptions

Recommendation

1. That the report entitled, "Review of On-Street Parking Limit Exemptions" dated November 21, 2017 from the Commissioner of Transportation and Works be received.
2. That General Committee provide direction on the on-street parking limit exemption options as outlined in the report.
3. That a Digital Chalking Pilot Project be approved in concept for Parking Enforcement to assess the viability and benefits of emerging parking enforcement technologies.

Report Highlights

- Three options for on-street parking limit exemptions are identified in this report and staff recommend Option One: Increase the on-street time limit to five hours and introduce year round overnight restrictions from 2 a.m. to 6 a.m.
- Option One will further meet the needs of all holiday, holy day and family focused celebrations, promote community standards, and offer operational and financial benefits to the City.
- Enforcement will seek capital funding of approximately \$60,000 to equip and test one vehicle with the digital chalking technology through the 2019 business planning process.

Background

In 2016, Council approved amendments to Traffic (Parking) By-Law 555-00 to permit on-street parking beyond the three-hour limit between 8 a.m. to 12 midnight for the following holidays: New Year's Day, Family Day, Good Friday, Easter Sunday, Victoria Day, Canada Day, Civic Holiday, Labour Day, Thanksgiving Day, Christmas Day and Boxing Day. Additionally, exemptions were extended to include the religious and cultural celebrations of Eid and Diwali for 2016 only.

General Committee	2017/11/21	2
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On November 16, 2016, GC referred two reports back to staff for further information. The two reports were from the Commissioner of Transportation and Works dated November 2, 2016 and titled:

1. "Review of the Parking Limit Exemption on Holidays" (GC-0694-2016); and
2. "Review of Extending the Parking Limit from Three to Five Hours" (GC-0695-2016).

Members of the Committee spoke to the matter and directed staff to merge the two reports into one, and that more information was needed on parking enforcement technology and blanket permits.

Present Status

Parking Master Plan

The Parking Master Plan has identified ten policy areas for future development. One of the policy areas under consideration is a future holistic review of on-street parking including, but not limited to, the permit system, time limits, holiday exemptions, driveway widenings and the resident parking petition process.

In advance of this holistic review after completion of the Parking Master Plan (Parking Matters), this report aims to provide interim solutions within the existing regulatory framework.

Time Limits

Other than holiday exemptions, parking on city roadways is not permitted for a period longer than three hours, and between 2 a.m. and 6 a.m. from November 1st to March 31st inclusive, unless otherwise posted or if a temporary parking permit is granted. This offence is enforced on a complaint basis only. Signs advising the public of the three-hour parking limit are posted at all major entrances to the city.

Three-hour time limit violations represent approximately 10% of all Parking Enforcement penalty notices issued annually. In 2016, Parking Enforcement issued 21,691 penalty notices with a total dollar value of \$1,054,590.

Temporary Parking Permits

There are currently four types of temporary parking permits:

1. Short-Term Residential
2. Long-Term Residential
3. Blanket Residential
4. Blanket Commercial/Industrial/Multi-Residential

Temporary Parking Permits allow residents to park on a designated portion of a city roadway for a designated period of time in excess of the period of time prescribed by Traffic By-law 555-00. A detailed description of each temporary parking permit type can be found on Appendix 1.

Temporary parking permit usage has continued to grow year over year at an average annual rate of 18% over the past ten years. In 2008, Parking Enforcement received 13,354 permit requests and in 2016 Parking Enforcement received 56,147 permit requests.

Parking Enforcement staff are currently working to enhance the existing permit system from both a process and public awareness perspective. However, given the increased usage over the past ten years, it is evident that residents are increasingly aware of the available permit considerations.

Comments

Residential Gatherings

The intention of the holiday on-street parking exemptions is to recognize and accommodate specific days that have a higher frequency of residential gatherings. The issue, however, is that there are many other days where residential gatherings occur more frequently. For example, the religious affiliations of Mississauga residents and their associated 80+ holy days and holidays in 2017 are included in Appendix 2. Other family focused celebrations such as Mother's Day also promote the gathering of friends and family, and in these cases on-street parking needs tend to increase. Staff were directed to give further consideration on how best to meet the needs of these additional days of gathering. In consultation with various stakeholders, it became apparent that three hours often does not suffice and residents turn to the permit system for a time limit exemption.

Safety, Community Standards and Overnight Parking

On-street parking regulations help to ensure the safe and efficient movement of vehicles, cyclists and pedestrians. On-street parking regulations help to maintain the smooth flow of traffic, and to provide clear and safe sightlines and passage for both vehicular and pedestrian traffic. These regulations also promote community standards by ensuring that streets aren't used as a long-term, permanent parking option for residents.

Of particular concern is the risk of systemic overnight on-street parking that would be difficult to regulate should there be an increase to the on-street limit from three hours to five hours. Staff considered how to ensure that safety and community standards could be maintained when developing options.

Jurisdictional Scan

The following table provides a summary of the current on-street parking regulations in other municipalities:

Municipality	On-Street Limit	Overnight Restrictions
Mississauga	3 Hours	Nov. 1 to Mar. 31: 2 a.m. to 6 a.m.
Brampton	3 Hours	Year Round: 2 a.m. to 6 a.m.
Burlington	5 Hours	Year Round: 1 a.m. to 6 a.m.
Caledon	3 Hours	Year Round: 2 a.m. to 6 a.m.
Halton Hills	5 Hours	Nov. 15. – Apr. 15: 2 a.m. to 6 a.m.
Milton	5 Hours	Year Round: 2 a.m. to 6 a.m.

General Committee	2017/11/21	4
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Oakville	3 Hours	Nov. 15 – Apr. 15: 2 a.m. to 6 a.m. (South of Dundas) Year Round: 2 a.m. to 6 a.m. (North of Dundas)
Toronto	3 Hours	Dec. 1 – Mar. 31: 2 a.m. to 6 a.m. (North York Only) Year-Round (permanent residential permits)

The table above shows that three of the seven municipalities offer five hours of on-street parking and five of the seven have a version of a year round overnight restriction.

Parking Enforcement Technology

Staff were directed to provide GC with additional information regarding parking enforcement technologies, as an option to address the operational impacts of increasing the on-street limit to five hours. Staff have conducted research and consulted with other jurisdictions currently utilizing new technology and the following is a summary of the findings:

Digital Chalking - Digital chalking is conducted using a vehicle equipped with high resolution cameras that records the position and licence plate of a parked vehicle. The cameras also provide a detailed image of the position of the vehicles wheels so that during a subsequent pass the system can, through comparison of the digital images, establish that a violation is likely present and alert the operator. The operator can then confirm the presence of a violation through a review of the evidence (the initial and subsequent photo) and if a violation is present, issue the appropriate penalty notice.

Licence Plate Recognition (LPR) - LPR is similar to digital chalking, however, LPR analyzes licence plate information to determine if the vehicle in question has paid for parking or has a permit to park in the location. Once cross-referenced, the system notifies the Officer that there is an infraction and the Officer can proceed with the typical procedure for issuing a notice.

Jurisdictional Scan - A scan of nine municipalities across the country found only two currently using LPR or digital chalking, however, all nine municipalities indicated plans to pilot and test LPR and/or digital chalking in the near future.

Benefits - LPR and digital chalking are most useful in highly concentrated areas with high turnover rates of vehicles, as well as areas with paid parking and permit parking. Given the current reactive model of enforcement for on-street violations, there would be some operational efficiencies gained, however, the Officer would still be required to physically issue the penalty notice (which is the majority of the time involved in the overall process).

Enforcement will seek capital funding of approximately \$60,000 to equip and test one vehicle with the digital chalking technology through the 2019 business planning process. The Parking Master Plan has also identified technology as one of their ten policy areas for future development and Enforcement staff will continue to collaborate with Municipal Parking in this regard.

Options

Based on the considerations above, three options have been developed for GC consideration and direction:

Option One: Five-Hour On-Street Limit + Year-Round Overnight Restrictions (2 a.m. to 6 a.m.)

Increasing the time limit from three hours to five hours would offer numerous benefits to both residents and the corporation. This change would:

- Further meet the needs of all holiday, holy day and family focused celebrations in the city;
- Likely decrease on-street permit requests, which will consequently decrease staff administrative time required to process these requests; and
- Allow residents to reserve more of their permit allotment for overnight needs rather than daytime gatherings that exceed three hours.

Introducing a year-round overnight restriction would mitigate the risk of systemic overnight on-street parking. Of the 21,691 total three-hour penalty notices issued in 2016, 15,030 (70%) were issued between 3 a.m. and 6 a.m. with a total dollar value of \$740,142. This indicates that overnight parking is the primary concern and that an increase to the time limit may cause more individuals to attempt to park overnight. A year-round overnight parking restriction would allow Parking Enforcement to effectively respond to all overnight parking complaints.

Temporary parking permits would continue to allow residents to park overnight in accordance with the by-law and permit category types.

These changes would not apply to Schedule 5 of the Traffic By-law, Parking for Restricted Periods. Areas signed as 15 minutes, 30 minutes, 1 hour, 2 hour parking areas and the 15 hour parking zones that were granted through the Resident Parking Petition process would remain in effect.

Option Two: Five-Hour On-Street Limit

As with Option One, increasing the time limit from three hours to five hours will further meet the needs of all holiday, holy day and family focused celebrations in the city. However, without the accompanying overnight restriction, there is a strong likelihood that overnight parking complaints and frequency will increase, Parking Enforcement will be unlikely to effectively enforce overnight on-street parking violations, as there would only be a one-hour period (5 a.m. to 6 a.m.) to issue penalty notices. This is because chalking for overnight parking complaints begins at 12 a.m. and the issuance of penalty notices typically ends at 6 a.m.

Chalking any earlier than 12 a.m. has proven to be ineffective as vehicles are often moved, which voids the required chalking evidence. The reasons for not issuing penalty notices after 6 a.m. are:

General Committee	2017/11/21	6
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- There is a significant increase in vehicle movement rates after 6 a.m. that voids the required chalking evidence;
- Officers are more likely to get into on-site disputes as residents are typically awake by 6 a.m.; and
- Operational priorities shift to No Parking Zones during peak traffic periods after 6 a.m.

In order to extend the ticketing window beyond 6 a.m. a shift schedule would be required, which would have many undesirable operational impacts.

A potential increase in complaints and a corresponding decrease in penalty notices is not a desired outcome from an Enforcement perspective.

Option Three: Maintain Existing Three Hour On-Street Limit

The existing three-hour limit combined with the residential permit system is a viable option that meets the needs of the public, but places a greater level of responsibility on residents to seek temporary permits for gatherings.

The three-hour limit allows Parking Enforcement to effectively respond to overnight complaints because penalty notices can be issued from 3 a.m. to 6 a.m.

Staff Recommendation

Based on the analysis, Enforcement recommends Option One: increasing the on-street time limit to five hours and introducing year-round overnight restrictions from 2 a.m. to 6 a.m. The following are the primary reasons and benefits that would be realized with Option One:

- Five-hour on-street limits will further meet the needs of all holiday, holy day and family focused celebrations in the City.
- The overnight restrictions promote community standards by ensuring that streets aren't used as a long-term, permanent overnight parking option for residents.
- Overnight restrictions would eliminate the need for vehicle chalking and therefore increase staff time to address additional service requests.
- Residents will be able to reserve more of their permit allotment for overnight needs, rather than daytime gatherings that exceed three hours.
- On-street permit requests are likely to decrease and thereby decrease staff administrative time required to process these requests.
- There is a projected increase in administrative penalty revenue of approximately \$375,000.

Effective Date

Pending direction from Council with respect to potential changes to the on-street parking regulations, staff from Works Operations and Maintenance will arrange to modify the existing 94 City information signs. The estimated cost for the sign modifications and installation is \$13,500 and would take approximately two weeks to complete (weather permitting).

General Committee	2017/11/21	7
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Staff are also working to develop appropriate communications to advise residents of the changes to the on-street limit which take effect in December 2017 as well as the new overnight restrictions that take effect in April 2018.

Financial Impact

Option One projections would see an increase in administrative penalty revenue of approximately \$375,000 realized from the additional hour gained to enforce the overnight restrictions during a seven month period (April 1 to October 31).

Option Two projections would see a decrease in administrative penalty revenue of approximately \$495,000 realized from the loss of two hours/night to enforce the overnight restrictions for a seven month period (April 1 to October 31).

The cost to modify all 94 city entrance signs is estimated to be \$13,500 for both Option One and Two.

Option Three would have no financial impact.

Conclusion

Enforcement recommends Option One: increasing the on-street time limit to five hours and introducing year-round overnight restrictions from 2 a.m. to 6 a.m. This will further meet the needs of all holiday, holy day and family focused celebrations, promote community standards, and offer operational and financial benefits to the City.

Attachments

Appendix 1: Temporary Parking Permit Types

Appendix 2: Religious Affiliation for Mississauga Population and Holy Days Calendar



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

Prepared by: Sam Rogers, Director, Enforcement

Temporary Parking Permit Types

Type	Validity (from date of issue)	Number of Vehicles	Reasons	Approval time	Fee
Short Term Temporary Residential	1-5 days	Maximum of 5	Overnight guests, driveway repairs, funerals, parties. License plate numbers for each vehicle required.	Same day where prohibited parking signs are not present.	No Fee
Long Term Residential	More than 5 days	Maximum of 5	For extended visitor stays, driveway repairs, renovations, etc. License plate numbers for each vehicle required.	1-3 days Depending on parking signs or if an inspection of the proposed area is required.	\$62.00 + HST (\$70.06)
Blanket Residential	Greater than 5 days	No maximum	For large residential renovations, etc.	Within 2 weeks Area is subject to inspection.	\$124.00 + HST (\$140.12)
Blanket Commercial	Any	No maximum	For large commercial renovations, parking lot resurfacing, underground garage sweeping, parking lot resurfacing.	1-3 days Area is subject to inspection and community awareness.	\$124.00 + HST (\$140.12)

Appendix 2: Religious Affiliation for Mississauga Population and Holy Days/Holidays Calendar								
	Christian - 59.9%	No Religion - 14.9%	Muslim - 11.9%	Hindu - 7.0%	Sikh - 3.4%	Buddhist - 2.2%	Other - 0.4%	Jewish - 0.3%
2017								
January	1 - New Year's Day 6 - Epiphany 7 - Christmas (J) 14 - New Year's Day (J) 19 - Epiphany (J)			13 - Lohri 14 - Makar Sankranti	5 - Birth of Guru Gobind Singh 13 - Maghi	1 - Temple Day 5 - Sakyamuni Buddha's Enlightenment 28 - Lunar New Year/ Maitreya Bodhisattva's Birthday		1 - Chanukah
February	27 - Clean Monday (J)			1 - Vasant Panchami 24 - Mahashivratri		11 - Lantern Festival/ Magha Puja		
March	1 - Ash Wednesday			12 - Holi 28 - New Year/Vasant Navratri begins	13 - Holi Mohalla 14 - Sikh New Year	12 - Sakyamuni Buddha's Nirvana Day/Magha Puja 16 - Avalokitesvara Bodhisattva's Birthday		12 - Purim
April	14 - Good Friday 16 - Easter 17 - Easter Monday		23 or 24 - Isra'a and Mi'raj	4 - Shri Ramnavami 13 - Vaisakhi/Baisakhi 13 - New Year	13 or 14 - Vaisakhi	13 or 14 - Theravada New Year		11-18 - Pesach (Passover)
May			10 or 11 - Nisfu Sha'ban 27 - Ramadan (fasting month)			10 - Sakyamuni Buddha's Birthday 10 - Wesak/Buddha Day		31 - Jun 1 - Shavuot
June	4 - Pentecost 11 - All Saints Day (J)		21 - Lailat-ul-Qadr 23 - Jumatul Widha 25 - Eid-ul-Fitr		16 - Martyrdom of Guru Arjan Dev	9 - Posen		1 - Shavuot
July			7-9 - Jalsa Salana 11 - Imam Day	8 - Guru Purnima		9 - Asalha Puja Day		
August			31 - Waqfatu'Arafat	7 - Raksha Bandhan 14 - Sri Krishna Janmaashtami 24 - Ganesh/Vinayak Chauth		10 - Avalokitesvara Bodhisattva's Enlightenment		1 - Tishah B'Av
September	11 - Nayrouz (J)		1 - Eid-ul-Adha 21 - New Year (Hijra) 30 - Ashura	4 - Anant Chaturdashi 20 - Sharad Navratri begins 27 - Durgaashtami 29 - Vijaya Dashmi/ Dussehra	1 - Installation of Holy Scriptures of Guru Granth Sahib	5 - Dharma Day/ Ullambana 9 - Avalokitesvara Bodhisattva's Pravrajya/ Buddhist Joy Day		21-22 - Rosh Hashanah 30 - Yom Kippur
October				8 - Karva Chauth 18 - Diwali 20 - New Year	19 - Bandi Chhor Divas 20 - Installation of the Guru Granth as Guru	5 - Kathina Ceremony/ Pavarana Day		5-11 - Sukkot 12-13 - Simchat Torah
November	1 - All Saints Day 28 - First day of Advent (J)		30 - Milad-un-Nabi		4 - Birth of Guru Nanak 24 - Martyrdom of Guru Teg Bahadur			
December	3 - First day of Advent 25 - Christmas		13 - Birthday of Imam Agakhan			8 - Bodhi Day		13-20 - Chanukah

Sources: 1. Peel District School Board Holy Days and Holidays Calendar (<http://www.peelschools.org/calendar/schoolyear/Documents/2016-2017%20Holy%20Days%20Poster.pdf>)
2. Statistics Canada, National Household Survey 2011

Notes: Bahá'í, Judaism and Wicca – holy days in these faiths begin at sunset on the evening prior to the date shown and end at sunset on the last day shown; Christianity – dates for Christianity are based on the Gregorian calendar unless specified as Julian (J); Islam – dates are tentative as some may vary based on the sighting of the moon; Sikhism – dates for Sikhism are based on the original calendar unless specified as Revised Nanak Shahi calendar (N); Zoroastrianism – dates are based on Fasli Calendar (FC), Qadimi Calendar (QC) and Shenshahi Calendar (SC)

Time is measured either according to:

- the sun – solar calendar – (Aboriginal, Bahá'í, Christian, Sikh, Wicca and Zoroastrian calendars)
- the moon – lunar calendar (Islamic calendar)
- or in combination of both the sun and the moon – lunisolar calendar (Buddhist, Hindu, Jain and Jewish calendars)

City of Mississauga

Corporate Report



Date: 2017/11/14

To: Chair and Members of General Committee

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

Originator's files:

Meeting date:
2017/12/06

Subject

PRESTO New Operating Agreement

Recommendation

1. That the Mayor and City Clerk be authorized to execute the PRESTO Operating Agreement which governs the roles and responsibilities of Metrolinx, the City of Mississauga, and other participant municipalities, subject to a satisfactory review by Legal Services and the Transportation and Works Department.
2. That the Director of Transit, or his or her delegate be authorized to represent the City of Mississauga as members of PRESTO's Scheme Governance Committee and Operations Subcommittee(s).
3. That Metrolinx be authorized to procure and supply all PRESTO devices as defined in the Operating Agreement.
4. That the Director of Transit be authorized to procure directly from Metrolinx, and directly from PRESTO subcontractors, for PRESTO related services, technology, equipment, and infrastructure as defined in the Operating Agreement and that the Purchasing Bylaw 374-06, as amended shall not apply to these purchases, if a) there is sufficient budget as allocated by Council for the purchases, and b) the form of commitment for the purchase has been reviewed to the satisfaction of Legal Services.
5. That all necessary bylaws be enacted.

Report Highlights

- On April 6, 2017 Council enacted a bylaw to authorize City representatives to commence negotiations with Metrolinx on a new PRESTO Operating Agreement (OA) as the original one expired in 2016.
- The OA regulates the roles and responsibilities for the delivery of PRESTO services for 905 Transit Agencies (TAs) GO Transit, OC Transpo and Metrolinx.
- The new OA will be based on a managed service model and will include the replacement

General Committee	2017/11/14	2
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of existing devices to support the delivery of new capabilities.

- Staff have negotiated the details of the new, 10-year PRESTO Operating Agreement as outlined on the Agreement in Principle report to Council on April 6, 2017. These include an earlier ramp-up for fees paid to PRESTO, a clause on minimum revenue protection for Metrolinx, and a restructuring of loading fees.
- A few operating details are still being negotiated and the capital costs remain to be determined.
- Over 60% of MiWay's fare revenue is currently collected through the PRESTO system. Participation in PRESTO is required in order to continue to receive Provincial Gas Tax Funds. On February 8, 2017, the Province announced their intention to double the municipal share of Gas Tax Funding (from 2 to 4 cents per litre) for public transit, starting in 2019.

Background

On January 21, 2005 Council authorized the City to execute the GTA Fare System Procurement Governance Agreement (PGA), which governed the procurement process of the GTA Farecard System with the appointment of the Ministry of Transportation (MTO) as the procurement agent for all participating municipalities and transit agencies. In the same agreement, the provincial government agreed to fund 100% of the operating costs of the GTA Farecard System central system and one third (1/3) of the capital costs for the acquisition and implementation of the municipal system.

On June 23, 2006 Council approved the City of Mississauga (the City) entering into a ten year operating agreement (2006-2016) with SPs, GO Transit, and MTO. Since then, the MTO has transferred its rights and responsibilities to Metrolinx.

On October 2016, the City, other 905 TAs and Metrolinx extended the current OA, for one year, to allow for completion of negotiations towards a new OA.

On April 6, 2017, Council approved the PRESTO Agreement in Principle that guided negotiations and authorized the City Manager, Director of MiWay and appointed delegates to conduct negotiations with Metrolinx.

Participation in PRESTO is an eligibility requirement for Provincial gas tax funding and on February 8, 2017, the Transportation Minister announced the Province's intention to double the municipal share of Gas Tax Funding (from 2 to 4 cents per litre) for public transit, starting in 2019.

MiWay has moved customers to the PRESTO fare payment system through a phased approach. Over 60% of MiWay fare revenues are now collected with via PRESTO. The City has the largest municipal PRESTO card reloading network with all Community Centres offering card

reloads. On the most recent customer survey customers expressed a high level of satisfaction with their experience with PRESTO on MiWay buses.

Comments

The new Operating Agreement is based on four elements:

1. New Services Model: A fully managed service model comprised of services that all 905 TAs will utilize, meaning functions such as device procurement, installation, repair and network operation will be the responsibility of Metrolinx.
2. Pricing: All participating 905 TAs will contribute toward the costs related to the Core Services and 905 Common Core Services in delivery of the PRESTO System. TAs will pay a fee based on the value of the fares paid through the system based on negotiated percentages.
3. Governance: The PRESTO system will be overseen by a central *Scheme Governance Committee*, represented by five positions: Metrolinx (PRESTO), Metrolinx (Rail and Bus Operations), the TTC, Ottawa and one representative of the 905 TAs in the GTHA. The committee would meet regularly to discuss system performance, compliance with the established plan, the roadmap for future improvements, the financial impacts of proposed system changes and budget for planned changes and the management of the Core Services which are common to all TAs. The Director of MiWay will be the initial 905 TAs representative on the Scheme Governance Committee.
4. Minimum Revenue Protection for Metrolinx: Given the large and complex nature of the PRESTO system, significant resources are required for Metrolinx to appropriately support it. Consequently, Metrolinx requires revenue certainty to maintain the system in a sound fiscal position. This proposed change means the MiWay will be required to meet a minimum revenue generation threshold through PRESTO.

MiWay does not anticipate any shortfalls in PRESTO ridership revenue forecast given current fare policies and ridership; however, moving forward, the City will have to consider any possible impact a change in fare policy could have on revenue forecast and the minimum revenue protection obligation with Metrolinx. Similarly, MiWay will benefit from revenue protection whenever there is a loss of revenue caused by a PRESTO system failure.

PRESTO services to TAs are classified as:

- Common core services, provided to collect fares, service customers, maintain devices, and deposit and reconcile revenue, and keep technology current.
- 905 common core services, include functionality specific to 905 TAs such as:

- Limited use media (LUMs) which are used as disposable fare media.
- Vouchers, which is PRESTO's solution for, among other products, uPass and affordable transit.

Financial Impact

- The table below summarizes the introduction of contributions to Metrolinx expressed as a fixed percentage on the revenue collected through PRESTO.

YEAR	COMMON CORE RATE	905 COMMON CORE RATE
2018	3%	1%
2019	4%	1%
2020	5%	3%
2021-2017	6%	3%

The budget impact is estimated as follow:

Estimated Revenue Operating Costs												
(In \$000s)												
	2016		2017		2018		2019		2020		2021	
	\$	%	\$	%	\$	%	\$	%	\$	%	\$	%
<u>Farebox Revenue</u>												
Presto Revenue	\$38,150	49%	\$48,913	62%	\$53,446	66%	\$59,470	72%	\$64,872	76%	\$68,748	79%
Other Fare Media Revenue	\$39,299	51%	\$30,478	38%	\$27,802	34%	\$23,584	28%	\$19,953	24%	\$17,871	21%
Total Farebox Revenue	\$77,449	100%	\$79,391	100%	\$81,248	100%	\$83,054	100%	\$84,825	100%	\$86,619	100%
<u>Presto Costs</u>												
Core Service Costs	\$763	2%	\$978	2%	\$1,603	3%	\$2,379	4%	\$3,244	5%	\$4,125	6%
Common Core Service Costs	\$0	0%	\$0	0%	\$0	1%	\$892	1%	\$1,946	3%	\$2,062	3%
Total Presto Costs	\$763	2%	\$978	2%	\$1,603	4%	\$3,271	5.0%	\$5,190	8%	\$6,187	9%
<u>MiWay Retained Costs</u>												
Booth Operation Expenses	\$2,500		\$2,600		\$2,700		\$2,200		\$2,300		\$2,400	
Cash Processing Costs	\$1,100		\$1,100		\$1,200		\$1,200		\$1,300		\$1,300	
Total MiWay Retained Costs	\$3,600		\$3,700		\$3,900		\$3,400		\$3,600		\$3,700	
<u>Total Operating Costs</u>												
	\$4,363	5.6%	\$4,678	5.9%	\$5,503	6.8%	\$6,671	8.0%	\$8,790	10.4%	\$9,887	11.4%

Additionally there are some service fees for new PRESTO functionality that will be incurred if MiWay decides to adopt these features.

Capital costs associated with MiWay's PRESTO device refresh will require municipal funding through future budget requests. It may be possible to direct some funding from the Federal Infrastructure Fund – Phase II towards this requirement.

As part of the Agreement, the 905 Transit Agencies will develop and submit a business case to the Federal Government in an effort to garner funding support for the capital costs associated

with the PRESTO device refresh. Metrolinx has committed to providing support to the 905 TAs through the process.

Conclusion

PRESTO provides convenience to MiWay's customers and recent customer surveys confirm PRESTO users in Mississauga have overall a positive experience.

The introduction of the PRESTO Retail Network and self-service reloading kiosk will increase uptake of PRESTO in Mississauga, providing an opportunity to simplify and automate revenue collection at MiWay.



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

Prepared by: Fermin Pico, Manager Business Systems, MiWay

City of Mississauga

Corporate Report



Date: 2017/11/09

To: Chair and Members of General Committee

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

Originator's files:
MG.23.REP

Meeting date:
2017/12/06

Subject

Mississauga Transitway – Maintenance and Operations Agreement (Wards 3, 4, 5 & 8)

Recommendation

That a by-law be enacted to authorize the Commissioner of Transportation and Works and the City Clerk to execute on behalf of The Corporation of the City of Mississauga the Maintenance and Operations Agreement with Metrolinx and any ancillary documents, for the maintenance and operation of the Mississauga Transitway, all in a form satisfactory to the City Solicitor.

Report Highlights

- The first phase of the Mississauga Transitway (east of Hurontario Street to Fieldgate Drive) was opened with MiWay revenue service commencing on November 17, 2014.
- The City entered into an interim Maintenance and Operations Agreement with Metrolinx for Phase 1 of the Transitway, with the understanding that once all phases of the Mississauga Transitway were complete, the City and Metrolinx would enter into a more thorough and long-term agreement outlining each party's cost-sharing responsibilities for maintenance and operations of the entire Mississauga Transitway.
- In the East Segment, construction of Phase 2 (Fieldgate Drive to Etobicoke Creek) was completed in February 2016, and Phase 3 (Etobicoke Creek to Commerce Boulevard) was completed in April 2017.
- GO Transit (an operating division of Metrolinx) commenced service along the Mississauga Transitway in the west September 5, 2015, with the completion of the Erin Mills Station and in the east, September 2, 2017.
- The Western Segment of the Mississauga Transitway, including Winston Churchill Station, opened in January, 2017.
- Most recently, Metrolinx completed the Transitway east of Commerce Boulevard, including Renforth Station.

- Both MiWay and GO Transit commenced service along the entire Transitway November 22, 2017.
- As both MiWay and GO Transit are currently operating along the entire Transitway, the City and Metrolinx now wish to enter into an agreement outlining the long-term rights and obligations with respect to maintenance and operations for the entire Mississauga Transitway facility, which will replace the interim Phase 1 Maintenance and Operations Agreement.

Background

The Mississauga Transitway was created as a dedicated east-west transit corridor (busway) across Mississauga, running along the Highway 403 (combining the use of the existing bus bypass shoulders), Eastgate Parkway and Eglinton Avenue corridors, connecting Winston Churchill Boulevard in the west to Renforth Drive in the east (Appendix 1 – Corridor Map).

The busway services along the Mississauga Transitway complement and connect with local bus services, inter-regional transit (GO Transit) and the TTC subway, linking high-density development and employment centres across Mississauga. Designated stations along the Transitway corridor provide key connection points for passengers.

The Mississauga Transitway is a cooperative effort between the City of Mississauga, Metrolinx, the Province of Ontario and the Federal government.

Construction of the Mississauga Transitway was completed in two segments: The East Segment built by the City of Mississauga, and the West Segment built by Metrolinx, as well as Renforth Station east of Commerce Boulevard.

Construction works were completed and revenue service commenced as follows:

East Segment (City of Mississauga):

- **Phase 1 – Hurontario to Fieldgate Drive:**
 - Constructed: November, 2014
 - MiWay Service: November 17, 2014
 - GO Service: September 2, 2017
- **Phase 2 – Fieldgate Drive to Etobicoke Creek:**
 - Constructed: February, 2016
 - MiWay Service: February 16, 2016
 - GO Service: September 2, 2017

- **Phase 3 – Etobicoke Creek to Commerce Boulevard:**

- Constructed: April, 2017
- MiWay Service: May 1, 2017
- GO Service: September 2, 2017

West Segment (Metrolinx):

- **Erin Mills Station:**

- Constructed: September, 2015
- MiWay Service: May 9, 2016
- GO Service: September 5, 2015

- **Winston Churchill Boulevard Station:**

- Constructed: December, 2016
- MiWay Service: January 2, 2017
- GO Service: December 31, 2016

- **Renforth Station:**

- Constructed: November, 2017
- MiWay Service: November 22, 2017
- GO Service: November 22, 2017

When the first phase of the East Segment (Hurontario Street to Fieldgate Drive) was completed, Metrolinx elected to defer running GO Transit service along the Transitway East until construction to Commerce Boulevard was completed. The City and Metrolinx entered into an Interim Maintenance and Operations Agreement for Phase 1 of the Mississauga Transitway with the understanding that once all phases of the Transitway were complete, the City and Metrolinx would enter into a more robust agreement outlining each party's cost-sharing responsibilities for maintenance and operations of the entire Mississauga Transitway facility.

Present Status

The Mississauga Transitway has now been fully constructed both east and west of the Mississauga City Centre. The last online station, the Renforth Station, was constructed and completed by Metrolinx and opened for revenue service November 22, 2017.

The Mississauga Transitway is serviced by two providers: MiWay and GO Transit (a division of Metrolinx). To operate and maintain the fully constructed Mississauga Transitway, the City and Metrolinx are prepared to enter into a Maintenance and Operations Agreement, which will replace the interim Phase 1 Maintenance and Operations Agreement, dated September 10, 2014.

Comments

A Maintenance and Operations Agreement has been prepared by City staff, in cooperation with Metrolinx, and both parties are recommending endorsement and execution upon finalization of Agreement schedules. The Agreement outlines each party's cost-sharing responsibilities for maintenance and operations for the entire Mississauga Transitway.

Cost Sharing of Regular Maintenance

Under the Agreement, the City agrees to perform regular maintenance on the guideway, commuter parking lots and bus stations (referred to as "Transitway Regular Maintenance") and agrees to the cost-sharing of this Transitway Regular Maintenance as follows:

- Metrolinx is responsible for fifty percent (50%) of the costs the City incurs in carrying out regular maintenance of the Guideway, effective the date that Metrolinx commences bus operations on the Mississauga Transitway.
- The City is responsible for the cost of maintaining the bus stations and commuter parking lots located in the East Segment of the Transitway, excluding Renforth Station.
- Metrolinx is responsible for the cost of maintaining the bus stations and commuter parking lots located in the West Segment of the Transitway as well as the cost of maintaining the bus station for Renforth Station.
- The City is responsible for the cost of rehabilitation work for the East Segment of the Transitway, excluding Renforth Station.
- Metrolinx is responsible for the cost of rehabilitation work for the West Segment of the Transitway and also the cost of rehabilitation work for Renforth Station.

Financial Impact

The City agrees to perform regular maintenance on the guideway, commuter parking lots and bus stations (referred to as "Transitway Regular Maintenance") and will be incurring the initial costs for this service. Under the new Maintenance and Operations Agreement, as of the date that Metrolinx commences bus operations on the Mississauga Transitway, Metrolinx will share in 50% of the costs to maintain the guideway, and all costs in maintaining commuter parking lots in the West Segment of the Transitway and Renforth Station. The City shall be responsible for all costs to maintain the commuter parking lots and bus stations in the East Segment of the Transitway, excluding Renforth Station.

Net City costs for Transitway Regular Maintenance are included in the City's annual operating budget.

Conclusion

As the construction of the Mississauga Transitway is now fully complete and both MiWay and GO Transit are operating along the Transitway, the City of Mississauga and Metrolinx wish to enter into a Maintenance and Operations Agreement for the entire Mississauga Transitway facility. An Agreement has been prepared by City staff, in cooperation with Metrolinx, to set out the specific terms and conditions related to the cost-sharing arrangements between the parties for the entire Transitway facility. This new Agreement will replace the Interim Phase 1 Maintenance and Operations Agreement dated September 10, 2014. City staff, in cooperation with Metrolinx, is recommending endorsement and execution of this Maintenance and Operations Agreement.

Attachments

Appendix 1: Transitway Corridor Implementation Map.

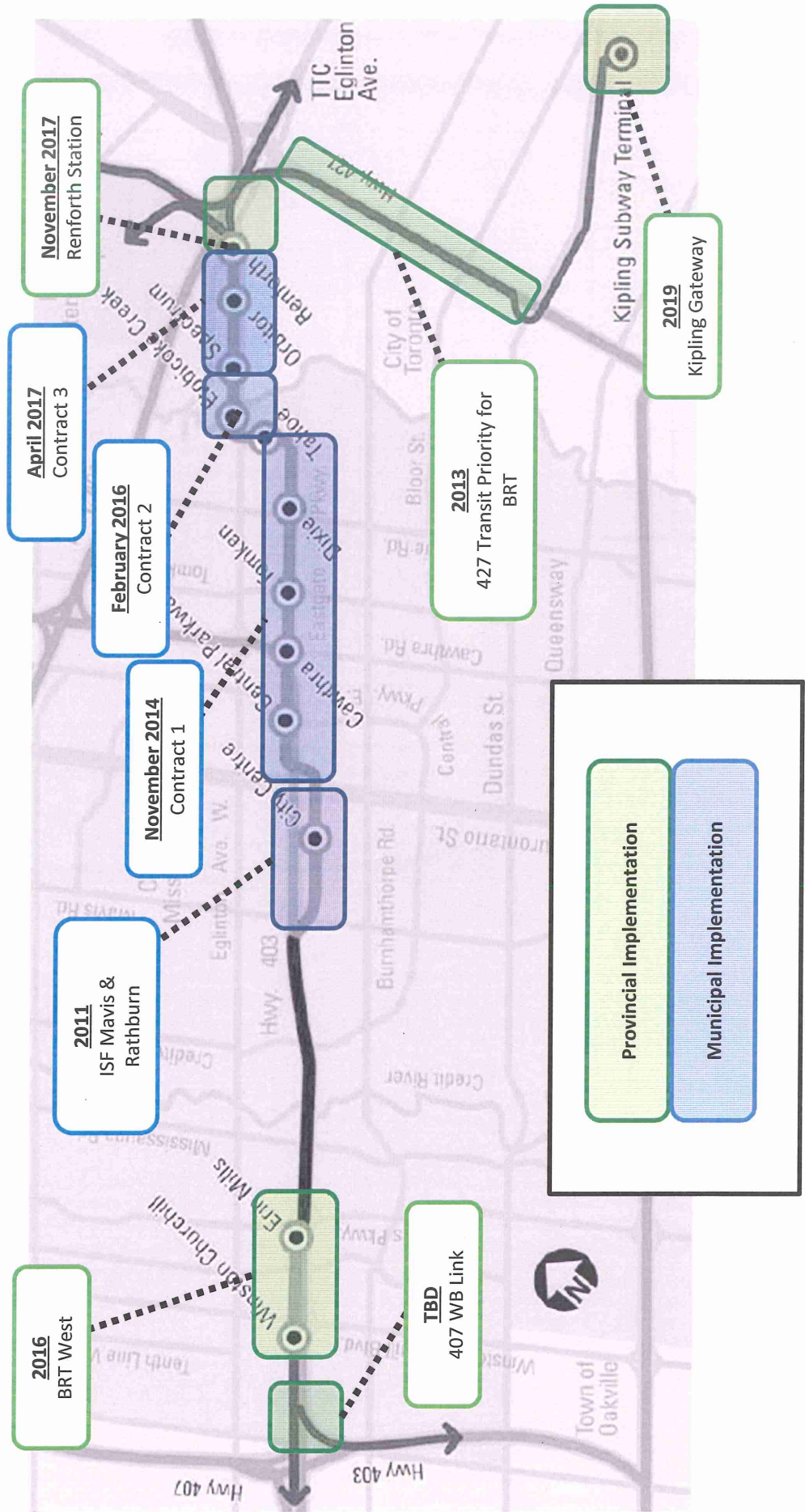


Geoff Wright, P. Eng., MBA, Commissioner of Transportation and Works

Prepared by: W. Scott Anderson, P.Eng., Manager Transitway Construction

Mississauga Transitway

Corridor Implementation Schedule



City of Mississauga

Corporate Report



Date: 2017/11/21

To: Chair and Members of General Committee

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

Originator's files:

Meeting date:
2017/12/06

Subject

Review of the Nuisance Weed and Tall Grass Control By-law 125-17

Recommendation

1. That the Nuisance Weed and Tall Grass Control By-law 125-17, as amended, be amended to:

- a. Decrease the maximum permitted height of Tall Grass from 30 centimetres to 20 centimetres;
- b. Decrease the Section 13 deemed service provision from seven days to four days; and
- c. Update the list of 12 nuisance noxious weeds to 25 in Schedule "A" of By-law 125-17 as detailed in Appendix 1.

2. That the Enforcement Action Plan for the regulation of the Nuisance Weed and Tall Grass Control By-law 125-17 as outlined in the report from the Commissioner of Transportation and Works, dated November 21, 2017 and entitled "Review of the Nuisance Weed and Tall Grass Control By-law 125-17" be approved.

Report Highlights

- On June 28, 2017 Staff were directed to review the maximum grass height of 30 centimetres as well as the time required to resolve tall grass and nuisance weed complaints.
- A minimum of nine days and a maximum of 23 days are currently required to resolve complaints related to nuisance weeds and tall grass.
- A jurisdictional scan has identified two opportunities for regulatory enhancements that will ensure the City remains consistent with other municipalities: decreasing the length of tall grass to 20 centimetres; and decreasing the compliance days from a maximum of ten days to seven days.

General Committee	2017/11/21	2
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Background

On June 28, 2017 during General Committee, members spoke to the matter of the Nuisance Weed and Tall Grass Control By-law and indicated that other regional jurisdictions required less time to resolve tall grass issues. Staff were directed to review the maximum grass height of 30 centimetres as well as the time required to resolve tall grass and nuisance weed complaints.

On July 5, 2017 By-law 0267-2003, was repealed and replaced with the Nuisance Weed and Tall Grass Control By-law 125-17. This newly enacted By-law maintains previous standards and includes new requirements for land owners to maintain the adjoining boulevard, including cutting and maintaining tall grass to a height not exceeding 30 centimetres. 12 different types of nuisance noxious weeds are currently regulated by the By-law. These weeds must be removed and destroyed if found on the property or adjacent boulevard.

Present Status

Enforcement Process Timeline

A minimum of nine days and a maximum of 23 days are required to resolve complaints related to nuisance weeds and tall grass. The table below summarizes the current complaint process:

Nuisance Weed and Tall Grass Complaint Process				
Step	Activity	Conducted By:	Minimum Time to Complete (days)	Maximum Time to Complete (days)
1	Receive and log complaint	311/CLE	1	1
2	Investigate complaint	CLE	1	5
3	Issue NOC (Deemed Served)	CLE	Nil. Same day as step 2 if done in person.	7 If done by mail.
4	Time given to comply with NOC	Resident	3	3
5	Follow up inspection	CLE	1	1
6	Provide Parks & Forestry with lawn cutting request	CLE	Nil. Same day as step 5.	1
7	Lawn cutting	Parks & Forestry	3	5
TOTAL DAYS			Minimum: 9 Days	Maximum: 23 Days

Complaints History

In 2017 to date, the City has received 1,522 nuisance weed and tall grass complaints. 466 complaints were resolved at the point of receipt from 311 (i.e. there was no violation). 1,068 NOCs were issued for nuisance weeds and tall grass for non-compliance. Of those 1,068, 151 resulted in grass cutting by the City and the remainder were resolved prior to this being required.

In 2017, 878 complaints were received through the 311 Citizen Contact Centre for long grass and nuisance weeds. The remaining complaints were received through other channels including: Council requests, the City website and directly to Compliance and Licensing Enforcement (CLE) by email.

Comments

The Nuisance Weed and Tall Grass Control By-law contributes to a healthy and safe environment for occupants within the City. Nuisance weeds and long grass may contribute to allergic reactions or health problems, may disrupt ecological systems, and may pose a risk to safety and fire safety by impairing visual sightlines. Further, the regulations help to maintain a minimal reasonable condition of property standard requirements, in relation to the neighbouring environment.

Jurisdictional Scan

Staff have reviewed four municipalities regarding nuisance weed and tall grass maintenance standards. Municipalities have either standalone by-laws or enforce nuisance weed and tall grass through their Property Standards By-law. The table below summarizes the findings:

Nuisance Weeds and Tall Grass Maintenance Standards							
Municipality	Grass Height Limit	Grass Length Complaints	Deemed Service Provision If Sent by Mail	Time Given to Comply with NOC	Time to Cut Lawn	Standard Resolution Time	Total Lawn Cuts in 2017
Brampton	20cm	2,568	2 days	3 days	3 to 5 days	20 days	85
Caledon	20cm	100	5 days	3 days	4 days	17 days	3
Mississauga	30cm	1522	7 days	3 days	3 to 5 days	15-21 days	151
Oakville	20.33cm	230	Officer Discretion	Officer Discretion	Officer Discretion	20 days	53
Toronto	20cm	Not Available	3 days	3 days	Not Available	Not Available	Not Available

The jurisdictional scan identifies two opportunities for regulatory enhancements that will ensure the City remains consistent with other municipalities:

1. Decreasing the length of grass to 20 cm; and
2. Decreasing the standard resolution time.

These two opportunities for regulatory enhancements are detailed below.

Decreasing the Length of Grass

A decrease in the grass height limit is projected to increase the total number of complaints by 31%. This is based on the 466 complaints received in 2017 that were resolved at the point of receipt from 311 (i.e. there was no violation). If, however, the grass length were lowered to 20 cm, these 466 complaints would have been in violation and therefore logged and investigated by CLE.

A 31% increase in complaints would result in the following increases summarized in the table below:

Projected Impact of Decreasing Grass Length to 20cm			
	2017 Actual	2018 Projection	Increases
# of Complaints	1,522	1,988	466
# of NOCs	1,068	1,395	327
# of Lawn Cuttings	151	197	46

These increases would result in operational pressures to both Enforcement and Parks & Forestry that will be addressed in the 2019-2022 business plan and budgeting process.

Decreasing the Standard Resolution Time

Section 13 of the Nuisance Weed and Tall Grass Control By-law 125-17 states that:

Service by prepaid first class mail or registered mail shall be deemed to be effective on the seventh day after the Notice is mailed.

Currently, if an NOC is mailed, there is a total of ten days for the resident to comply. These ten days are made up of:

- Seven days for the mailed NOC to be deemed effective; and
- Three days to comply with the NOC.

Staff recommend amending Section 13 of the By-law regarding service of mail by reducing the number of days that indicate service has been deemed effective from seven days to four days. This would result in the NOC being effective 'four days from the date of mailing' and three days to comply with the NOC, decreasing the overall resolution time to seven days compared to the current ten days. The overall result would see the maximum days to reach a resolution decrease from 23 to 20 days, which would be consistent with other municipalities.

Nuisance Noxious Weeds

Parks and Forestry staff have identified an additional 13 nuisance weeds based on their classification system (see Appendix 1). Staff recommend an amendment to the current Schedule "A" of By-law 125-17 to include these additional 13 nuisance weeds. Accordingly, a

General Committee	2017/11/21	5
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total of 25 nuisance noxious weeds would be prohibited under the By-law from the current 12.

Financial Impact

In order to effectively manage the projected 31% increase in complaints associated with a decrease in grass length, Enforcement would require one additional staff for a three month period (June, July and August) during peak complaint season. The labour costs associated with this new temporary position are estimated at \$24,400 annually and will be requested through the 2019-2022 business plan and budgeting process.

Forestry would require two additional students and rental vehicles to complete the additional field work and administrative tasks associated with invoicing at a cost of approximately \$25,000 annually.

Conclusion

The recommendations contained in this report will ensure that the City continues to maintain regulatory standards that are consistent with other municipalities and ensure that community standards are maintained.

Attachments

Appendix 1: Schedule "A" of By-law 125-17 – Current and Amended List of Nuisance Weeds



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

Prepared by: Ian Masini, Acting Manager, Compliance and Licensing Enforcement

SCHEDULE “A” **TABLE OF NUISANCE WEEDS**

Current List	Proposed Amended List
<ol style="list-style-type: none"> 1. Buckthorn, European <i>Rhamnus cathartica</i> L. 2. Hemlock, poison <i>Conium maculatum</i> L. 3. Poison-ivy <i>Rhus radicans</i> L. 4. Ragweed spp. <i>Ambrosia</i> spp. 5. Sow-thistle, annual, perennial <i>Sonchus</i> spp. 6. Thistle, bull <i>Cirsium vulgare</i> (Savi) Tenore 7. Thistle, Canada <i>Cirsium arvense</i> (L.) Scopoli 8. Thistle, nodding, spp. <i>Carduus</i> spp. 9. Thistle, Russian <i>Salsola pestifer</i> Aven Nelson 10. Thistle, Scotch <i>Onopordum acanthium</i> L. 11. Garlic Mustard <i>Alliaria petiolata</i> 12. Creeping Charlie <i>Glechoma hederale</i> 	<ol style="list-style-type: none"> 1. Black Dog-stangling Vine <i>Cynanchum rossicum</i> 2. Buckthorn, European <i>Rhamnus cathartica</i> L. 3. Coltsfoot <i>Tussilago farfara</i> 4. Common Barberry <i>Berberis vulgaris</i> 5. Common Crupina <i>Crupina vulgaris</i> 6. Cypress Spurge <i>Euphorbia cyparissias</i> 7. Dogger <i>Cuscuta</i> spp 8. Dog-strangling Vine <i>Vincetoxicum nigrum</i> 9. Giant Hogweed <i>Heracleum mantegazzianum</i> 10. Hemlock, poison <i>Conium maculatum</i> L. 11. Jointed goatgrass <i>Aegilops cylindrica</i> 12. Knapweed <i>Centaurea stoebe</i> 13. Kudzu <i>Pueraria montana</i> 14. Leafy Spurge <i>Euphorbia esula</i> L. 15. Poison-ivy <i>Rhus radicans</i> L. 16. Ragweed spp. <i>Ambrosia</i> spp. 17. Serrated tussock <i>Nassella trichotoma</i> 18. Smooth bedstraw <i>Galium mollugo</i> L. 19. Sow-thistle, annual, perennial <i>Sonchus</i> spp. 20. Tansy Ragweed <i>Senecio jacobaea</i> 21. Thistle, Bull <i>Cirsium vulgare</i> (Savi) Tenore 22. Thistle, Canada <i>Cirsium arvense</i> (L.) Scopoli 23. Wild chervil <i>Anthriscus sylvestris</i> 24. Wild parsnip <i>Pastinaca sativa</i> 25. Wooly Cupgrass <i>Eriochloa villosa</i>

City of Mississauga

Corporate Report



Date: 2017/11/24

To: Chair and Members of General Committee

From: Mary Ellen Bench, BA, JD, CS, CIC.C, City Solicitor

Originator's files:

Meeting date:
2017/12/06

Subject

A Summary of the Federal and Provincial Plan for the Production and Sale of Cannabis in Ontario and a Discussion of its Municipal Impact

Recommendation

1. That steps be taken by staff to amend the City's Zoning By-law 225-07 and Medical Marihuana Licensing By-law 57-2015 to regulate the locations of and to licence the production of recreational cannabis and edibles for when the proposed recreational cannabis laws come into effect.
2. That the appropriate by-laws be enacted to amend the City's Smoking By-law 94-14 and Parks By-law 186-05 to prohibit the smoking of cannabis in City parks and on City owned property.
3. That steps be taken by Compliance & Licensing to consider ways to regulate the outdoor personal production of cannabis plants in residential areas from a nuisance perspective and to report back to General Committee at a later date.
4. That the Mayor write a letter to Ontario's Legalization of Cannabis Secretariat requesting that the Province of Ontario consult with municipalities with respect to:
 - (a) distributing a portion of the tax revenue from the sale of cannabis to municipalities; and
 - (b) the development of a cohesive enforcement strategy between municipalities and local police to address shutting down the illegal retail sale and illegal production of cannabis.
5. That the City share the report entitled "A Summary of the Federal and Provincial Plan for the Production and Sale of Cannabis in Ontario and a Discussion of its Municipal Impacts" from the City Solicitor with other municipalities and the Association of Municipalities of Ontario in preparation for the legalization of cannabis.

Report Highlights

- According to the proposed Federal *Cannabis Act* (Bill C-45), the production, sale and use of cannabis will be legal in Canada as of July 2018. Producers of cannabis will require a licence from Health Canada in order to operate. The production and sale of edibles will be permitted starting in 2019.
- According to the proposed Ontario *Cannabis Act* (Bill 174), recreational cannabis will be sold exclusively by the provincial government. The private retail sale of cannabis will not be permitted. The Province plans to open 40 stores for July 2018 including one store in Mississauga. The Province has confirmed that retail cannabis stores will not be located in proximity to schools and that it will consult with the public before making any final decisions with respect to the location of these stores. The Bill does not impact the regulation of medical cannabis that is currently in place.
- The sale of recreational cannabis by the Province will be a permitted use according to the City's Zoning By-law 225-2007 as a "Retail Store".
- Legal Services does not recommend that the City license the sale of cannabis by the Province. The ability to licence at the municipal level cannot interfere with the Province's right to govern its sale. Since the Province has indicated it will be the vendor of this product, there is little if any room for municipal regulation.
- Staff recommend that the City zone and license the production of recreational cannabis similar to how the City currently regulates the production of medical cannabis. Legal Services further recommends zoning and licensing measures be put in place for the production of cannabis edibles once it becomes legal in 2019.
- Staff recommend that a closer look be taken at regulating the outdoor personal production of cannabis in residential areas, including whether height restrictions for outdoor plants can be put in place.
- Legal Services recommends that the City's Smoking By-law 94-14 and Parks By-law 186-05 be amended to prohibit the smoking of cannabis in City parks and on City owned property.
- The Federal Government has announced that it will provide the Province of Ontario with \$161 million for enforcement training related to the legalization of cannabis. Although Premier Wynne has vowed to work with municipalities, there is no indication that any of this money will be allotted to municipalities to develop regulations around the production of cannabis or cannabis edibles, or to help with enforcement costs (police and inspectors) at the municipal level.

Background

In July 2018, Canada is set to legalize and regulate the production, sale, possession and use of non-medical cannabis. The purpose of this report is to provide General Committee with: (a) a summary of the Federal and Provincial plan to regulate recreational cannabis and (b) to discuss the municipal impact of these proposed laws.

Comments

Medical Cannabis vs. Recreational Cannabis

Federal Bill C-45 and Ontario Bill 174 relate specifically to the production, sale, use and possession of cannabis for recreational purposes. It is important to keep in mind that the medical use of cannabis has been permitted and regulated in Canada since 2001 according to the *Access to Cannabis for Medical Purposes Regulations*. These Federal Regulations allow persons to: (a) purchase medical cannabis with a medical prescription from a person licenced by Health Canada or (b) grow cannabis plants or have someone grow cannabis plants on their behalf.

The City of Mississauga currently licenses producers of medical cannabis according to the Medical Marihuana Licensing By-Law 57-2015. This by-law allows persons to obtain a licence from the City once the applicant can verify that they are authorized to operate by Health Canada, they comply with the City's Zoning By-law and they have proof of general liability insurance. Inspections are also performed by Fire & Emergency Services before a licence is issued. The 2017 licensing fee for medical cannabis production facilities is \$259. Compliance and Licensing currently licences one medical cannabis production facility and is not aware of any unlicensed medical cannabis facilities currently operating in Mississauga.

Federal Regulations – Production and Use of Cannabis

On April 13, 2017, the Federal Ministry of Justice introduced two bills to legalize and regulate cannabis in Canada (Bills C-45 and C-46). Bill C-45 regulates the production, possession and use of cannabis. Bill C-46 creates new criminal offences related to cannabis along with introducing new enforcement tools for police.

On November 22, 2017, Bill C-45 commenced its third reading in the House of Commons and was subsequently referred back to the Standing Committee on Health for further review. The Committee will look at revising the date Bill C-45 will be enacted to ensure all provinces are prepared for the legalization of cannabis. According to Bill C-45, the regulation of cannabis will include the following:

- **Legalization Date** – Cannabis will be legal as of July 2018.
- **Form of Cannabis Permitted** – Fresh cannabis, dry cannabis, seeds, plants and cannabis oil will be made legal and available for non-medical purchase. Edibles will be made legal within a year of the Bill C-45 coming into force and effect.
- **Consumption of Cannabis** – Persons over 18 years of age (subject to tighter Provincial controls) can use and consume cannabis in private residences only. Use and consumption of cannabis will not be permitted in any public places, workplaces or motorized vehicles under the proposed Bill C-45.
- **Possession of Cannabis** – Persons over 18 years of age (subject to tighter Provincial controls) can possess up to 30 grams of legal cannabis and grow four plants per household, under the proposed Bill C-45.
- **Production of Cannabis** – A licence from Health Canada is required to produce cannabis. The use of substances such as butane and propane to create cannabis product is prohibited, unless specifically permitted by Health Canada.
- **Enforcement** – Police will have the ability to require a person to provide documents, information or samples. Police can enter a dwelling with permission or a warrant.

On April 13, 2017, the Federal Ministry of Justice also introduced Bill C-46, to amend the *Criminal Code of Canada* to introduce new offences related to driving while impaired by drugs including cannabis. Bill C-46 also introduced new measures to allow police to screen for the presence of drugs in a person's body. The level of THC that will be permitted in a driver's body will be determined by future regulations. Bill C-46 is currently in its second reading in the Senate having successfully gone through three readings in the House of Commons.

Provincial Regulations – Sale of Cannabis

On November 1, 2018, in response to the introduction of the proposed Federal cannabis laws, Attorney General Yasir Naqvi introduced Bill 174 to regulate the sale, distribution and consumption of cannabis. Bill 174 is currently in its second reading at Queen's Park. The Ministry of the Attorney General is coordinating the policy and legislative work for 16 ministries in Ontario through the Legalization of Cannabis Secretariat. Bill 174 includes the following:

- **Sold by the Province** – Cannabis will be sold exclusively by the province through the Ontario Cannabis Retail Corporation ("OCRC"). 40 stores are set to open in July 2018 including one location in Mississauga. Cannabis and alcohol will not be sold together.
- **Private Retail Sale** – The private retail sale of cannabis will not be permitted.
- **Purchasing Restriction** – Must be 19 years of age to purchase, use and possess. Cannot sell or distribute to any person who appears intoxicated.
- **Consumption** - Bans the use of recreational cannabis in any public places, workplaces and motor vehicles and bans the use of medical cannabis in enclosed public places and enclosed workplaces.

- **Production of Edibles** – We understand from provincial staff that butane and other highly flammable chemicals will not be permitted for the production of edibles however the proposed regulations have not yet been released.
- **Enforcement** - Police may seize cannabis where they have reasonable grounds to believe an offence under Bill C-45 has been committed. Police may also restrict entry to a premise or temporarily close a premise so long as the premise is not used for residential purposes.
- **Stricter Penalties** – A Person who sells cannabis illegally or a landlord who knowingly permits a person to sell cannabis illegally could be subject to a fine of \$250,000 or to imprisonment for up to two years upon conviction. A corporation could be subject to a fine of up to 1 million dollars.

Retail Cannabis Store in Mississauga

On November 3rd 2017, the Province of Ontario announced that Mississauga has been selected as a location for a retail cannabis store. No further details have been provided by the Province in terms of the proposed location. The Province has confirmed that it will consult with the public before making any final decisions with respect to its location. The Province also confirmed that the provincially run cannabis stores will not be located in proximity to any schools.

Municipal Impact – Production of Cannabis

In light of the proposed Federal and Provincial cannabis laws, City staff has taken a closer look at the municipal impact of legalized recreational cannabis. This section of the report will outline the various municipal impacts and potential municipal responses. Although regulated at the federal and provincial level, the City would be able to incorporate additional regulations with respect to legalized cannabis so long as the municipal by-laws do not conflict with the proposed Federal and Provincial cannabis laws. A comprehensive summary of these municipal impacts and responses can be found in Appendix 1 to this report.

Staff is currently participating in roundtable discussions with the City of Brampton, Town of Caledon, Peel Regional Police, Ontario Provincial Police and the Region of Peel. Though these discussions are in their early stages, City staff has shared its proposal for the municipal response to legalized recreational cannabis as outlined in this report.

(a) Production of Cannabis Plants – Zoning and Licensing

According to Federal Bill C-45, a person looking to produce cannabis in Mississauga will require a licence from Health Canada in order to operate. Applicants for a licence would be required to notify municipalities as part of the application process. Federally licenced producers would also be required to meet security, record keeping and labelling requirements for cannabis production.

To accompany these Federal regulations, City staff recommend that the City zone and license the production of recreational cannabis similar to how the City currently regulates the production of medical cannabis. This would mean that producers of cannabis would only be permitted to operate in employment zones. In addition, producers would need to verify that they are permitted by Health Canada to produce cannabis and would need to submit to an inspection by Fire and Emergency Services before receiving a municipal licence.

The production of cannabis for personal consumption, according to Bill C-45, would be exempt from the City's proposed zoning and licensing amendments for cannabis production outlined in this section.

(b) Production of Cannabis Edibles – Zoning and Licensing

According to Federal Bill C-45, the production of cannabis edibles will be permitted commencing in 2019. In response, City staff recommend that once the production of edibles becomes legal, it also be subject to zoning restrictions and a licensing regime by the City.

Regulating edible production from a health and safety perspective is important given the explosive potential of chemicals that have been used in the production process in other jurisdictions. Butane and other flammable chemicals are often used to produce edibles because they are more cost effective. The City can attempt to address these concerns by restricting production of edibles to employment zones. From a licensing perspective, the City should require a producer to submit to an inspection before being issued a licence. An inspection by Fire & Emergency Services would help ensure that highly flammable chemicals such as butane are not used in the production of edibles.

As part of the continued roundtable discussion with the Region of Peel, Staff will determine whether a certificate from the Medical Officer of Health could be a licensing requirement by the City in order to produce edibles. Restaurants for example currently require approval from the Medical Officer of Health in order to be licensed by the City of Mississauga. Although the regulations with respect to edibles have yet to be introduced, it is expected that Health Canada will require testing for edibles with respect to pesticides and THC levels since this is a requirement for licensed plant producers according to the current proposed Federal regulations.

(c) Illegal Production of Cannabis (ie. Grow Ops)

Notwithstanding the legal production of recreational cannabis authorized by Federal Bill C-45, City Staff anticipate that illegal operations (ie. grow ops) will continue to pose a problem for municipalities. The City currently has an enforcement protocol in place with Peel Regional Police to address these illegal grow ops and staff will continue to carry out enforcement activities in light of the proposed Federal and Provincial cannabis laws.

General Committee	2017/11/24	7
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In 2008, the City of Mississauga entered into a Memorandum of Understanding (“MOU”) with Peel Regional Police to provide for a more effective and coordinated response when dealing with premises that illegally produce cannabis. This MOU was in response to an amendment to the *Municipal Act, 2001* which required municipalities to inspect illegal cannabis production operations once a municipality was notified of its existence by local police.

According to the MOU, Peel Regional Police are required to conduct an investigation into illegal cannabis production operations. Should Peel Regional Police confirm its existence, it will notify the City of Mississauga and provide digital photographs as evidence. Once notified, the City of Mississauga is required to conduct an inspection (ie. fire, building, property standards) which may require an entry warrant. Following these inspections, Peel Regional Police will shut down these facilities. The City is authorized to place its costs of enforcement, including police costs, as a lien against the property. This enforcement strategy has been used by the City and Peel Regional Police to successfully shut down illegal commercial operations in the past.

(d) Personal Production of Cannabis in Residential Properties

According to Federal Bill C-45, four cannabis plants are permitted to be cultivated and harvested per residential property for personal consumption. With respect to medical cannabis, the number of personal plants permitted according to *Access to Cannabis for Medical Purposes Regulations* depends on the daily dosage prescribed by a physician. A person can produce medical cannabis for up to two persons.

A licence from Health Canada is not required for the personal production of recreational cannabis. However, a person would need a medical prescription to grow medical cannabis or permission from Health Canada to grow medical cannabis on behalf of someone else. According to Bill C-45, Police services would have the legal right to ask a person for documentation to confirm that they are exempt from Bill C-45 on medical grounds.

Currently, the City would be able to enforce with respect to the personal production of cannabis from a property standard perspective. For example, according to the City’s Property Standards By-law “all exterior property areas shall be maintained in a clean and reasonable condition so as to prevent fire, accidents or health hazards”.

Staff can also consider regulations for outdoor plant production in residential areas including height restrictions for cannabis plants from a nuisance perspective. According to the *Municipal Act, 2001*, municipalities have the ability to “regulate with respect to public nuisances”. For example, the City currently limits the height of grass to thirty centimetres according to the Nuisance Weed and Tall Grass Control By-law 125-17. Staff will consider regulations for cannabis from a nuisance perspective and report back to General Committee at a later date.

Municipal Impact – Retail Sale of Cannabis

(a) Sale of Cannabis by the Province - Zoning By-law

According to Ontario Bill 174, cannabis will be sold exclusively by the Province. This would be considered a “Retail Store” according to the City’s Zoning By-law 225-2007. A Retail Store is defined as a “building, structure or part thereof, in which goods are offered for sale, lease and/or rental to consumers.” The sale of legal cannabis would be no different than the sale of alcohol from a zoning perspective and would therefore be treated the same.

(b) Sale of Cannabis by the Province - Licensing By-laws

Staff do not recommend that the City put in place a licensing regime with respect to the sale of cannabis by the Province. According to the *Municipal Act, 2001*, municipalities have the ability to require businesses to obtain a licence in order to operate. However, the ability to licence at the municipal level cannot interfere with the Province’s right to govern Crown corporations and/or property. According to Ontario Bill 174, the Ontario Cannabis Retail Corporation (“OCRC”) will have the exclusive right to sell cannabis in Ontario. If the City were to require a licence from provincially run cannabis stores, it could be susceptible to a challenge that it is outside the City’s jurisdiction.

The City does not currently require the Province to obtain licences for the operation of LCBOs related to the sale of alcohol in the City of Mississauga. If the method of retail sale for cannabis changes to allow for the private sale of cannabis, staff can re-assess and report back to General Committee.

(c) Illegal Private Retail (ie. Dispensaries)

Ever since medical cannabis became legal, a growing number of illegal cannabis retail stores (known as dispensaries) have opened up across the GTA. According to Ontario Bill 174, the sale of cannabis by privately run retailers will continue to be not permitted. In the past, municipalities have worked with local police to shut down these illegal operations. Local police enforce from a criminal perspective (ie. trafficking) while municipalities (where permitted) enforce from a zoning perspective.

The City’s Zoning By-law does not specifically prohibit the sale of cannabis. In the past, staff have relied on the cooperation of Peel Regional Police and not the City’s Zoning By-Law when addressing the illegal private retail sale of cannabis.

As mentioned, some municipalities have restrictions in their zoning by-laws with respect to the retail sale of cannabis. For example, the City of Hamilton has issued 45 non-compliance zoning notifications related to the illegal retail sale of cannabis. In September of this year, the City of Toronto charged 15 individuals under that City’s zoning by-law related to an illegal cannabis store. These charges are currently before the courts as they are being aggressively challenged by the owners of these illegal businesses. The main enforcement challenge for municipalities is that they do not have the authority to shut down these illegal operations.

General Committee	2017/11/24	9
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Instead, the zoning charges laid get bogged down in court while the illegal stores continue to operate.

The Province of Ontario is aware of the challenges that exist with shutting down illegal stores. According to the Province of Ontario's website, it plans on "pursuing a coordinated and proactive enforcement strategy with municipalities, local police services, the OPP and the federal government to help shut down these illegal operations".

Staff recommend contacting the province directly to ensure the Province receives the City's input as to how to better address the illegal sale of cannabis once the proposed Federal and Provincial cannabis laws are in place. Staff further recommend that the City explore a similar enforcement protocol for illegal retail as the one in place for illegal production as outlined in this report.

Municipal Impact – Miscellaneous

(a) Smoking Cannabis

According to Ontario Bill 174, the smoking of recreational cannabis will be prohibited in public spaces, workplaces and motor vehicles. Bill 174 will further prohibit the smoking of medical cannabis in enclosed public spaces, enclosed workplaces and motor vehicles.

The City currently prohibits the smoking of tobacco in certain public spaces such as Celebration Square according to the City's Smoking By-law 94-14. The City would be able to rely on its general powers under the *Municipal Act, 2001* related to health and public safety in order to prohibit the smoking of cannabis (recreational and medical) in both indoor and outdoor public spaces. Staff recommend that the City's Smoking By-law 94-14 be amended to prohibit the smoking of cannabis on property owned by the City.

Retail establishments such as cafes and lounges where cannabis can be smoked publicly will not be permitted according to Ontario Bill 174. Cannabis consumption will only be permitted in private residences. Should these cafes/lounges become legal in the future, staff will re-assess this type of use and report back to General Committee.

Staff recommend that the City's Parks By-law 186-05 also be amended to prohibit the smoking of cannabis in City parks. Although smoking cannabis in parks is currently enforced as a "prohibited activity", an amendment to the Parks By-law 186-05 would clarify that smoking cannabis in a park is in fact not permitted.

General Committee	2017/11/24	10
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(b) Lester B. Pearson International Airport

The Lester B. Pearson International Airport (“Pearson”) is operated by the Greater Toronto Airports Authority (“GTAA”) which is located on lands owned by the Federal Government. Should cannabis be sold at Pearson similar to alcohol, the City would not have any jurisdiction to regulate its use or sale.

Financial Assistance and Taxation

There is no indication as to whether municipalities will be provided with any financial assistance with respect to cannabis related by-law enforcement. On September 8, 2017 the Government of Canada announced up to \$274 million to support law enforcement and border efforts to detect and deter drug-impaired driving and enforce the proposed cannabis legalization and regulation. \$161 million of this amount will be given to the Province of Ontario for enforcement training purposes with no clear indication that any amount will be earmarked for municipalities.

On September 26, 2017, Premier Wynne announced that the Province would assist municipalities with shutting down illegal operations and work with municipalities. It is unclear whether the proposed provincial assistance would include financial assistance. Attorney General Yasir Naqvi is also in the midst of organizing an enforcement summit with municipal leaders.

The Federal Government has indicated that it plans on imposing a 10 per cent tax on the sale of cannabis with the revenue from this tax being split evenly between the Federal Government and the Provinces. There is no plan for municipalities to see any share of the proposed tax revenue.

The Role of Peel Regional Police

In addition to the municipal impact outlined in this report, there will be other impacts related to sale and use of cannabis which are outside the purview of municipalities. For example, responding to concerns around cannabis possession, drug impairment while driving, drug trafficking and other criminal matters would be the responsibility of the Peel Regional Police. As such, staff will be able to direct any of these types of inquiries related to cannabis to Peel Regional Police.

Consultation between the Province and Municipalities

Given the widespread municipal impact outlined in this report, it is recommended that the Mayor send a letter to the Ontario’s Legalization of Cannabis Secretariat asking the Province to consult with the City directly as it introduces its legislation related to the sale of cannabis. Specifically the letter should ask the Province to:

- distribute some of the tax revenue from the sale of cannabis to municipalities; and
- include City enforcement staff on the proposed “coordinated and proactive enforcement strategy” with local police services to ensure municipalities are prepared to address shutting down illegal retail and illegal production facilities.

Staff will continue to consult with other municipalities and the Association of Municipalities of Ontario to best prepare for the proposed Federal and Provincial cannabis laws once they come into force.

Financial Impact

If the City chooses to enact any by-laws with respect to cannabis use or production, there will be a financial impact related to the enforcement of these by-laws. Some costs can be recuperated through licensing fees should the City enact a licensing regime related to cannabis production. Overall, the extent of the financial impact is difficult to assess at this time. The Federal Government has suggested that it will provide the Province of Ontario with \$161 million for enforcement training. It is unclear whether any of this money would be allocated to the municipal level.

Conclusion

In July 2018, the production and sale of recreational cannabis will be legal in Canada. Given this impending change, staff have considered its municipal impact. Staff recommend that the appropriate by-laws be enacted to allow the City to zone and license the production of cannabis for 2018 and eventually the production of edibles when it becomes legal in 2019. Further, staff recommend amending the City’s Smoking By-law and Parks By-law to prohibit the smoking of cannabis on City property and in City parks.

With respect to the sale of cannabis by the Province, it would be considered a permitted use according to the City’s Zoning By-Law as a “Retail Store”. It is not recommended that the City implement a licensing regime for the sale of cannabis as it could conflict with the Province’s ability to self-govern its sale.

From an enforcement perspective, the illegal sale and production of cannabis will continue to be a challenge for municipalities. Staff will continue to work with Peel Regional Police when addressing illegal producers according to the MOU in place. With respect to the illegal sale of cannabis, staff recommend that the City explore a similar enforcement protocol for illegal retail as the one in place for illegal production.

General Committee

2017/11/24

12

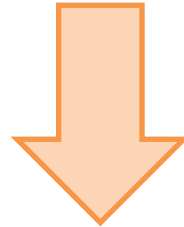
Attachments

Appendix 1: Summary of Municipal Impact



Mary Ellen Bench, BA, JD, CS, CIC.C, City Solicitor

Prepared by: Robert Genoway, Legal Counsel

PROPOSED FEDERAL AND PROVINCIAL CANNABIS LAWS**RECREATIONAL CANNABIS**

LEGAL RETAIL
SALE BY THE
PROVINCE

ILLEGAL RETAIL
SALE
(IE. DISPENSARIES)

SMOKING IN
PUBLIC

LEGAL
PRODUCTION OF
PLANTS AND
EDIBLES
BY FEDERALLY
LICENCED
PRODUCERS

ILLEGAL
PRODUCTION OF
PLANTS AND
EDIBLES
(IE. GROW OPS)



PERMITTED BY
ZONING

NO LICENSING
REGIME

WORK WITH PEEL
POLICE TO
SHUT DOWN

AMEND SMOKING
BYLAW AND
PARKS BYLAW TO
PROHIBIT

AMEND
APPROPRIATE
BYLAWS TO ZONE
AND LICENCE

CONTINUE
COORDINATED
ENFORCEMENT
ACTION PLAN
WITH PEEL
POLICE

City of Mississauga Corporate Report



Date: 2017/11/06

To: Chair and Members of General Committee

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

Originator's files:

Meeting date:
2017/12/06

Subject

City of Mississauga's Participation in and Funding of the University of Toronto's Centre for Automated and Transformative Transportation Systems

Recommendation

That the report from the Commissioner of Transportation and Works dated November 6, 2017 entitled, "City of Mississauga's Participation in and Funding of the University of Toronto's Centre for Automated and Transformative Transportation Systems" be received for information.

Background

The boldest vision for smart transportation in our cities of the future is autonomous, green, pervasively connected and shared. Numerous technological advances are rapidly emerging and transforming how we travel. The key sources of disruptive changes include driving automation, pervasive car and traveller connectivity, green powertrains, E-hailing and E-sharing of cars, bikes and rides, innovative multi-modal first-mile-last-mile services, and innovative goods delivery using robots or autonomous vehicles. At the same time technology is rapidly advancing, there are equally transformative attitudinal changes and emerging needs on the travellers' side. Millennials and younger travellers, for instance, are more familiar with technology, more open to sharing and less keen on private auto ownership. On another hand, the need for serving the mobility of the older population is increasing, who can tremendously benefit from and welcome transformative technology solutions. Those technological and attitudinal changes, together with innovative provisioning of Mobility-as-a-Service (MaaS), are, therefore, transforming cities faster than they are able to adapt, forecast, design or manage. In response to this rapidly changing environment, the University of Toronto Transportation Research Institute (UTTRI) has created the iCity Centre for Automated and Transformative Transportation Systems (iCity-CATTS), to bring transportation and technology researchers from academia, together with the municipal, provincial and federal governments, and the private sector, to address the large-scale implications of transformative transportation technologies.

Present Status

iCity-CATTS has approached the City of Mississauga's Transportation and Works Department to participate in a multi-year project/program that will address the urgent need for a structured, inter-disciplinary research program to:

1. Quantify the full impacts of transformative technologies on transportation systems demand, infrastructure capacities and system performance;
2. Guide the inevitable transformation in positive directions; and
3. Respect, protect and improve the economic, social and environmental sustainability of our future smart cities.

The three sectors (academia, public sector and industry) will work together to create foundational analysis tools and decision support systems to quantify the impacts of automated and transformative transportation on transportation demand, urban form, transportation system performance and economic, social and environmental sustainability of our smart cities of the future. The knowledge and tools will guide the design, adoption and governance of transportation systems in the new era of transformative technologies.

Comments

Participation in this project allows Mississauga, in conjunction with area municipalities and industry leaders, to be an active participant in the foundational research and development of the tools necessary to ensure that Mississauga remains responsive to emerging technologies such as autonomous vehicles. This research will enable the Transportation and Works Department to create policy that ensures Mississauga's transportation network continues to operate safely and efficiently for Mississauga's residents and businesses.

Entering into a 50/50 cost sharing partnership with the Region of Peel on this program allows for a comprehensive analysis and modeling of Mississauga's entire road network as it relates to autonomous vehicles.

Specific outputs for this program will be made available once the iCity-CATTS Ontario Research Fund Application is approved.

Financial Impact

The total financial contribution from the City of Mississauga is \$250,000 over five years (\$50,000 per year) to begin in 2018. Transportation and Works will fund the 2018 contribution from its current operating budget and will submit a Budget Request (BR) for the remaining contributions in the subsequent Business Planning cycle.

Conclusion

Participation in the Centre for Automated and Transformative Transportation Systems (iCity-CATTS) program: Phase I – Building the Analytical Foundation offers the City of Mississauga a unique opportunity to be at the forefront of autonomous vehicle research and policy development. This program represents the much-needed foundational research and development of tools that will allow the Transportation and Works Department to develop policy to ensure Mississauga's road network continues to operate safely and efficiently with the forthcoming introduction of autonomous vehicles. The recommendation in this report will provide staff with the necessary authority to participate and contribute financially to the iCity-CATTS program for 2018. Council approval for the subsequent four years of funding will be sought through the 2018 Business Planning cycle.

Attachments

Appendix 1: City of Mississauga and Region of Peel ORF Letter of Support for iCity-CATTS



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

Prepared by: James Docker, Strategic Advisor



**Ontario Research Fund
Research Excellence (ORF-RE) Round 8**

September 21, 2017

Professor Baher Abdulhai, Ph.D., P.Eng
Director, i-City Centre for Automated and Transformative Transportation Systems
University of Toronto Transportation Research Institute
University of Toronto
35 St. George Street
Toronto, Ontario
M5S 1A4

Dear Professor Abdulhai,

The Corporation of the City of Mississauga and the Region of Peel are pleased to offer their joint support for your project entitled "Centre for Automated and Transformative Transportation Systems" for which you are submitting an application to the Ontario Research Fund Research Excellence program.

The Corporation of the City of Mississauga is recognized as Canada's 6th largest and fastest growing major city with a population of 729,000 residents representing cultures from around the world. With close to 55,000 registered businesses employing more than 425,000, Mississauga is home to 61 Fortune 500 Canadian or major divisional head office and 50 Fortune Global 500 Canadian headquarters. The Region of Peel is a regional municipality in Southern Ontario consisting of the local municipalities of Brampton, Mississauga, and Caledon.

The City of Mississauga is interested in this research because of our commitment to ensuring that Mississauga builds, maintains and operates a transportation network that supports all modes of transportation. The Region of Peel is responsible for the planning, design, construction, and operation of infrastructure on regional roads, as well as supporting the local municipalities' transportation needs. The Region of Peel believes it will greatly benefit from the Centre for Automated and Transformative Transportation Systems.

Research into emerging technologies such as automated vehicles and ridesharing is vital so that the transition into this new era occurs smoothly. The implications of autonomous vehicles will have a significant impact on many areas including: mixed-fleet traffic congestion, the city's and region's traffic signal network, Traffic Demand Management, and policy. This research and modeling will provide significant insight into this emerging topic and help model the implications of autonomous vehicles on municipal roads. The City of Mississauga and the Region of Peel will use the produced research to adjust programs, policies, designs, and operations of its transportation network, as appropriate.

Residents and businesses will be eager to see how these technologies can bring improvements in their daily lives and business operations. As such, The Corporation of the City of Mississauga and the Region of Peel need to be ready for the future, and the Centre for Automated and Transformative Transportation Systems will provide us with much needed research. This Centre, through the research it will produce, will help us to be prepared and ready to meet the future transportation needs of Ontario residents and businesses. Economic benefits to Ontario are expected due to improvements in research and commercialization capabilities, and societal benefits will be experienced by residents who utilize transportation within the Province.

The Corporation of the City of Mississauga and the Region of Peel are happy to be a partner of the University of Toronto Transportation Research Institute (UTTRI) on this Centre and will each provide \$50,000 annually over the next 5 years.

The Region of Peel has an excellent history of collaboration with UTTRI which has provided the Region of Peel with valuable transportation research. UTTRI is currently providing research on various projects at the Region of Peel, and the Region of Peel is also a partner of UTTRI through the Smart Freight Centre. It has been agreed upon that there will be no overlap between the research produced at this Centre, and the research produced at other Region of Peel-funded UTTRI initiatives.

The Corporation of the City of Mississauga and the Region of Peel are excited to be partners of this new Centre, and are greatly optimistic towards the economic and societal benefits that this Centre will bring.

Sincerely,

A handwritten signature in black ink, appearing to read "Geoff Wright".

Geoff Wright, P.Eng., MBA

Commissioner, Transportation & Works, City of Mississauga

A handwritten signature in blue ink, appearing to read "Janette Smith".

Janette Smith

Commissioner, Public Works, Regional Municipality of Peel

City of Mississauga
Corporate Report



Date: 2017/11/21

To: Chair and Members of General Committee

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

Originator's files:

Meeting date:
 2017/12/06

Subject

Winter Maintenance - Snow Angels Program

Recommendation

That the report from the Commissioner of Transportation and Works, dated November 21, 2017 and entitled "Winter Maintenance - Snow Angels Program", be received for information.

Report Highlights

- Several municipalities have developed volunteer snow clearing programs (often called "Snow Angels") to clear the sidewalks of residents who may be in need of snow removal services, such as seniors and people with physical disabilities.
- A review of these program models indicates that they can be expensive to administer and can have difficulty meeting demand.
- Mississauga currently has three programs in place, which provide snow clearing assistance to seniors and people with physical disabilities.

Background

Action item 17.3 Windrow Program was generated by Council on December 14, 2016, as noted below:

"Councillor Fonseca inquired about the windrow program and suggested partnering with schools to have students complete their volunteer hours by shovelling driveways of residents who do not qualify for the windrow program. Geoff Wright, Commissioner of Transportation and Works indicated that staff will review the request."

General Committee	2017/11/21	2
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The purpose of this report is to bring forward information on this request and on the use of Snow Angel programs in various municipalities.

Comments

Snow Angel programs try to connect volunteers (often called “Snow Angels”) willing to clear the sidewalks of residents who may be in need of snow removal services such as seniors and people with physical disabilities.

Municipal Scan

Staff researched 16 Snow Angel and similar type programs in different Canadian municipalities, including Calgary, Chatham-Kent, Guelph, Halifax, Hamilton, Kamloops, Kingston, Kitchener, London, Oshawa, Port Hope, Stratford, Toronto, Vancouver, Windsor and Winnipeg. A summary of these individual programs can be found in Appendix 1.

Eight of these programs are coordinated or run directly by the municipality. Two are operated by a municipality and community organization(s) in partnership. The remaining six are operated by independent community organizations with municipal funding and support or, in the case of London, an individual is running an independent program.

These 16 Snow Angel programs fall into four different categories:

A) Awareness Campaign (No Service Delivery)

These programs operate in a similar fashion to the City of Mississauga’s “Be a Good Neighbour Program”. Typically, this type of program encourages residents to clear their neighbours’ sidewalks after a snowfall, particularly neighbours who are seniors or those with disabilities. This is a self-directed program whereby residents independently approach neighbours to help them clear snow. Some municipalities encourage residents to submit the names of neighbours who clear the sidewalks and driveways of others to the city/community organization so they can be publicly recognized as a “Snow Angel.” Snow Angels are then often entered into a prize drawing as a reward.

These programs are usually operated at minimal cost to the municipality or community organization with costs deriving almost exclusively from advertising budgets. Municipalities with a Snow Angel Awareness Campaign with No Service Delivery include: Calgary, Kitchener and Kingston.

B) Coordinated, Season-Long Volunteer Service

Municipalities and/or community organizations running this type of program match volunteers with qualifying residents in need of sidewalk snow removal. The operating organization advertises for volunteers, often targeting pre-existing volunteer organizations or reaching out to

General Committee	2017/11/21	3
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school boards allowing students to gain community service hours. The organization maintains a database of volunteers and qualifying residents and matches them with volunteers who usually clear the same residents' sidewalk for the duration of the season.

Municipalities with Coordinated, Season-Long Volunteer Service Snow Angel programs include: Chatham-Kent, Guelph, Hamilton, Kamloops, Port Hope, Windsor and Winnipeg.

These programs are more expensive than Awareness Campaigns. Municipalities typically hire a full-time staff person to serve as program coordinator, or try to form partnerships with community organizations to run a program that is supported by municipal funding. Costs to municipalities typically run from \$12,000 to more than \$100,000, with municipalities partnering with community organizations tending to have lower costs.

Programs of this type also often have difficulty recruiting enough volunteers to match to qualifying residents, with long waitlists for qualifying residents being common. Operators of these programs also must have plans to ensure service delivery for residents when volunteers are not available due to vacation, illness or absenteeism.

C) Coordinated, One Time, By Request

This type of program is organized similarly to Coordinated, Season-Long Volunteer Service programs. The organization in question matches volunteers with qualifying residents in need of snow clearing, maintaining a database of volunteers and applicant residents. These programs, however, match volunteers with client residents on an event-by-event basis rather than throughout the season.

Municipalities with Coordinated, One Time, By-Request Snow Angel programs include: London, Stratford and Vancouver.

Like the Coordinated, Season-Long Volunteer Service model, these programs generally require a dedicated staff member to maintain the database and match clients during each snow event. Similar considerations would also be required to ensure that volunteers are properly screened and that a process is in place to ensure service delivery when volunteers are not available due to vacation, illness or absenteeism.

London's variant of this program type is run by a single, local, volunteer, who coordinates a locally developed application which allows volunteers to connect directly with residents to clear snow. This program has no cost to either the municipality or the volunteer as the app is hosted for free by the developer, and has no municipal involvement.

General Committee	2017/11/21	4
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D) Season-Long Contracted Service

In addition to volunteer based programs, Oshawa and Toronto have municipally operated services in place, which use municipal staff and contractors to remove snow from qualifying seniors' and residents with disabilities' sidewalks for the duration of the winter season. These programs are expensive and require large numbers of city staff, with Toronto's "Sidewalk Clearing Snow Service" requiring \$1,160,000 in 2016.

The City of Halifax has a similar service which is coordinated by the Halifax YMCA. The YMCA hires contractors to remove snow from qualifying residents' sidewalks. The City funds the program, providing \$400,000 in 2016.

Volunteer Snow Clearing in Mississauga

Based on this research, a number of factors must be considered when evaluating the benefits of volunteer snow clearing programs for use in the Mississauga context:

- High administrative costs, including staff or funding to an external agency to coordinate the program.
- Difficulty recruiting enough volunteers to satisfy demand.
- Ability to fill volunteer vacancies due to vacations, illness or absenteeism and mitigate potential impacts to service delivery.

In addition, if volunteers were to be engaged in a program administered by the City of Mississauga, they would be required to undergo a police check and sign a Volunteer Waiver, Release of Interest and Acknowledgement of Risk form.

Engaging volunteers in this type of program, including students to gain community service hours, would also require a process for the municipality to verify that snow clearing has been completed in order to validate community service hours.

In general, a City-run volunteer snow clearing program similar to the "Coordinated, Season-Long Volunteer Service" programs listed above would require the following:

- One FTE program coordinator (Grade C) – approximately \$80,000 salary, including benefits
- Recruitment and Advertising Budget – approximately \$10,000 to \$15,000

General Committee	2017/11/21	5
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Other City of Mississauga Snow Clearing Programs

Mississauga currently has three programs in place to provide snow clearing assistance to seniors and residents with physical disabilities.

Be a Good Neighbour

Since 2013 the City of Mississauga's "Be a Good Neighbour" campaign has encouraged residents to clear their sidewalks as soon as possible after a snowfall so that pedestrians, especially seniors and people with disabilities, can travel safely. The campaign runs annually during the months of January and February and is promoted on social media, on digital signage and in print advertising.

Driveway Windrow Snow Clearing Program

The Driveway Windrow Snow Clearing Program provides assistance to residents 65 years or older and residents with physical disabilities to clear space in the snow windrow at the end of their driveway. Residents must apply annually to join the program and are subject to a \$200 fee. If an eligible applicant meets the criteria for financial assistance, the service is provided at no cost.

The program can accept a maximum of 300 residents. In 2016, there were 148 participants in the program.

Yard Maintenance Subsidy

Seniors (65 or older), or people with physical disabilities, who have low incomes may be eligible to receive financial assistance to help with yearly yard maintenance costs, including snow clearing. The subsidy is provided on a per-household, per-year basis. Residents may be eligible to receive up to a maximum of \$200 per year. In 2016, approximately 101 residents received the subsidy. As noted in the Financial Assistance Programs for Low-Income Seniors report presented to Budget Committee on September 20, 2017, staff are currently reviewing this program.

Financial Impact

There is no financial impact at this time.

Conclusion

Snow Angels Programs have been implemented in various municipalities to connect volunteers with residents who would like assistance with snow clearing. A review of 16 Snow Angel Programs across Canada found that these programs can generally be divided into four categories based on service delivery.

Three of the four categories would require funding and dedicated staff to administer the program. A review of these programs indicates that each type of program presents unique challenges to service delivery. Based on this research, a volunteer snow clearing program would not be recommended for development by the City of Mississauga.

Attachments

Appendix 1: Municipal Scan



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

Prepared by: Bob Levesque, P.Eng., Senior Manager, Works and Technical Services

Municipal Scan - Snow Angels

Municipality	Name	Operator/Program Type: A,B,C,or D	Who runs the program?	Municipal Cost	# Volunteers	# People Served
Calgary, AB	Snow Angels	Type (A): City - Awareness Campaign, No Service delivery	The City of Calgary: Community & Neighbourhood Services, and Animal & Bylaw Services. Supported by CTV Calgary	Minimal - Cost of maintaining database of nominees	Average ranges from 350-1,200 nominations	300-1500
Chatham-Kent, ON	Snow Angel Program	Type (B): Outsourced Program - Coordinated Season-Long Volunteer Service	Volunteer run - Chatham-Kent Snow Angels	None - run by a single volunteer coordinator who matches volunteers to clients	34	75 (10 on waitlist)
Guelph, ON	Snow Angels	Type (B): City/Outsourced Program - Coordinated Season-Long Volunteer Service	Volunteer Centre of Guelph and Wellington County, in partnership (including funding) with the City of Guelph	2015 Cost: \$54,360	51	132
Halifax, NS	YMCA Senior Snow Removal	Type (D): Outsourced Program - Season-Long Contracted Service	YMCA, with funds from the City of Halifax Transportation Department - Winter Operations Division	The City of Halifax is providing \$400,000 for the 2017-2018 winter season	N/A YMCA hires contractors to perform snow removal	466 (600 applicants)

Municipality	Name	Operator/Program Type: A,B,C,or D	Who runs the program?	Municipal Cost	# Volunteers	# People Served
Hamilton, ON	Snow Angels	Type (B): City - Coordinated, Season-Long Volunteer Service	City of Hamilton's Neighbourhood Action Strategy (was taken over after previously being run by Volunteer Hamilton)	2016: \$100,000 for a temporary project manager to develop youth skill building sessions for the 2016-2018 season.	2015: 193 volunteers. AVG since 2009: 124 volunteers	2015: 261 Clients, 69 people on waitlist. AVG since 2009: 209 annual clients, 255 on waitlist annually
Kamloops, BC	Snow Angels	Type (B): City/Outsourced - Coordinated, Season-Long Volunteer Service	Oncore Seniors Society, Volunteer Kamloops, Thompson Rivers University and the City of Kamloops Social & Community Development (together)	Not available	100+	150-200
Kingston, ON	Snow Angels	Type (A): City - Awareness Campaign, No Service delivery, Nominations	City of Kingston Public Works, Operations	Minimal - Cost of monthly prizes and maintaining database of nominees	70 nominated individuals	70-100
Kitchener, ON	Snow Angels	Type (A): City - Awareness Campaign, No Service delivery, Nominations	City of Kitchener - Volunteer Resources	Minimal - Cost of monthly prizes and maintaining database of nominees	100	100-200

Municipality	Name	Operator/Program Type: A,B,C,or D	Who runs the program?	Municipal Cost	# Volunteers	# People Served
London, ON	Snow Angels London	Type (C): Outsourced Program - Coordinated, One Time, By Request	A community organization "Snow Angels London" provides a website and mobile app, which connects volunteers with residents. There is no municipal involvement.	None - the program is run and managed by a single volunteer. The website and app were designed and are currently hosted by Simalam, a local software development company, for no cost.	Approx. 150	Approx. 65
Oshawa, ON	Snow Clearing Assistance Program	Type (D): City - Season-Long Contracted Service	City of Oshawa - Road Operations Division	2015 actuals: \$131,000	N/A - run by city staff and contract crews (approx 28 staff operating 14 snow clearing units)	2,200-2,500 Annually
Port Hope, ON	Snow Angels	Type (B): Outsourced Program - Coordinated Season-Long Volunteer Service	This program is being offered by Community Care Northumberland and is supported by the Municipality of Port Hope Accessibility Advisory Committee	Nearly zero cost to city. Community Care Northumberland asks for donations on website.	New Program	New Program

Municipality	Name	Operator/Program Type: A,B,C,or D	Who runs the program?	Municipal Cost	# Volunteers	# People Served
Stratford, ON	Snow Angels Stratford	Type (C): Outsourced Program - Coordinated, One Time, By Request	Run by Snow Angels Stratford, a community organization, using a mobile app. Supported by the Town of Stratford Community Services Department, Lakeside Active Adults Association and Stratford Public Library.	No municipal funding, the Community Services Department does provide advertising. The program uses the same free mobile app, developed and hosted by Simalam, as Snow Angels London.	New Program	New Program
Toronto, ON	Sidewalk Snow Clearing Service	Type (D): City - Season-Long Contracted Service	Solid Waste Management on behalf of Transportation Services, Right of Way Management. Applicant seniors and residents with disabilities receive free sidewalk snow clearing within 72 hours of a snow event. Driveways are not cleared.	\$1,160,000	N/A Service provided by city staff and contractors.	5,900
Vancouver, ON	Snow Angels	Type (C): City - Coordinated, One Time, By Request	City of Vancouver Engineering Services - Streets Division	Not available	29	108 service requests
Windsor, ON	Snow Angels	Type (B): City - Coordinated Season-Long Volunteer Service	Human Resources Department - 1 Full Time Staff Member	2016: \$25,000 in addition to staff member.	2016: 35 volunteer snow angels. 2015: 73 volunteer snow angels.	2016: 97 residents served. 2015: 73 residents served. 2015 Waitlist: 476

Municipality	Name	Operator/Program Type: A,B,C,or D	Who runs the program?	Municipal Cost	# Volunteers	# People Served
Winnipeg, MB	Snow Angels	Type (B): Outsourced Program - Coordinated Season-Long Volunteer Service	Take Pride Winnipeg - City of Winnipeg Community Services promotes the initiative and provides some funding	\$12,000 grant provided to community organization Take Pride Winnipeg.	2016: 60	2016: 154 seniors registered with 100 more calling in after the registration period.

NOTE:**Program Type**

Type (A): Awareness Campaign (No Service Delivery)
Type (B): Coordinated, Season-Long Volunteer Service
Type (C): Coordinated, One Time, By Request
Type (D): Season-Long Contracted Service

City of Mississauga Corporate Report



Date: 2017/11/21

To: Chair and Members of General Committee

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

Originator's files:

Meeting date:
2017/12/06

Subject

Works Operations and Maintenance Division Salt Management Practices

Recommendation

That the report from the Commissioner of Transportation and Works, dated November 21, 2017 and entitled "Works Operations and Maintenance Division Salt Management Practices" be received for information.

Report Highlights

- Studies have shown that road salts used in winter maintenance activities have a negative impact on soil, roadside vegetation, wildlife, groundwater, surface water as well as aquatic habitats.
- The City of Mississauga is committed to proactively managing its salt use in order to minimize negative impacts on the environment while maintaining road safety.
- The City of Mississauga's Salt Management Plan sets a policy and procedural framework for the safe and effective use of road salt using best management practices.

Background

An Action Item was generated at the Council meeting of April 12, 2017 as noted below:

"Councillor Ras inquired about salting practices and whether the City is looking at ways to improve in order to prevent lake contamination. Commissioner Wright indicated that staff could bring a report on salting practices."

The purpose of this report is to bring forward information on the City of Mississauga's initiatives to minimize the negative impacts of salt usage on the environment during winter operations.

Comments

In Canada approximately five million tonnes of chloride salts are released into the environment annually as a result of road salt used in winter maintenance operations. Studies have shown that these salts have a negative impact on soil, roadside vegetation, wildlife, groundwater, surface water as well as aquatic habitats.

In 2004, Environment Canada developed a Code of Practice for the environmental management of road salts. The Code of Practice recommended that municipalities who use over 500 tonnes of road salt annually prepare and implement a Salt Management Plan. On average over the last five years the Works Operations and Maintenance Division has used 50,000 tonnes of salt and 9,000 tonnes of pre-treated salt annually. Total annual salt usage is affected by winter conditions.

In 2004, the Works Operations and Maintenance Division developed its first Salt Management Plan and it continues to submit updates to Environment Canada about annual salt usage. The plan sets out a policy and procedural framework for the safe and efficient management of road salt, including storage, draining, handling, and vehicle washing.

Through the Ontario Good Roads Association (OGRA), the Works Operations and Maintenance Division also has representatives sit on the Association's "Ontario Road Salt Management Group". This group is a professional forum comprising over 20 municipalities that meet to share information about winter maintenance technologies and innovations related to management, maintenance, road safety and environmental protection initiatives.

Best Management Practices and Strategies

The following outlines the best management practices and strategies employed by the Works Operations and Maintenance Division in its salting winter maintenance activity:

A) On-board Technology

In 2008, the Works Operations and Maintenance Division adopted the use of Global Positioning System/Automatic Vehicle Location (GPS/AVL) as a method to improve operational efficiencies. Recent developments in the technology now allow for real-time salt usage data to be collected and reported. Each truck's salt application rates are controlled by an on-board computer and can be verified or adjusted in real time. This helps to ensure that the correct rates are in use, which minimizes incidents of over-salting.

B) Use of Pre-treated Salt

Commencing in the 2011/2012 winter season, the City adopted the use of pre-treated salt (magnesium chloride treated salt) on secondary road routes, priority sidewalks and bus stops (pre-treated salt is not required on priority routes because their higher traffic volume produces slush which helps to activate regular salt).

The use of pre-treated salt, instead of a sand/salt mix, has reduced the amount of phosphorus released to creeks, rivers and Lake Ontario. It also reduces the release of fine particles into the creeks and rivers, which can affect spawning habitats.

The use of pre-treated salt has other benefits, including:

- The pre-treated salt has a high moisture content, which reduces the amount of salt bounce and scatter from the truck's spinner during application. This results in less salt bouncing onto the grassed boulevards, resulting in less roadside vegetation damage.
- The pre-treated salt activates more quickly and can be applied at greater temperature ranges, which reduces the amount of salt that is required.

In the 2013/2014 winter season, the use of pre-treated salt was also adopted for use in parks due to these benefits.

C) Use of Salt Brine

Commencing in the 2014/2015 winter season, the use of salt brine was introduced on priority routes as an effective method to prevent ice bonding to the road surface. Salt brine is a liquid salt mixture that has a 23% salt solution and is effective in temperatures as low as -12 degrees Celsius (10.4 degrees Fahrenheit).

Liquid brine is sprayed onto the road surface ahead of expected freezing temperatures and in advance of winter storms. The liquid brine begins to work as precipitation starts to fall preventing freezing on the road surface. This is especially effective against black ice and frost on bridge decks and other locations. It also accelerates the reaction time of dry salt as it is applied and allows for lower initial dry salt application rates.

Currently, the City of Mississauga has approximately 1,000 lane kilometres in the salt brine anti-icing program to areas such as bridges, hills and priority roads.

A pilot study will be undertaken in 2017/2018 to introduce magnesium chloride as an additive to the brine to further improve its effectiveness. This treatment will allow for the use of brine at lower temperatures increasing its range of application.

D) Weather Monitoring Tools

In 2014, the Works Operations and Maintenance Division, in partnership with the Region of Peel, began using a Road Weather Information System (RWIS). The RWIS is a web-based tool for monitoring weather and pavement conditions. Users can log-in to monitor road surface observations and weather data collected by environmental sensors at two tower locations in Mississauga. These observations include air and road temperatures, humidity, wind speed and surface salinity and are used in forecast models. The RWIS is used by staff in advance of and during winter storms and allows for improved decision-making in managing storm response activities.

E) Other Best Management Practices

Other best management practices used to minimize the impacts of salt on the environment include the following:

- Regular monitoring and calibration of City and contractor salt application equipment to ensure the equipment is functioning properly and is accurately spreading salt as programmed.
- Regular monitoring and setting of salt spinner rates to reduce over salting and to ensure salting application rates are appropriate for road and weather conditions.
- Good salt housekeeping practices regarding deliveries, handling, storage, site drainage and vehicle washing.

Awards & Recognition

The City of Mississauga's Works Operations and Maintenance Division has been recognized for its effective salt management practices by the Salt Institute as a recipient of its annual Safe and Sustainable Snowfighting Award. The City of Mississauga's Works Operations and Maintenance Division has received the award for the last seven years. In order to be recognized, award recipients must meet criteria in the following categories: levels of safety and service; materials usage; equipment selection; continuous improvement; strategic and tactical operations; storage and safety; and, housekeeping and environmental.

Financial Impact

There is no financial impact to the City.

Conclusion

The City of Mississauga is committed to taking a proactive approach towards the use and management of road salt and uses best management practices to minimize the negative effects of chlorides on the environment.



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

Prepared by: Bob Levesque, P.Eng., Senior Manager, Works and Technical Services

City of Mississauga

Corporate Report



Date: 2017/11/21

To: Chair and Members of General Committee

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

Originator's files:

Meeting date:
2017/12/06

Subject

Agreements with the Ontario Ministry of Transportation (Wards 1 and 11)

Recommendation

1. That a by-law be enacted to authorize the Commissioner of Transportation and Works and the City Clerk to enter into an agreement with the Ontario Ministry of Transportation for the detailed design and construction of the replacement Creditview Road Bridge over Highway 401, in a form satisfactory to the City Solicitor.
2. That by-laws be enacted to authorize the Commissioner of Transportation and Works and the City Clerk to enter into three agreements with the Ontario Ministry of Transportation associated with the Queen Elizabeth Way Improvements from Evans Avenue to Cawthra Road Project, in a form satisfactory to the City Solicitor, as follows:
 - a) for the detailed design and construction of the future Ogden Avenue Active Transportation Bridge replacement;
 - b) for the detailed design and construction for the realignment of City roads, traffic signal infrastructure modifications and transit improvements as required by the project; and
 - c) for the detailed design and construction of storm sewer improvements in the vicinity of the project.

Report Highlights

- In 2013, the Ontario Ministry of Transportation (MTO) completed a Preliminary Design and Class Environmental Assessment (EA) Study for Highway 401 improvements, which included replacement and realignment of the Creditview Road Bridge over Highway 401. Subsequently, in 2016, the City completed a Class EA study for Creditview Road from Bancroft Drive to Old Creditview Road, which included widening of the replacement Creditview Road Bridge over Highway 401 to accommodate four travel lanes as well as a multi-use trail and a sidewalk on the bridge.
- In 2016, the MTO completed a Preliminary Design and Class EA Study for QEW

improvements, which included removing and replacing the existing Ogden Avenue Active Transportation Bridge, realigning various City roads, modifying existing City traffic signals infrastructure and undertaking transit improvements. In addition, as part of MTO's upcoming work in the area, the City identified the opportunity to include City storm sewer improvements for the area.

- In order for MTO to undertake the detailed design and construction of the various improvements identified within the City, the City is required to enter into agreements with the MTO.
- The replacement Creditview Road Bridge over Highway 401 is being funded by both the City and the MTO. The capital budget for the project is subject to Council approval and has been identified as part of the 2018 Budget process for the Roads Service Area. The City's storm sewer improvements are being funded by the City. The associated capital budget for the project is subject to Council approval and has been identified in year 2019 of the capital forecast as part of the 2018 Budget process for the Stormwater Service Area. All other costs associated with the MTO projects will be borne by the MTO.

Background

Replacement of Creditview Road Bridge over Highway 401 Project

In 2013, the Ontario Ministry of Transportation (MTO) completed a Preliminary Design and Class Environmental Assessment (EA) Study for Highway 401 from east of the Credit River to Trafalgar Road (in Halton Region). This study identified potential improvements to address the capacity and operational needs for this section of the Highway 401 corridor. Amongst the many items associated with the expansion works for Highway 401, the replacement and realignment of the Creditview Road Bridge over Highway 401 was also identified.

In 2016, the City completed a Class EA study for Creditview Road from Bancroft Drive to Old Creditview Road. The Study was undertaken to investigate the need for additional north-south capacity and traffic management improvements along this section of Creditview Road - considering the road's identification as part of the City's cultural heritage landscape and its function as a future active transportation corridor. A context-sensitive design approach was used in recognition of the multi-modal transportation needs of the area, while protecting established parks, recreational areas, communities and businesses. The recommended plan for Creditview Road includes the following key elements:

- Maintaining the existing two travel lanes from Sir Monty's Drive/Bancroft Drive to Argentia Road;
- Widening to four travel lanes from Argentia Road to Old Creditview Road;
- Implementing roundabouts at Argentia Road, Falconer Drive, and Kenninghall Boulevard; and

- Implementing a 3.5 m (11.5 ft.) multi-use trail on the west side of the roadway and a 1.5 m (4.9 ft.) sidewalk on the east side.

Given the above, the City is proposing to widen the future Highway 401 and Creditview Road Bridge to accommodate four travel lanes as well as a 3.5 m (11.5 ft.) multi-use trail on the west side of the bridge and a 2.0 m (6.6 ft.) sidewalk on the east side.

QEW Improvements from Evans Avenue to Cawthra Road Project

In 2016, the MTO completed a Preliminary Design and Class EA Study for improvements to the Queen Elizabeth Way (QEW) from Evans Avenue (in the City of Toronto) to Cawthra Road. This study identified potential improvements to address the structural rehabilitation and replacement needs, as well as the safety and operational needs for this section of the QEW corridor. The MTO has identified several items associated with the improvements along the QEW, including the replacement of the Ogden Avenue Active Transportation Bridge over the QEW. The Ogden Avenue Active Transportation Bridge will be a 3-span Pre-Fabricated Steel Box Truss bridge with a steel decking system and concrete slab approach ramps. The bridge will be 3.6 m (11.8 ft.) wide and 79 m (259.2 ft.) in length.

In addition, in order to accommodate the reconfiguration of the Dixie Road Interchange, existing City roads will be reconfigured and realigned including the North Service Road (Inslay Road to the east City limit), South Service Road (Ogden Avenue to Park Royale Boulevard), Brentano Boulevard (east and west limit) and Sherway Drive at Dixie Road. This work will also include modifications to traffic signals and transit improvements.

Separate from the MTO project, the City has identified the need for upsizing the culverts crossing the QEW as well as associated storm sewers and appurtenances within the area, to address capacity concerns on the north side of the QEW. As a result, the City has identified the opportunity for the MTO to include these works as part of their upcoming construction contract.

Comments

Replacement of Creditview Road Bridge over Highway 401 Project

All costs associated with removing the existing Creditview Road Bridge over Highway 401 will be borne by the MTO, as its removal is required to accommodate the highway improvements work. As a result, the MTO will be responsible for all costs associated with the demolition and the replacement of the existing bridge. The City has requested, and the MTO has agreed, to widen the new Creditview Road Bridge over Highway 401; to accommodate two additional travel lanes, a multi-use trail and a sidewalk, at the City's sole expense and cost, as part of the MTO Project.

General Committee	2017/11/21	4
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In order for the MTO to undertake the detailed design and construction of the improvements identified by the City for the new Creditview Road Bridge over Highway 401, the City is required to enter into an agreement with the MTO. Construction of the MTO Project is anticipated to commence in 2019. The exact timing of the bridge replacement is not known at this time and will be determined at a later date.

QEW Improvements from Evans Avenue to Cawthra Road Project

All costs associated with removing and replacing the existing Ogden Avenue Active Transportation Bridge will be borne by the MTO, as its removal is required to accommodate the highway improvements work. In addition, the MTO will be responsible for all costs associated with realignment of the various City roads, traffic signal modifications and transit improvements. The City has requested, and the MTO has agreed, to include City-identified storm sewer improvements for the area, at the City's sole expense and cost.

In order for MTO to undertake the detailed design and construction of the improvements identified by the City for the above noted improvements, the City is required to enter into three agreements with the MTO. The three agreements are for the future Ogden Avenue Active Transportation Bridge replacement, the realignment of City roads, traffic signal infrastructure modifications and transit improvements, and the City-identified storm sewer improvements for the area. Construction of the MTO Project is anticipated to commence in 2019. The exact timing of the associated municipal works is not known at this time and will be determined at a later date.

Financial Impact

The Creditview Road Bridge over Highway 401 replacement is being funded by both the City and the MTO with each party contributing a total of approximately \$8 million each. The associated capital budget for the project is subject to Council approval and has been identified as part of the 2018 Budget process for the Roads Service Area and is proposed to be cash flowed from 2018 through to 2023 under PN 18105.

The City's storm sewer improvements associated with the QEW Improvements Project will be funded by the City at a total cost of approximately \$13 million. The associated capital budget for the project is subject to Council approval and will be included in the 2019 Budget process for the Stormwater Service Area.

All other costs associated with the MTO projects will be borne by the MTO.

Conclusion

This Corporate Report is seeking authority to enter into four agreements with the MTO for the detail design and construction of the following two projects:

Replacement of Creditview Bridge over Highway 401 Project

As part of the upcoming Highway 401 improvements project, the MTO will be removing and replacing the existing Creditview Road Bridge over Highway 401. The City has requested, and the MTO has agreed, to widen the new Creditview Road Bridge, to accommodate two additional travel lanes, a multi-use trail and a sidewalk as part of the MTO Project for the upcoming Highway 401 widening. One agreement is required for this project.

QEW Improvements from Evans Avenue to Cawthra Road Project

As part of the upcoming QEW improvements project, the MTO will be removing and replacing the existing Ogden Avenue Active Transportation Bridge, realigning various City roads, modifying existing City traffic signals infrastructure and undertaking transit improvements. As part of this upcoming work, the City has requested, and the MTO has agreed, to include City-identified storm sewer improvements for the area. Three agreements are required for this project, one for each of the project components.



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

Prepared by: Leslie Green, P.Eng., Manager, Transportation Projects

City of Mississauga

Corporate Report



Date: 2017/11/21

To: Chair and Members of General Committee

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

Originator's files:
CA'B' 04-08/84

Meeting date:
2017/12/06

Subject

Assumption - Municipal Works Servicing Agreement, City File CA'B' 04-08/84. (Ward 8) (Z-24)

Recommendation

That the City of Mississauga assume the municipal works as constructed by the developer under the terms of the Servicing Agreement for CA'B' 04-08/84, Polmat Homes Inc., (lands located south of Burnhamthorpe Road West, north of Dundas Street West, east of Mississauga Road and west of The Credit Woodlands), in Z-24, and that the cash security in the amount of \$35,168.00 be returned to the developer.

Background

The Developer identified on the attached Table of Assumption (Appendix 1) has complied with all the requirements of the Servicing Agreement.

Comments

The Transportation and Works Department supports the assumption of the Municipal Works constructed under the terms of the Servicing Agreement for City File CA'B' 04-08/84.

Financial Impact

With the assumption of The Credit Woodlands and Dundas Crescent residential development (CA'B' 04-08/84), the City will now be required to provide maintenance to a newly constructed 12.0 metre (39 feet) cross-culvert.

Conclusion

It recommended that the City assume the municipal works within the site identified on the attached Table of Assumption (Appendix 1) and location map (Appendix 2).

Attachments

Appendix 1: Table of Assumption

Appendix 2: Approximate location of City File CA'B' 04-08/84.

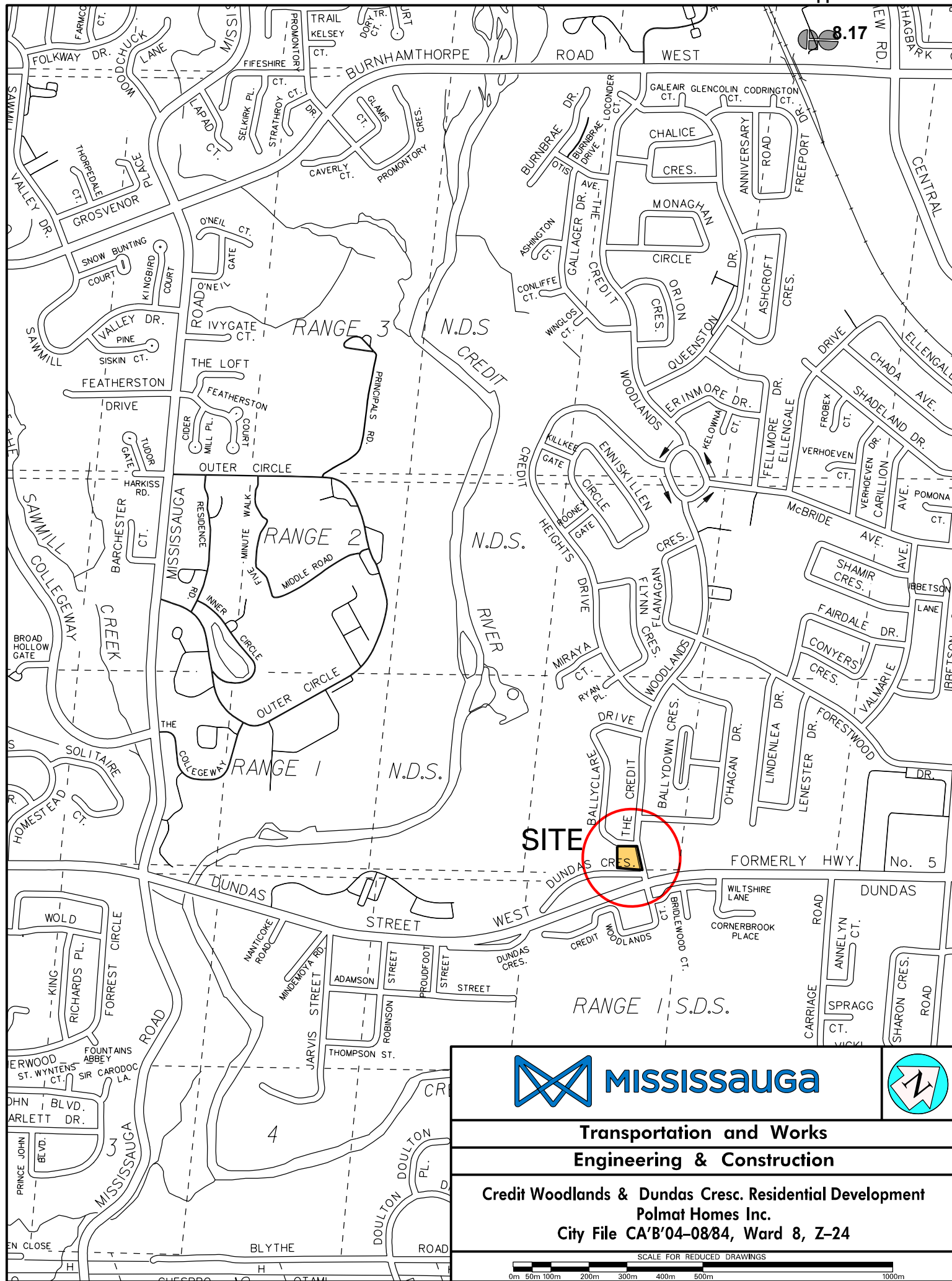


Geoff Wright, P. Eng., MBA, Commissioner of Transportation and Works

Prepared by: Donna Waters, Supervisor of Development Construction

TABLE OF ASSUMPTION

PLAN/FILE REFERENCE #	LOCATION	DEVELOPER'S ADDRESS	SERVICING AGREEMENT DATE	SECURITIES TO BE RELEASED
CA'B' 04-08/84	South of Burnhamthorpe Road West North of Dundas Street West East of Mississauga Road West of The Credit Woodlands	Polmat Homes Inc. 2533 Sharon Crescent Mississauga, ON L5C 1Y9 Attn: Mr. Pawel Materski	March 7, 2012	\$35,168.00 Cancel Insurance



MISSISSAUGA



Transportation and Works

Engineering & Construction

Credit Woodlands & Dundas Cres. Residential Development
Polmat Homes Inc.

City File CA'B'04-08/84, Ward 8, Z-24

SCALE FOR REDUCED DRAWINGS



City of Mississauga

Corporate Report



Date: 2017/11/16

To: Chair and Members of General Committee

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

Originator's files:
FA.49.181-14

Meeting date:
2017/12/06

Subject

Request to Increase Contract Upset Limit - Maintenance of Traffic Control Signals and Related Electrical Devices (Procurement FA.49.181-14)

Recommendation

That the Purchasing Agent be authorized to increase the contract with Guild Electric Limited for the Maintenance of Traffic Control Signals and Related Electrical Devices (Purchase Order No. 4600015517) by an additional amount of \$3.0 million to a revised total contract value of \$13,183,593.36 (excluding taxes) to accommodate the field implementation of the Advanced Transportation Management System project components and various other traffic related capital projects.

Background

The contract outsourcing for the Maintenance of Traffic Control Signals and Related Electrical Devices is undertaken through a cooperative procurement process with the City of Brampton, City of Mississauga and Region of Peel.

Following a competitive tri-party procurement that was led by the City of Brampton, which included the requirements of the three municipalities, a contract was awarded to Guild Electric Limited for a three-year period (from March 2, 2015 to March 1, 2018), with the option for two additional one-year extensions for a total contract period of up to five years.

For the City of Mississauga portion of the procurement, an original three-year contract value of \$10,183,593.36 (excluding taxes) was approved.

In the City of Mississauga there are approximately 778 signalized intersections that are maintained under this contract with the following jurisdictional break down: City of Mississauga (554); Region of Peel (165); Ministry of Transportation Ontario (43); Halton Region (10); and Greater Toronto Airport Authority (6).

The City of Mississauga operates and maintains these signalized intersections on behalf of the external parties and recovers the incurred costs. The total annual charge back recovery amount from the external parties is approximately \$1.4 million.

Present Status

The Transportation and Works Department is in the process of implementing an Advanced Transportation Management System (ATMS). The work involves the design and implementation of the following ATMS project components:

- Traffic Control System including the replacement of traffic signal controller units.
- Traffic Signal Communication upgrade using City fibre network together with wireless and cellular connectivity.
- Intelligent Transportation Systems (ITS) involving the deployment of traffic monitoring cameras and detection technology.

Much of the field deployment work for the ATMS project components is being facilitated through the Maintenance of Traffic Control Signals and Related Electrical Devices contract.

In addition, other traffic related capital projects involving Traffic Signal Enhancements (i.e. Accessible Pedestrian Signals) and Traffic Equipment Replacements (i.e. Traffic Signal Control Cabinets) are also being undertaken through the Maintenance of Traffic Control Signals and Related Electrical Devices contract with Guild Electric Limited. The nature of the work requires a qualified contractor that is authorized to access and work on traffic control signals and electrical devices, and therefore, it is not practical to introduce another contractor. As a result of the additional work, this report seeks authority to increase the contract upset limit for the Maintenance of Traffic Control Signals and Related Electrical Devices contract.

Comments

A contract upset limit increase in the amount of \$3.0 million is proposed for the Maintenance of Traffic Control Signals and Related Electrical Devices contract duration. The increase is required in order to facilitate the field work for the following capital projects:

Description	Requested Contract Increase
Traffic Signal Communications (ATMS)	\$1,400,000
Traffic Control System (ATMS)	\$1,000,000
Intelligent Transportation Systems (ATMS)	\$75,000
Traffic Signal Enhancements	\$150,000
Traffic Equipment Replacements	\$375,000
TOTAL	\$3,000,000

The proposed contract increase of \$3.0 million amounts to an approximate 30% increase to the original contract value from \$10,183,593.36 to \$13,183,593.36 (excluding taxes) and requires Council authority in accordance with the Purchasing By-law 374-06, as amended.

Financial Impact

In order to accommodate the proposed contract increase of \$3.0 million, various capital budget allocations in the amount of \$3.11 million have been provided to cover the cost increase (refer to the Project Cost and Budget Information provided in Appendix 1).

Conclusion

An increase to the existing contract with Guild Electric Limited is required to facilitate the field implementation of the Advanced Transportation Management System (ATMS) project components and various other traffic related capital projects. The contract with Guild was established competitively through a cooperative procurement process with the City of Brampton, City of Mississauga and Region of Peel. The Guild contract continues to represent good value and is well-resourced to accommodate such additional work.

Council authority is required for the Purchasing Agent to approve the proposed \$3.0 million increase to the contract upset limit with Guild Electric Limited for Maintenance of Traffic Control Signals and Related Electrical Devices.

Attachments

Appendix 1: Maintenance of Traffic Control Signals and Related Electrical Devices
(FA.49.181-14) - Project Cost and Budget Information



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

Prepared by: Al Sousa, P.Eng., Senior Manager, Traffic Management

MAINTENANCE OF TRAFFIC CONTROL SIGNALS AND RELATED ELECTRICAL DEVICES (FA.49.181-14)

PROJECT COST

	<u>Year 1 (2015)</u>	<u>Year 2 (2016)</u>	<u>Year 3 (2017)</u>	<u>Revision #1</u>	<u>TOTAL</u>
Contract Amount:	\$3,394,531.12	\$3,394,531.12	\$3,394,531.12	\$3,000,000.00	\$13,183,593.36
13% HST:	<u>\$441,289.05</u>	<u>\$441,289.05</u>	<u>\$441,289.05</u>	<u>\$390,000.00</u>	<u>\$1,713,867.14</u>
Contract Cost:	\$3,835,820.17	\$3,835,820.17	\$3,835,820.17	\$3,390,000.00	\$14,897,460.50
Less HST Rebate (11.34%):	<u>-\$384,939.83</u>	<u>-\$384,939.83</u>	<u>-\$384,939.83</u>	<u>-\$340,200.00</u>	<u>-\$1,495,019.49</u>
Project Cost:	\$3,450,880.34	\$3,450,880.34	\$3,450,880.34	\$3,049,800.00	\$13,402,441.01

BUDGET INFORMATION

<u>Description</u>	<u>Account No.</u>	<u>2015 Budget</u>	<u>2016 Budget</u>	<u>2017 Budget</u>	<u>Revision #1 Allocated Budget</u>	<u>TOTAL BUDGET</u>
Signal Maintenance	1-715636-23974	\$2,765,000	\$2,765,000	\$3,065,000	\$0	\$8,595,000
Traffic Signal Communications *	2-715636-08171	\$125,000	\$125,000	\$125,000	\$1,500,000	\$1,875,000
Traffic Control System *	2-715636-08173	\$125,000	\$125,000	\$125,000	\$1,000,000	\$1,375,000
Intelligent Transportation Systems *	2-715636-16173	\$0	\$0	\$0	\$35,000	\$35,000
	2-715636-17173	\$0	\$0	\$0	\$40,000	\$40,000
Traffic Signal Enhancements *	2-715636-17171	\$0	\$0	\$0	\$150,000	\$150,000
Traffic Equipment Replacement *	2-715636-13170	\$0	\$0	\$0	\$95,000	\$95,000
	2-715636-14170	\$0	\$0	\$0	\$95,000	\$95,000
	2-715636-15170	\$0	\$0	\$0	\$95,000	\$95,000
	2-715636-17170	\$0	\$0	\$0	\$100,000	\$100,000
Other Capital Projects *	Various Accounts	<u>\$500,000</u>	<u>\$500,000</u>	<u>\$500,000</u>	<u>\$0</u>	<u>\$1,500,000</u>
TOTAL BUDGET:		\$3,515,000	\$3,515,000	\$3,815,000	\$3,110,000	\$13,955,000

* Allocated Budget Amounts shown

City of Mississauga
Corporate Report



<p>Date: 2017/11/02</p> <p>To: Chair and Members of General Committee</p>	<p>Originator's files: MG.23.REP</p>
<p>From: Geoff Wright, P. Eng., MBA, Commissioner of Transportation and Works</p>	<p>Meeting date: 2017/12/06</p>

Subject

2017 Road Housekeeping By-law (Wards 1, 2, 3, 4, 5, 7, 9 and 11)

Recommendation

1. That by-laws be enacted authorizing the permanent closure of public highways described in Appendix 1 attached to the report entitled, 2017 Road Housekeeping By-law, dated November 2, 2017, from the Commissioner of Transportation and Works and that City staff be authorized to register the by-laws on title against the subject lands in the appropriate land registry office.
2. That following Council's approval to close the public highways described in Appendix 1 attached to the report entitled, 2017 Road Housekeeping By-law, dated November 2, 2017, from the Commissioner of Transportation and Works, that the Commissioner of Transportation and Works and the City Clerk be authorized to grant, execute and deliver such easements and rights as are necessary to preserve and protect the interests of public utilities with respect to the placement and maintenance of utilities within such closed public highways or parts thereof.
3. That by-laws be enacted authorizing the establishment of public highways on those lands described in Appendix 2 attached to the report entitled, 2017 Road Housekeeping By-law, dated November 2, 2017, from the Commissioner of Transportation and Works and that City staff be authorized to register the by-laws on title against the subject lands in the appropriate land registry office.
4. That by-laws be enacted authorizing the naming of public highways on those lands described in Appendix 3 attached to the report entitled, 2017 Road Housekeeping By-law, dated November 2, 2017, from the Commissioner of Transportation and Works and that City staff be authorized to register the by-laws on title against the subject lands in the appropriate land registry office.

5. That by-laws be enacted authorizing the renaming of public highways on those lands described in Appendix 4 attached to the report entitled, 2017 Road Housekeeping By-law, dated November 2, 2017, from the Commissioner of Transportation and Works and that City staff be authorized to register the by-laws on title against the subject lands in the appropriate land registry office.
6. That staff be relieved from fulfilling the requirements set out in City Policy 10-02-01, titled "Street Names" in relation to renaming Streets.

Report Highlights

- This report identifies five roads that need to be closed, namely: Aqua Drive lying southwest of Canterbury Road; part of Spring Road; part of Ontario Street; part of Church Street and part of Cyrus Street.
- This report identifies numerous parcels of land that need to be established as public highway, namely: Lakeshore Road East; Steveles Crescent; Hazelhurst Road; Hensley Street; Madigan's Lane; Terlin Boulevard; Burnhamthorpe Road East; Central Parkway East; Hurontario Street; Rose Cherry Place; Legion Road; Viscount Road; Hanson Road; King Street East; Surbray Grove; Argentia Road; Falconer Drive and Alpha Mills Road.
- This report identifies two roads that need to be named, namely: Temagami Crescent; and Carmen Drive.
- This report identifies five roads that need to be renamed, namely: part of Indian Road; part of Spring Road; part of the Lane, Registered Plan 470; part of Ontario Street and part of Church Street.
- Transportation and Works Department staff recommends enacting by-laws to close the above-mentioned public highways, enacting by-laws to establish the above-mentioned parcels as public highway and enacting by-laws to name or rename the above-mentioned public highways.

Background

As part of the Transportation and Works Department's housekeeping efforts, the Geomatics Section evaluates the status of public highways and land to determine if the existing designation reflects the use of the land. For instance, land may be designated as public highway, but is being used as a park instead. As a result, it should be closed as public highway and designated as park land. Conversely, parcels of land may be travelled on by the public but are not established as public highway. In these instances, the City should enact a by-law to establish the land as public highway to reflect the correct use of the land.

Firstly, for the purposes of this report, staff has identified the following public highways, as shown in Appendix 1 attached to this report, that need to be closed:

1. Aqua Drive, Registered Plan F-20 lying southwest of Canterbury Road.
2. Part of Spring Road, Registered Plan B-24, designated as Parts 2 and 3, Plan 43R-37822.
3. Part of Ontario Street, Plan STR-2, designated as Part 2, Plan 43R-4011.
4. Part of Church Street, Plan STR-2, designated as Parts 7, 10 and 11, Plan 43R-4011.
5. Part of Cyrus Street, Plan TOR-12, designated as Part 4, Plan 43R-19697.

Secondly, for the purposes of this report, staff has identified the following parcels of land, as shown in Appendix 2 attached to this report, that should be established as public highway:

1. Part of Lot 5, Concession 3, South of Dundas Street, designated as Parts 1, 2 and 3, Plan 43R-37419, to be established as Lakeshore Road East.
2. All of One Foot Reserve, Registered Plan 885 lying at the southwest limit of Steveles Crescent, Registered Plan 885, to be established as Steveles Crescent.
3. Part of Lot 34, Concession 3, South of Dundas Street, designated as Parts 5, 6, 7, 8, 10, 11, 12 and 13, Plan 43R-17487, Part 1, Plan 43R-32331 and Parts 5, 7, 9, 11, 14 and 15, Plan 43R-32332, all to be established as Hazelhurst Road.
4. Part of Lots 31 and 32, Concession 3, South of Dundas Street, designated as Part 2, Plan 43R-25635 to be established as Hensley Street.
5. Part of Lot 9, Range 2, Credit Indian Reserve, designated as Parts 1 and 2, Plan 43R-12154, to be established as Madigan's Lane.
6. Part of Lot 9, Range 2, Credit Indian Reserve, designated as Part 6, Plan 43R-18166, to be established as Terlin Boulevard.
7. Various parcels to be established as Burnhamthorpe Road East.
8. Part of Reserve Block FX, Registered Plan 935, designated as Parts 7 and 11, Plan 43R-674, to be established as Central Parkway East.
9. Part of Lot 16, Concession 2, North of Dundas Street, designated as Parts 1, 2 and 3, Plan 43R-13741 to be established as Hurontario Street.
10. Part of Blocks 14 and 15, Registered Plan 43M-425, designated as Parts 1, 2, 3, 4, 5, 6, 7, 8 and 9, Plan 43R-22815, to be established as Rose Cherry Place.
11. Part of Lots 4 and 5 and part of Block A, Registered Plan 470, designated as Parts 1, 2, 5 and 6, Plan 43R-5366, to be established as Legion Road.
12. All of the One Foot Reserve, Registered Plan 734, lying southeast of Viscount Road, Registered Plan 734, to be established as Viscount Road.
13. All of Reserve Block I, Registered Plan 941, to be established as Hanson Road and part of Lot 16, Concession 1, North of Dundas Street, designated as Parts 4 and 5, Plan 43R-10341, to be established as Hurontario Street.
14. Firstly: Part of Lots 1, 2 and 20, Registered Plan E-19 and part of Sheppard Avenue, Registered Plan E-19 (Closed By Judges Order dated January 8, 1923, endorsed on Registered Plan E-26), designated as Part 9, Plan 43R-15808, to be established as King Street East.

Secondly: Part of Lot 2, Registered Plan E-19, part of Sheppard Avenue, Registered Plan E-19 (Closed By Judges Order dated January 8, 1923, endorsed on Registered Plan E-26) and part of King Street, Registered Plan E-26 (changed to King Street East by By-law 9701, Instrument VS252737, closed By By-law 815-89, Instrument RO923214), designated as Part 1, Plan 43R-17668 to be established as King Street East.

15. All of Reserve Block F, Registered Plan 941, to be established as Surbray Grove.
16. Part of Block 2, Registered Plan 43M-499, designated as Part 1, Plan 43R-36213, to be established as Argentia Road.
17. Part of the One Foot Reserve, Registered Plan 548, as in Instrument ST4632, lying north of Part 2, Plan 43R-4586, designated as Part 2, Plan 43R-37723 and part of lot 7, Concession 4, West of Hurontario Street, designated as Part 3, Plan 43R-33430, all to be established as Falconer Drive.
18. Part of the One Foot Reserve, Registered Plan 548, as in Instrument ST4632, lying north of Part 2, Plan 43R-4586, designated as Part 1, Plan 43R-37723 to be established as Alpha Mills Road.

Thirdly, for the purposes of this report, staff has identified the following public highways, as shown in Appendix 3 attached to this report, that should be named:

1. Part of the Original Road Allowance between Ranges 1 and 2, Credit Indian Reserve designated as Part 2, Plan 43R-37819 to be *named* Temagami Crescent.
2. Part of Lots 255 and 256, Registered Plan F-20, as in Instrument TT35074, to be *named* Carmen Drive.

Lastly, for the purposes of this report, staff has identified the following public highways, as shown in Appendix 4 attached to this report, that should be renamed:

1. Part of the Original Road Allowance between Ranges 1 and 2, Credit Indian Reserve (known as Indian Road), designated as Part 1, Plan 43R-37819 to be *renamed* Temagami Crescent.
2. Part of Spring Road, Registered Plan B-24, designated as Part 1, Plan 43R-37822 to be *renamed* Ravine Drive.
3. Part of Ontario Street, Plan STR-2, designated as Part 1, Plan 43R-4011 and Part 1, Plan 43R-7091, to be *renamed* Church Street.
4. Part of Church Street, Plan STR-2, designated as Part 4, Plan 43R-4011, to be *renamed* Ontario Street.
5. Part of Lane, Registered Plan 470, designated as Part 8, Plan 43R-5366 to be *renamed* Legion Road.

Comments

ROADS TO BE CLOSED

Aqua Drive, Registered Plan F-20 lying southwest of Canterbury Road (Ward 1)

The portion of Aqua Drive, lying southwest of Canterbury Road was established by Registered Plan F-20 and is shown in Appendix 1.

There is no road constructed on this portion of Aqua Drive and Transportation and Works Department staff has confirmed there are no foreseeable plans to construct a road at this location.

The notice of road closure has been undertaken to satisfy the requirements of the City Notice By-law 0215-2008 as amended by By-law 0376-2008.

Part of Spring Road, Registered Plan B-24 (Ward 2)

Spring Road was established by Registered Plan B-24. A portion of the un-travelled portion of Spring Road was closed by Town of Mississauga By-law 7430 and the remainder of the un-travelled portion of Spring Road, designated as Parts 2 and 3, Plan 43R-37822 as shown in Appendix 1, should be closed.

There is no road constructed on this portion of the road allowance and Transportation and Works Department staff has confirmed there are no foreseeable plans to construct a road at this location.

The notice of road closure has been undertaken to satisfy the requirements of the City Notice By-law 0215-2008 as amended by By-law 0376-2008.

Part of Ontario Street and part of Church Street, Plan STR-2 (Ward 11)

On Plan STR-2, Ontario Street is shown as an east-west street from John Street to an Unamed Street. On the same plan, Church Street is shown as a north-south street terminating at Ontario Street.

The constructed limits of both Streets didn't follow the limits set out on Plan STR-2. Ontario Street diverts southerly at its easterly end to intersect the re-aligned location of Church Street and Church Street diverts easterly and is built within the legal limit of Ontario Street. As a result, the un-constructed portions of Ontario Street and Church Street as shown in Appendix 1 should be closed.

The notice of road closure has been undertaken to satisfy the requirements of the City Notice By-law 0215-2008 as amended by By-law 0376-2008.

Part of Cyrus Street, Plan TOR-12, (Ward 7)

Cyrus Street was created by Plan TOR-12. All of Cyrus Street (except Part 4 Plan 43R-19697) was closed by By-law 260-90, Instrument No. 940398 as shown in Appendix 1.

There is no road constructed on this portion of the road allowance and Transportation and Works Department staff has confirmed there are no foreseeable plans to construct a road at this location.

The notice of road closure has been undertaken to satisfy the requirements of the City Notice By-law 0215-2008 as amended by By-law 0376-2008.

ROADS TO BE ESTABLISHED

Lakeshore Road East (Ward 1)

Further to General Committee recommendation GC-0459-2016, the City acquired lands in relation to the Small Arms Building, municipally known as 1352 Lakeshore Road East. Part of the land conveyance included lands to widen Lakeshore Road East to satisfy the Official Plan (OP) requirement of a 35.0m (114.8ft) ultimate right-of-way width. These lands are identified as part of Lot 5, Concession 3, South of Dundas Street, designated as Parts 1, 2 and 3, Plan 43R-37419 as shown in Appendix 2.

In order to satisfy the OP requirements, the said lands should be established as public highway to be known as Lakeshore Road East.

Steveles Crescent (Ward 2)

Registered Plan 885 created a One Foot Reserve at the southwest and northeast limits of Steveles Crescent as shown in Appendix 2. The Reserve lying at the northeast limit of Steveles Crescent was established as public highway by By-law 440-77, thus providing legal access to two properties municipally addressed as 1567 and 1570 Steveles Crescent. The Reserve at the southwest limit of Steveles Crescent is not established as public highway and the property municipally addressed as 1597 Steveles Crescent does not have legal access to a public highway.

In order to legalize the access for 1597 Steveles Crescent, the One Foot Reserve lying at the southwest corner of Steveles Crescent should be established as public highway.

Hazelhurst Road (Ward 2)

As per Section 1.0 (a) and (b), Schedule 'B' of the Servicing Agreement attached to Site Plan 07/269, both Hazelhurst Road and Orr Road were constructed in accordance with the agreement; however a by-law was never enacted to establish them as public highway.

The portion of Hazelhurst Road that was to be established is described as Part 7, Plan 43R-32332 and the portion of Orr Road to be established is described as Parts 5, 9, 11, 14 and 15, Plan 43R-32332. These are both shown in Appendix 2.

At the request of Ward 2 Councillor Karen Ras during a Planning and Development Committee meeting in April, 2016, Transportation and Works Department staff was asked to investigate the possibility of renaming Orr Road between Hazelhurst Road and Winston Churchill Boulevard to

provide a distinction between Orr Road as it goes through an industrial area, from Orr Road as it exists in the residential area east of Southdown Road.

To provide this distinction and to provide continuity for addressing purposes, the said lands namely, Parts 5, 7, 9, 11, 14 and 15, Plan 43R-32332, should be established as public highway to be known as Hazelhurst Road.

In addition, the City acquired widenings along Hazelhurst Road that were never established as public highway. These widenings are described as Parts 5, 6, 7, 8, 10, 11, 12 and 13, Plan 43R-17487 and Part 1, Plan 43R-32331 and should be established as public highway to be known as Hazelhurst Road.

Hensley Street (Ward 2)

The road as shown in Appendix 2 was built under the terms of a Servicing Agreement attached to Site Plan SPR 05/191, but was never established as public highway. It is legally described as part of Lots 31 and 32, Concession 3, South of Dundas Street, designated as Part 2, Plan 43R-25635. Currently the road is heavily used by vehicles and is maintained by the City's Works Operation and Maintenance Division.

Transportation Infrastructure Management staff within the Transportation and Works Department, has assigned Hensley Street as the official name of this road in accordance with City Policy 10-02-01, titled Street Names.

To reflect the current use, the said lands should be established as public highway to be known as Hensley Street.

Madigan's Lane (Ward 2)

A portion of Madigan's Lane is owned by the City as shown in Appendix 2 and the remainder of the Lane is privately owned. The City's portion is legally described as part of Lot 9, Range 2, Credit Indian Reserve, designated as Parts 1 and 2, Plan 43R-12154.

The City-owned portion of the Lane is used by the public and is annually maintained by the City's Works Operation and Maintenance Division.

To reflect the current use, the said lands should be established as public highway to be known as Madigan's Lane.

Terlin Boulevard (Ward 2)

According to historical aerial imagery, in 1992, the easterly portion of Terlin Boulevard terminated at what is presently known as 781 Terlin Boulevard. Sometime before or during 1995, Terlin Boulevard was extended further to the east and terminates at what is presently known as 763 Terlin Boulevard.

A turning circle was built at the easterly end of the Boulevard so that emergency and maintenance vehicles can safely traverse along the road without reversing.

A portion of the turning circle lies on City land that is not dedicated as public highway. This land is legally described as part of Lot 9, Range 2, Credit Indian Reserve, designated as Part 6, Plan 43R-18166 as shown in Appendix 2.

To reflect the current use, the said lands should be established as public highway to be known as Terlin Boulevard.

Burnhamthorpe Road East (Wards 3 and 4)

Various parcels along Burnhamthorpe Road East were gratuitously transferred to the City or expropriated by the City for road widening parcels but were never established as public highway by City by-law. These parcels are shown and legally described in Appendix 2.

To achieve the ultimate right-of-way width of 50.0m (164.9ft) as identified in the City's Official Plan, the said parcels shown in Appendix 2 should be established as public highway to be known as Burnhamthorpe Road East.

As part of the upcoming Burnhamthorpe Road East reconstruction, a new multi-use trail will be constructed along the north side of Burnhamthorpe Road East from Bough Beeches Boulevard to the East City Limit (Etobicoke Creek). At the east end of the trail, the multi-use trail will be constructed within City park lands. Transportation and Works Department staff recommends the lands described below and as shown in Appendix 2 be established as public highway to be known as Burnhamthorpe Road East as the proposed use of the lands relate to road infrastructure.

- Part of the Original Road Allowance between Lot A and Lot 1, Concession 2, North of Dundas Street (Closed by By-law 10289, Inst. VS247204) and part of Lot A, Concession 2, North of Dundas Street, designated as Parts 26, 28 and 36, Plan 43R-19593.

Central Parkway East (Ward 4)

Part of Reserve Block FX, Registered Plan 935, designated as Parts 7 and 11, Plan 43R-674 was transferred to the City and lies between Central Parkway and the daylight triangle for Burnhamthorpe Road East. The lands are shown in Appendix 2.

To ensure a continuous right-of-way, the said lands should be established as public highway.

Hurontario Street (Ward 4)

As part of the Region's Burnhamthorpe Water Project, a new 750mm (29.5in) watermain will be installed on Hurontario Street between Burnhamthorpe Road and Rathburn Road. Part of the watermain traverses lands owned by the City that are not public highway and are legally described as part of Lot 16, Concession 2, North of Dundas Street, designated as Parts 1, 2 and 3, Plan 43R-13741 as shown in Appendix 2.

As the lands form part of the boulevard for Hurontario Street, Transportation and Works Department staff recommends establishing the said lands as public highway to be known as Hurontario Street.

Furthermore, establishing these lands as public highway will eliminate the need for the City to enter into and administer an easement in favour of the Region of Peel.

Rose Cherry Place (Ward 5)

A municipal sidewalk and boulevard are located on City-owned lands legally described as part of Blocks 14 and 15, Registered Plan 43M-425, designated as Parts 1, 2, 3, 4, 5, 6, 7, 8 and 9, Plan 43R-22815 as shown in Appendix 2.

In order to reflect the current use, the said lands should be established as public highway to be known as Rose Cherry Place.

Legion Road (Ward 5)

Transportation and Works Department staff received a request from a law firm representing the purchaser of 7025 Legion Road (formerly 3263 Derry Road East), to confirm if their client had public access to Legion Road. Upon reviewing this matter, it became evident that parts of Legion Road as shown in Appendix 2 should be established as public highway.

The lands are legally described as part of Lots 4 and 5 and part of Block A, Registered Plan 470, designated as Parts 1, 2, 5 and 6, Plan 43R-5366.

In order to ensure the properties municipally addressed as 3255 Derry Road East, 3275-3295 Derry Road East and 7025 Legion Road (formerly 3263 Derry Road East) have access to a public road, the said lands should be established as public highway to be known as Legion Road.

Viscount Road (Ward 5)

A portion of Viscount Road as shown in Appendix 2 was created by Registered Plan 470. A One Foot Reserve was established at both ends of the road to control access.

The One Foot Reserve at the northwest limit of Viscount Road, Registered Plan 470 was established as public highway by By-law 5982. The One Foot Reserve at the southeast limit of Viscount Road, Registered Plan 470 was never established as public highway.

Viscount Road currently extends south of Registered Plan 470, crossing over Highway 409 and terminating at Elmbank Road.

To ensure continued public access over the entire length of Viscount Road, the said lands as shown in Appendix 2 should be established as public highway to be known as Viscount Road.

Hanson Road and Hurontario Street (Ward 7)

The apartment building municipally addressed as 30 Hanson Road is bound by Hanson Road to the west and Hurontario Street to the east. The residents of the building currently utilize a sidewalk leading to Hanson Road, which crosses over a One Foot Reserve legally described as Reserve Block I, Registered Plan 941, as shown in Appendix 2.

In order to provide continuous legal access to a public road, the said lands should be established as public highway to be known as Hanson Road.

On the east side of the building, the City owns a portion of land legally described as part of Lot 16, Concession 1, North of Dundas Street, designated as Parts 4 and 5, Plan 43R-10341, as shown in Appendix 2. These lands form part of the boulevard for Hurontario Street and should be part of the road right-of-way. Transportation and Works Department staff recommends establishing the said lands as public highway to be known as Hurontario Street.

Furthermore, the Region of Peel has requested the said lands for Hanson Road and Hurontario Street be established as public highway as they plan to install a new watermain that will cross both parcels.

Establishing the said lands as public highway will eliminate the need for the City to enter into and administer an easement in favour of the Region of Peel.

King Street East (Ward 7)

A strip of land at the northeast corner of King Street East and Sheppard Avenue was gratuitously transferred to the City from Kingshep Developments in 1988 for public highway purposes. This strip is legally described as part of Lots 1, 2 and 20, Registered Plan E-19 and part of Sheppard Avenue, Registered Plan E-19 (Closed By Judges Order dated January 8, 1923, endorsed on Registered Plan E-26), designated as Part 9, Plan 43R-15808, as shown in Appendix 2.

The City owns a strip of land at the southeast corner of King Street East and Sheppard Avenue. This strip is legally described as part of Lot 2, Registered Plan E-19, part of Sheppard Avenue, Registered Plan E-19 (Closed By Judges Order dated January 8, 1923, endorsed on Registered Plan E-26) and part of King Street, Registered Plan E-26 (Changed to King Street East by By-law 9701, Instrument VS252737, closed by By-law 815-89, Instrument RO923214), designated as Part 1, Plan 43R-17668 as shown in Appendix 2.

To achieve the ultimate right-of-way of 26.0m (85.3ft) as identified in the City's Official Plan and to satisfy the intent of gratuitous dedication from Kingshep Developments, the lands shown in Appendix 2 should be established as public highway to be known as King Street East.

Surbray Grove (Ward 7)

A portion of Surbray Grove as shown in Appendix 2, was created by Registered Plan 941. A One Foot Reserve, legally described as Reserve Block F, Registered Plan 941 was created at the westerly end of the road to control access.

The adjoining subdivision, Registered Plan 43M-595, extended Surbray Grove further east and north to intersect Hanson Road.

To ensure continued public access over the entire length of Surbray Grove, Reserve Block F, Registered Plan 941 should be established as public highway to be known as Surbray Grove.

Argentia Road (Ward 9)

The City acquired Part 1, Plan 43R-36213 through Site Plan 12/115 for a widening along Argentia Road. The lands were never established as public highway and therefore the property municipally addressed as 2476 Argentia Road does not have legal access to a public highway.

In order to satisfy the conditions of the site plan application and to legalize the access of the said property, the lands identified in Appendix 2, should be established as public highway.

Falconer Drive and Alpha Mills Road (Ward 11)

Falconer Drive was created by Registered Plan 548. A One Foot Reserve was created along the easterly limit of Falconer Drive up to Alpha Mills Road. Alpha Mills Road was created by Registered Plan TOR-13.

A vacant piece of land at the southeast corner of Falconer Drive and Alpha Mills Road was split into two residential lots in 2010. As part of the development, a widening, described as Part 4, Plan 43R-33430 was gratuitously dedicated to the City and was established as public highway by By-law 0072-2012. Similarly, the daylight rounding described as Part 3, Plan 43R-33430 was gratuitously dedicated and established as Falconer Drive by By-law 0072-2012.

In order to ensure continued legal access along Alpha Mills Road and Falconer Drive, the following parcels as shown in Appendix 2 should be established as public highway:

- Part of the One Foot Reserve, Registered Plan 548 as in Instrument ST4632 lying north of Part 2, Plan 43R-4586, designated as Part 2, Plan 43R-37723 and Part of Lot 7, Concession 4, West of Hurontario Street, designated as Part 3, Plan 43R-33430 to be known as Falconer Drive.
- Part of the One Foot Reserve, Registered Plan 548 as in Instrument ST4632 lying north of Part 2, Plan 43R-4586, designated as Part 1, Plan 43R-37723 to be known as Alpha Mills Road.

ROADS TO BE NAMEDPart of the Original Road Allowance to be named Temagami Crescent (Ward 1)

The portion of the Original Road Allowance between Ranges 1 and 2, Credit Indian Reserve, designated as Part 2, Plan 43R-37819 as shown in Appendix 3, should be named Temagami Crescent to reflect the address designation of a City-owned parcel located at the east end of Indian Road.

By enacting a by-law, the existing street signage will not be affected; the legal limits of Temagami Crescent will flow continuously through the intersection at Indian Road and the address designation for 397 Temagami Crescent will be correct.

Carmen Drive (Ward 1)

Carmen Drive between Trotwood Avenue and Kenmuir Avenue was established as public highway by By-law 1149; however, the By-law did not establish the lands as Carmen Drive.

The lands are legally described as part of Lots 255 and 256, Registered Plan F-20, as in Instrument No. TT35074 as shown in Appendix 3.

To reflect the current street signage, the said lands should be named as Carmen Drive.

ROADS TO BE RENAMEDPart of Indian Road to be renamed Temagami Crescent (Ward 1)

According to our available records, the Original Road Allowance between Ranges 1 and 2, Credit Indian Reserve was never formally named by a by-law; however, it is known as Indian Road up to Temagami Crescent.

To reflect the existing address designation for a City-owned parcel at the east end of Indian Road (as shown on Registered Plan 570) which is municipally addressed as 397 Temagami Crescent, the portion of the Original Road Allowance known as Indian Road, designated as Parts 1 Plan 43R-37819 as shown in Appendix 4, should be renamed as Temagami Crescent.

By enacting a by-law, the existing street signage will not be affected; the legal limits of Temagami Crescent will flow continuously through the intersection at Indian Road and the address designation for 397 Temagami Crescent will be correct.

Part of Spring Road to be Renamed Ravine Drive (Ward 2)

The legal limits of Spring Road and Ravine Drive as created by Registered Plan B24 are shown on Appendix 4. Three residential properties municipally known as 1205, 1219 and 1235 Ravine Drive, were given Ravine Drive addresses even though they legally have frontage on Spring Road. In addition, the existing street signage reflects this portion of Spring Road as Ravine Drive.

Transportation and Works Department staff recommends renaming the portion of Spring Road, designated as Part 1, Plan 43R-37822 as Ravine Drive to reflect the existing address designations and to reflect the existing street signage.

Part of the Lane, Registered Plan 470 to be renamed Legion Road (Ward 5)

As part of our review in response to an inquiry received from a law firm representing the purchaser of 7025 Legion Road (formerly 3263 Derry Road East), it was discovered that the parcel of land known as Legion Road is partially traversed by a public Lane as shown on Registered Plan 470. Part of this report is seeking authorization to establish the lands on either

side of the Lane as public highway to be known as Legion Road, to provide legal access to the surrounding properties; therefore, it is logical to rename the portion of the Lane, designated as Part 8, Plan 43R-5366 as shown in Appendix 4 as Legion Road to create a succinct parcel of public highway named Legion Road.

Part of Ontario Street to be renamed Church Street and part of Church Street to be renamed Ontario Street (Ward 6)

The constructed limit of Church Street diverts easterly from the road allowance of Church Street, Plan STR-4 and lies within the road allowance for Ontario Street as shown in Appendix 4. Similarly, the constructed limit of Ontario Street diverts southerly from the road allowance of Ontario Street, Plan STR-4 and lies within the road allowance for Church Street as shown in Appendix 4.

To reflect the existing alignments of the constructed portion of the roads, the said parcels should be renamed. No addresses will be affected by this change.

City Policy 10-02-01, titled “Street Names”, outlines the procedures for renaming streets. Under the heading “Change Initiated by Municipality”, the policy states that the City may change the name of a street to eliminate conflict between Mississauga streets and the streets of another Municipality within the Region of Peel or bordering on Mississauga. The policy also states that the City is to send out notices to all residents and businesses on the street to be changed, explaining the reason for the name change, the date the change will occur and the proposed new name.

In addition, the City Clerk is to advertise the name change in the local newspaper and ensure all emergency services agencies are notified.

Transportation and Works Department staff recommends that Council relieve staff from fulfilling the requirements set out in City Policy 10-02-01, titled “Street Names” for the following reasons:

- The street name changes identified in this report are housekeeping measures and will not affect the addresses of any residents or businesses and will not affect the current operation of emergency services.
- The street name changes identified in this report will reflect the current street signage.
- The cost savings from not having to advertise the street name change in the local newspaper will be approximately \$17,000.00.

Financial Impact

The cost to advertise in the Mississauga News for the closure by-laws is \$5,880.00, excluding HST. Funding is available in the approved Capital budget.

Conclusion

Transportation and Works Department staff recommends enacting by-laws to achieve the housekeeping items identified in this report.

Attachments

Appendix 1: Roads to be Closed

Appendix 2: Roads to be Established

Appendix 3: Roads to be Named

Appendix 4: Roads to be Renamed



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

Prepared by: Al Jeraj, O.L.S., City Surveyor

Appendix 1

Roads to be Closed

Aqua Drive (Ward 1)

Legal Description: Aqua Drive, Registered Plan F-20 lying southwest of Canterbury Road,
All of PIN: 13470-0253

Part of Spring Road (Ward 2)

Legal Description: Part of Spring Road, Registered Plan B-24, designated as Parts 2 and 3,
Plan 43R-37822.

Part of PIN: 13444-0240

Part of Ontario Street (Ward 11)

Legal Description: Part of Ontario Street, Plan STR-2, designated as Part 2, Plan 43R-4011.
Part of PIN: 13204-0002

Part of Church Street (Ward 11)

Legal Description: Part of Church Street, Plan STR-2, designated as Parts 7, 10 and 11, Plan
43R-4011.

All of PIN: 13199-0612

Part of Cyrus Street (Ward 7)

Legal Description: Part of Cyrus Street, Plan TOR-12, designated as Part 4, Plan 43R-19697
All of PIN: 13151-0105

PART OF AQUA DRIVE
REGISTERED PLAN F-20
TO BE CLOSED



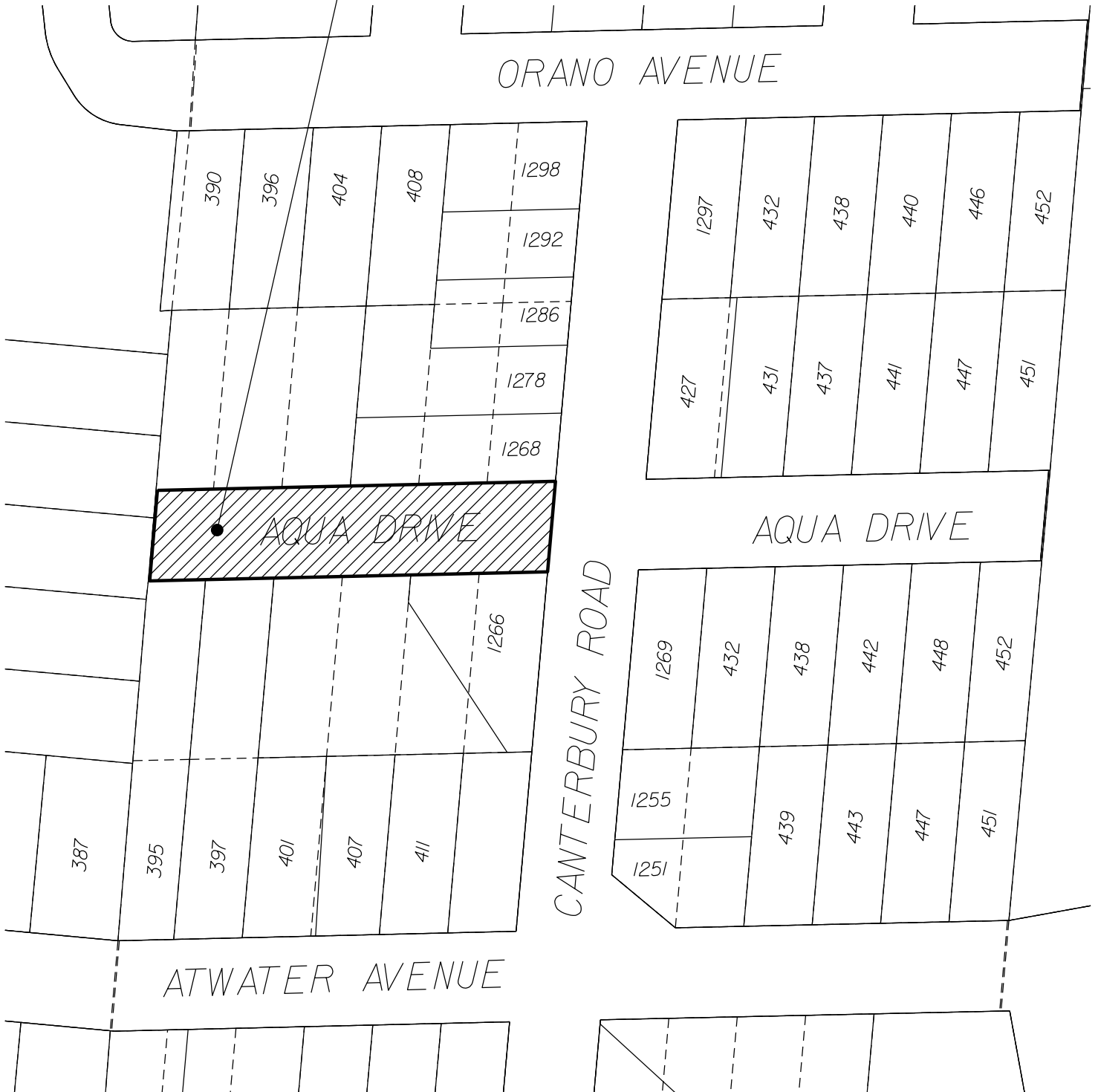
ORANO AVENUE

AQUA DRIVE

AQUA DRIVE

CANTERBURY ROAD

ATWATER AVENUE



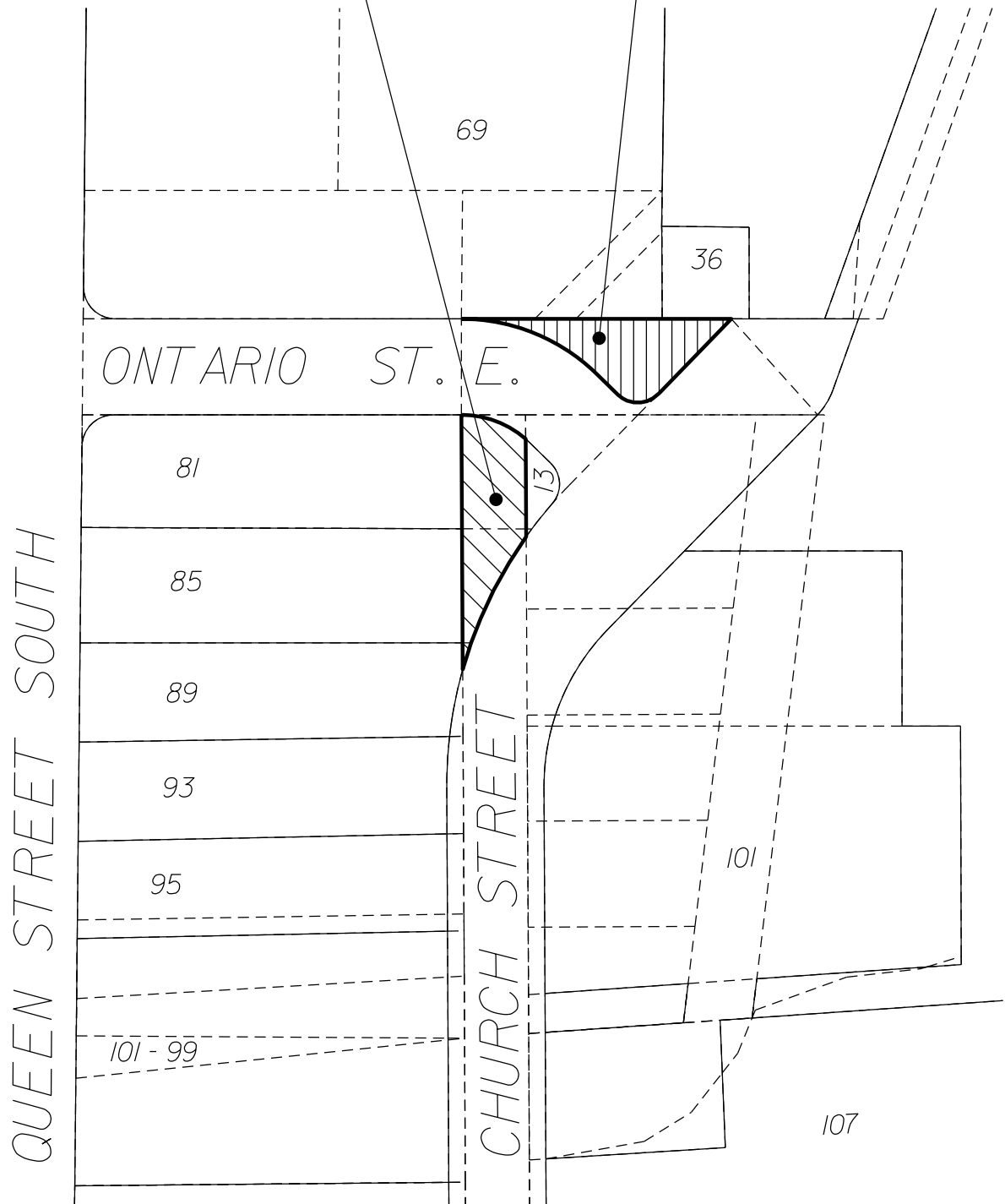


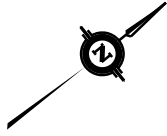
PART OF SPRING ROAD
REGISTERED PLAN B-24
(PARTS 2 & 3
PLAN 43R-37822)
TO BE CLOSED



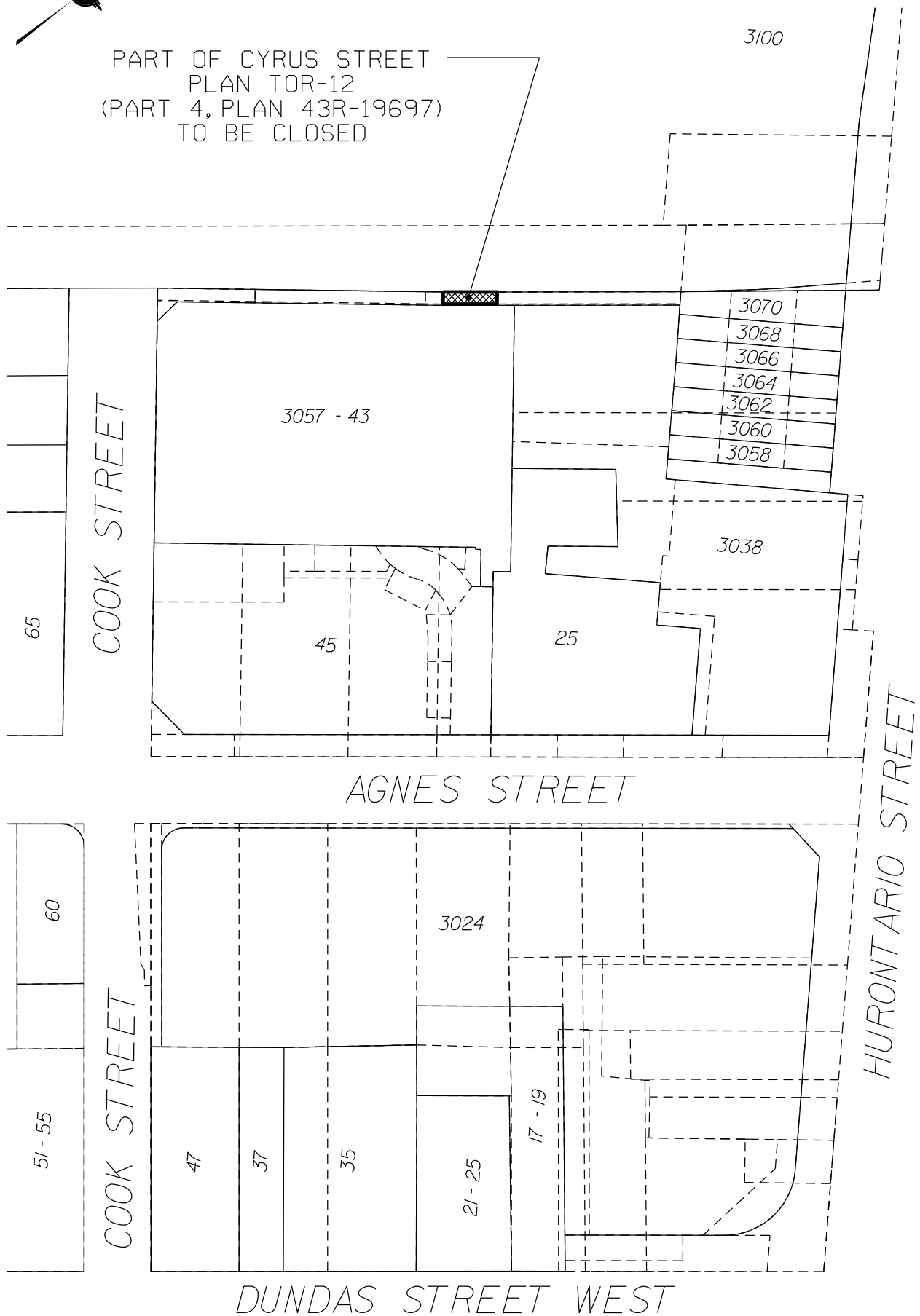
PART OF
CHURCH STREET
TO BE CLOSED
(PARTS 7, 10 & 11
PLAN 43R-4011)

PART OF
ONTARIO STREET
TO BE CLOSED
(PART 2
PLAN 43R-4011)





PART OF CYRUS STREET
PLAN TOR-12
(PART 4, PLAN 43R-19697)
TO BE CLOSED



Appendix 2

Roads to be Established

Lakeshore Road East (Ward 1)

Legal Description: Part of Lot 5, Concession 3, South of Dundas Street, designated as Parts 1, 2 and 3, Plan 43R-37419.

Part of PIN: 13485-0749

Steveles Crescent (Ward 2)

Legal Description: All of One Foot Reserve, Registered Plan 885, lying at the southwest limit of Steveles Crescent, Registered Plan 885.

All of PIN: 13488-0326

Hazelhurst Road (Ward 2)

Legal Description: Part of Lot 34, Concession 3, South of Dundas Street, designated as Parts 5, 6, 7, 8, 10, 11, 12 and 13, Plan 43R-17487; Part 1, Plan 43R-32331 and Parts 5, 7, 9, 11, 14 and 15, Plan 43R-32332.

Part of PINs: 13493-0073 and 13493-0194; All of PIN 13493-0197

Hensley Street (Ward 2)

Legal Description: Part of Lots 31 and 32, Concession 3, South of Dundas Street, designated as Part 2, Plan 43R-25635.

Part of PIN: 13493-0192

Madigan's Lane (Ward 2)

Legal Description: Part of Lot 9, Range 2, Credit Indian Reserve, designated as Parts 1 and 2, Plan 43R-12154.

Part of PIN 13454-0248

Terlin Boulevard (Ward 2)

Legal Description: Part of Lot 9, Range 2, Credit Indian Reserve, designated as Part 6, Plan 43R-18166

All of PIN: 13454-0307

Burnhamthorpe Road East (Wards 3 and 4)

Legal Description: Part of Lot 10, Concession 1, North of Dundas Street, as in Instrument Number V.S.179706 lying between Blocks C and D (Road Widening), Registered Plan 827; Part of Lot 10, Concession 2, North of Dundas Street, designated as Part 2, Plan 43R-7900; Part of Lots 3, 5 and 6, Registered Plan 357, designated as Parts 1 and 2, Expropriation Plan V.S.173474.

Part of PIN: 13312-0257

Legal Description: Part of Lot 13, Concession 1, North of Dundas Street, designated as Parts 3, 5, 6, and 10, Plan 43R-674.

Part of PIN: 13164-0044

Legal Description: Part of Lot 6, Concession 2, North of Dundas Street, designated as Part 4, Plan 43R-10636 and Parts 1 and 4, Plan 43R-19208.

Part of PINs: 13307-0214 and 13307-0227

Legal Description: Part of Lot 7, Concession 2, North of Dundas Street, designated as Parts 4 and 5, Plan 43R-12708.

Part of PIN: 13308-0171

Legal Description: Part of Lot 9, Concession 2, North of Dundas Street, designated as Part 1, Plan 43R-34178.

All of PIN: 13310-0172

Legal Description: Part of Lot 44, Registered Plan 381, designated as Part 4, Plan 43R-17119.

All of PIN: 13307-0231

Legal Description: All of Blocks 85, 86 and 91, Registered Plan M-320.

All of PINs: 13308-0124, 13307-0122, 13308-0118

Legal Description: All of Block 121, Registered Plan M-359.

PIN: 13312-0245

Legal Description: All of Block 21, Registered Plan M-362.

All of PIN: 13307-0123

Legal Description: All of Blocks 147 and 148, Registered Plan M-372.

All of PINs: 13309-0165 and 13308-0113

Legal Description: All of Block 21, Registered Plan M-388.

All of PIN: 13309-0164

Legal Description: All of Block 85, Registered Plan 43M-482.

All of PIN: 13308-0115

Legal Description: All of Blocks 48 and 49, Registered Plan 43M-624.

All of PINs: 13312-0243 and 13310-0014

Legal Description: Part of Lot 15, Concession 2, North of Dundas Street as in Instrument Number V.S.206316 and Part of Lot 15, Concession 2, North of Dundas Street designated as Part 5, Plan 43R-9078 and Parts 1, 2, and 3, Plan 43R-12516.

Part of PIN: 13175-0029

Legal Description: Part of Lot 1, Registered Plan A-24, designated as Part 9, Plan 43R-7757 and Parts 1 and 7, Plan 43R-20160.

All of PIN: 13169-0108 and Part of PIN: 13170-0140

Legal Description: All of Block G and Reserve Block I, Registered Plan M-145.

All of PINs: 13169-0111 and 13169-0112

Legal Description: All of Block N and Reserve Block U, Registered Plan M-170

All of PINs: 13170-0148 and 13170-0147

Legal Description: All of Block B and Reserve Block D, Registered Plan M-189

All of PIN: 13169-0109 and 13169-0110

Legal Description: All of Blocks 54 and 55, Registered Plan 43M-466

All of PIN: 13170-0240

Legal Description: Part of the Original Road Allowance between Lot A and Lot 1, Concession 2, North of Dundas Street (Closed by By-Law 10289, Inst. VS247204) and Part of Lot A, Concession 2, North of Dundas Street designated as Parts 26, 28 and 36, Plan 43R-19593.

Part of PIN: 13298-0596

Central Parkway East (Ward 4)

Legal Description: Part of Reserve Block FX, Registered Plan 935, designated as Parts 7 and 11, Plan 43R-674.

Part of PIN: 13164-0012

Hurontario Street (Wards 4 and 7)

Legal Description: Part of Lot 16, Concession 1, North of Dundas Street, designated as Parts 4 and 5, Plan 43R-10341 and Part of Lot 16, Concession 2, North of Dundas Street, designated as Parts 1, 2 and 3, Plan 43R-13741.

All of PINs: 13152-0216, 13152-0217 and 13142-0025

Rose Cherry Place (Ward 5)

Legal Description: Part of Blocks 14 and 15, Registered Plan 43M-425, designated as Parts 1, 2, 3, 4, 5, 6, 7, 8 and 9, Plan 43R-22815.

All of PINs: 13291-1038 and 13291-1036 and Part of PIN: 13291-0229

Legion Road (Ward 5)

Legal Description: Part of Lots 4 and 5 and Part of Block A, Registered Plan 470, designated as Parts 1, 2, 5 and 6, Plan 43R-5366.

All of PINs: 13264-0659 and 13264-0661

Viscount Road (Ward 5)

Legal Description: All of the One Foot Reserve, Registered Plan 734, lying southeast of Viscount Road, Registered Plan 734.

Part of PIN: 13262-0043

Hanson Road (Ward 7)

Legal Description: All of Reserve Block I, Registered Plan 941.

All of PIN: 13152-0220

King St East (Ward 7)

Legal Description: Part of Lots 1, 2 and 20, Registered Plan E-19 and part of Sheppard Avenue, Registered Plan E-19 (Closed By Judges Order dated January 8, 1923, endorsed on Registered Plan E-26), designated as Part 9, Plan 43R-15808.

Part of PIN: 13350-0109

Legal Description: Part of Lot 2, Registered Plan E-19, part of Sheppard Avenue, Registered Plan E-19 (Closed By Judges Order dated January 8, 1923, endorsed on Registered Plan E-26) and part of King Street, Registered Plan E-26 (changed to King Street East by By-Law 9701, Instrument VS252737, closed By By-Law 815-89, Instrument RO923214), designated as Part 1, Plan 43R-17668.

Part of PIN: 13351-0027

Surbray Grove (Ward 7)

Legal Description: All of Reserve Block F, Registered Plan 941.

Part of PIN: 13152-0226

Argentia Road (Ward 9)

Legal Description: Part of Block 2, Registered Plan 43M-499, designated as Part 1, Plan 43R-36213.

All of PIN: 13132-0012

Falconer Drive (Ward 11)

Legal Description: Part of the One Foot Reserve, Registered Plan 548 as in Instrument ST4632 lying north of Part 2, Plan 43R-4586, designated Part 2, Plan 43R-37723 and Part of lot 7, Concession 4, West of Hurontario Street, designated as Part 3, Plan 43R-33430.

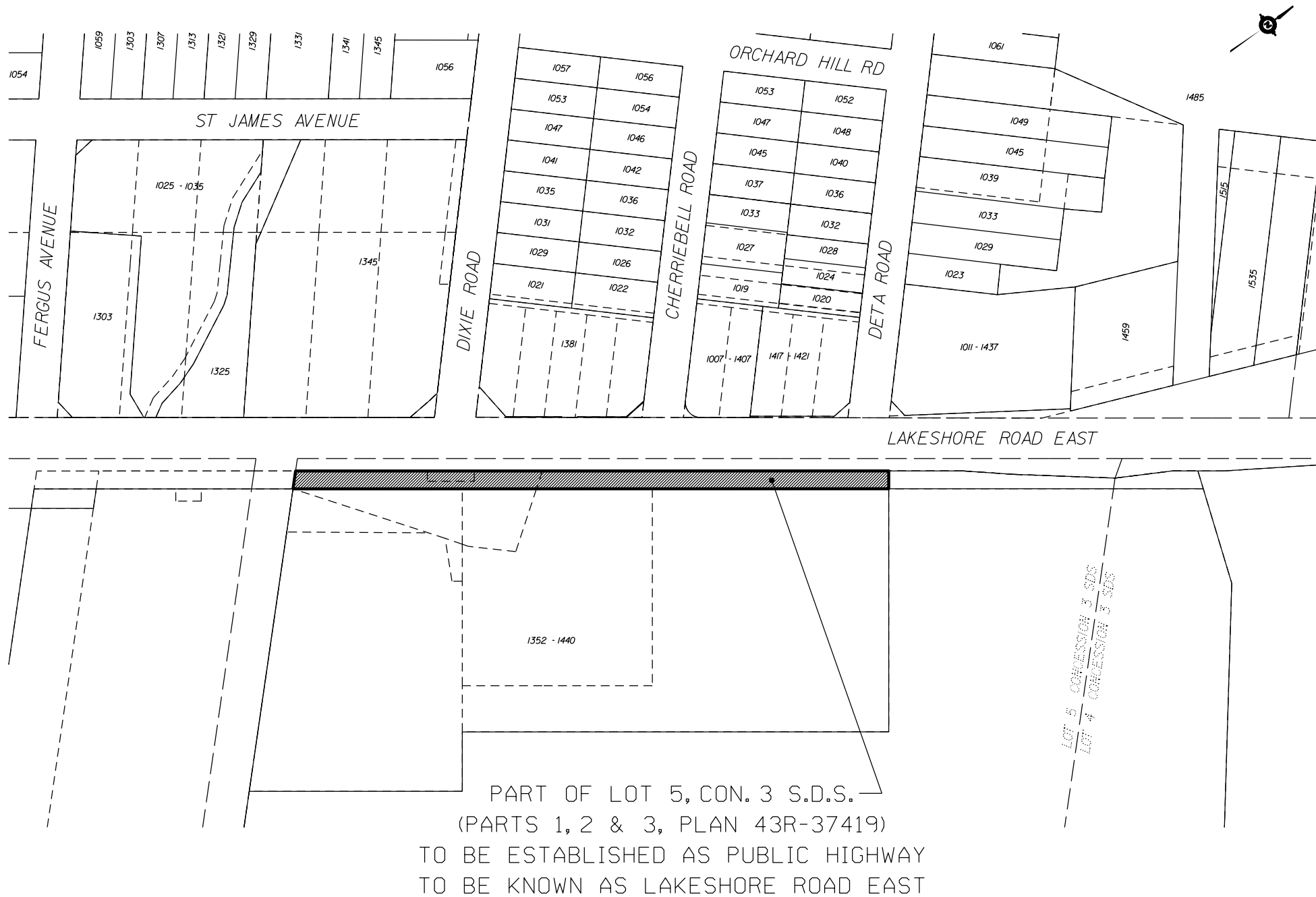
Part of PINs: 13205-0188 and 13205-0418

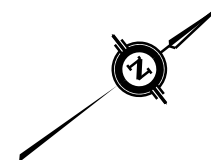
Alpha Mills Road (Ward 11)

Legal Description: Part of the One Foot Reserve, Registered Plan 548 as in Instrument ST4632 lying north of Part 2, Plan 43R-4586, designated as Part 1, Plan 43R-37723.

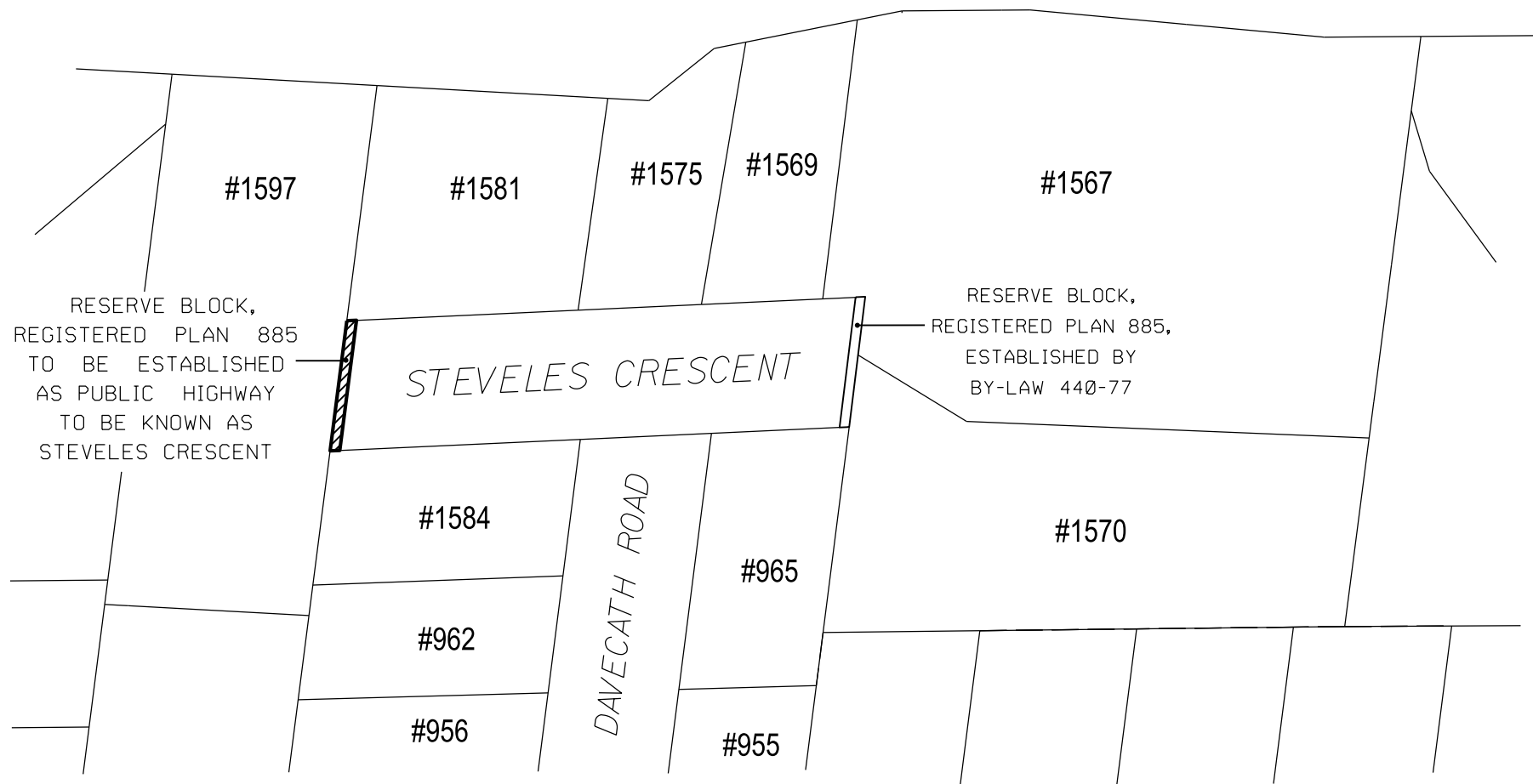
PIN: 13205-0188

LAKESHORE ROAD EAST - WARD 1

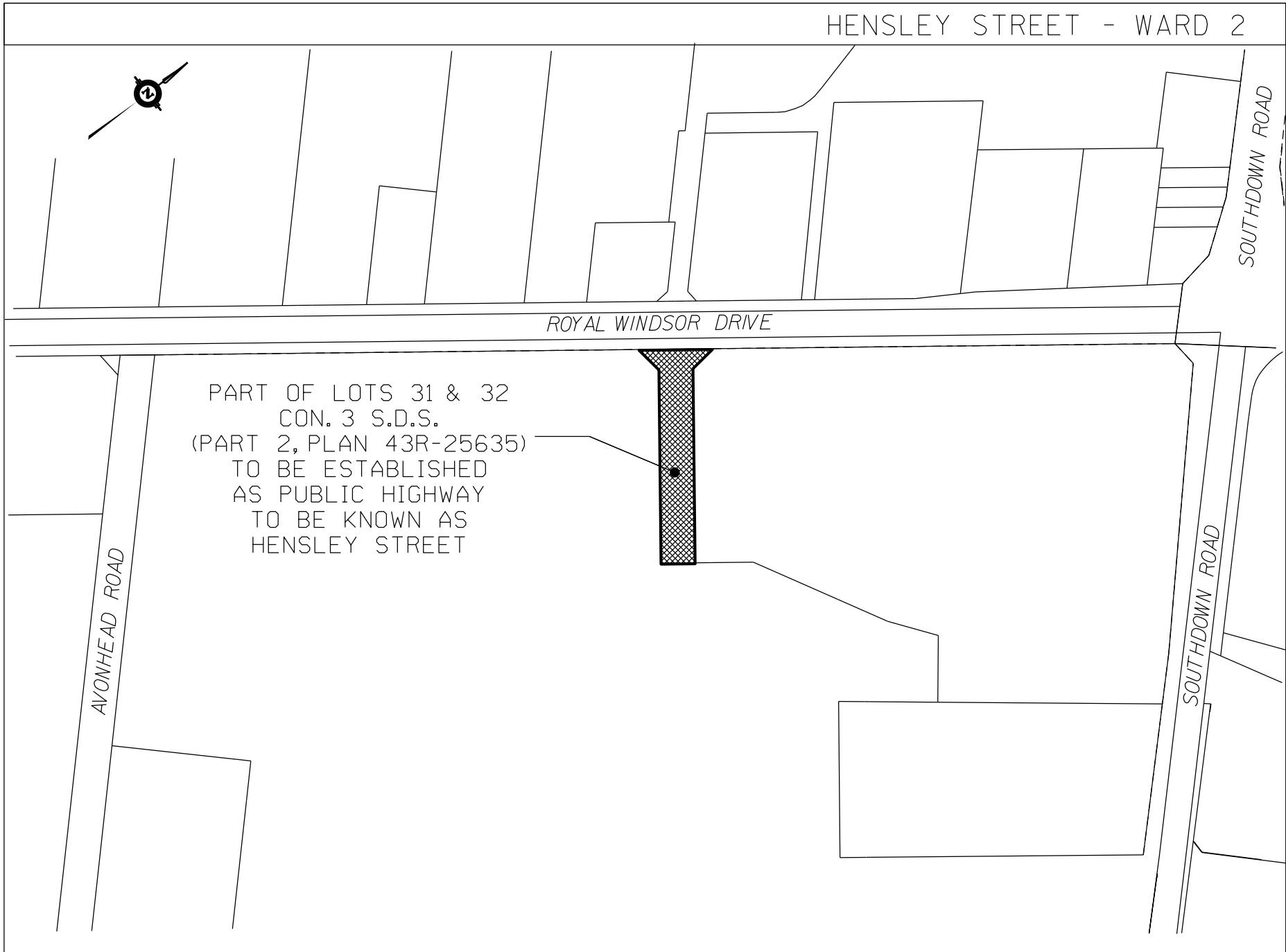


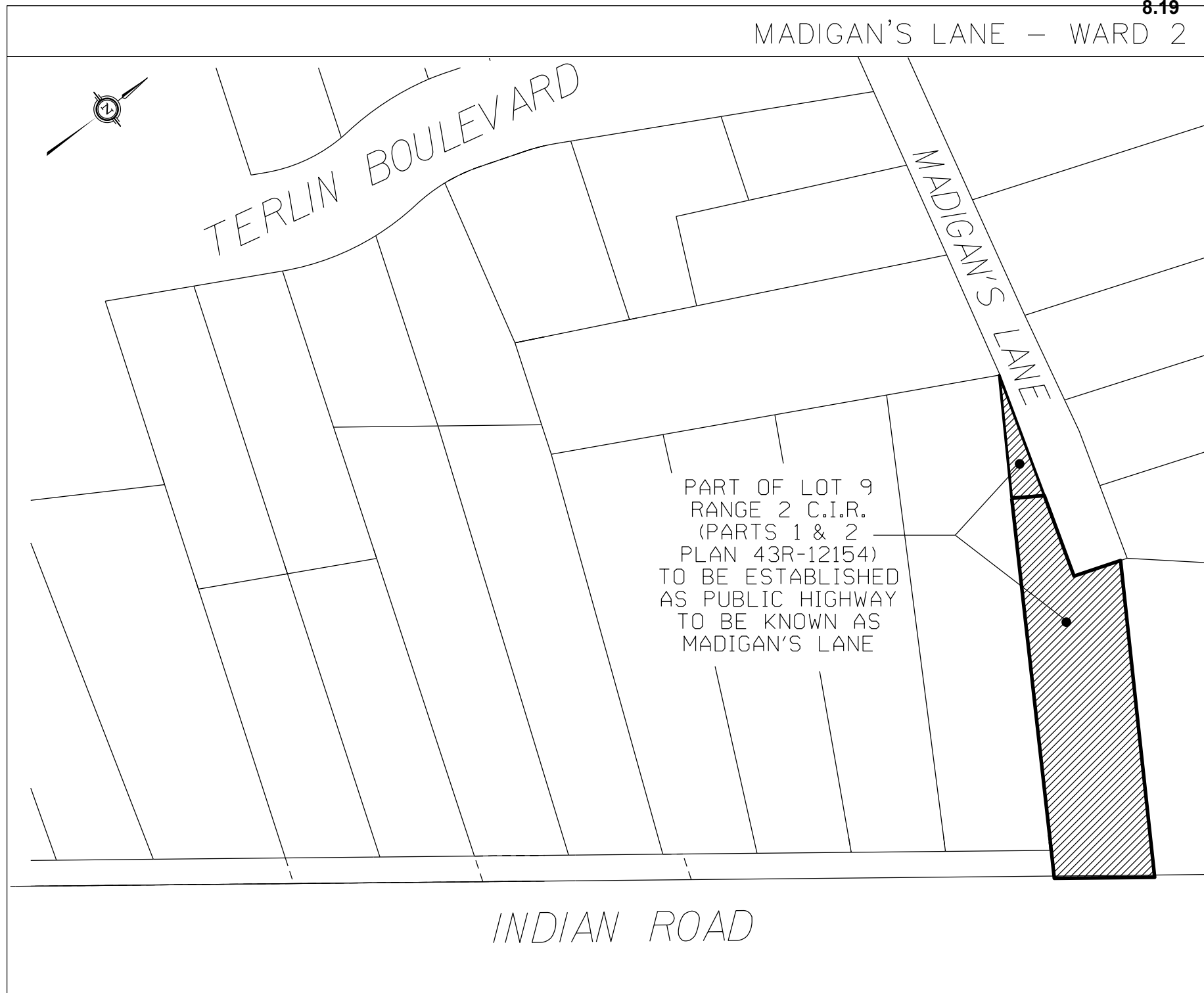


LAKE SHORE ROAD WEST

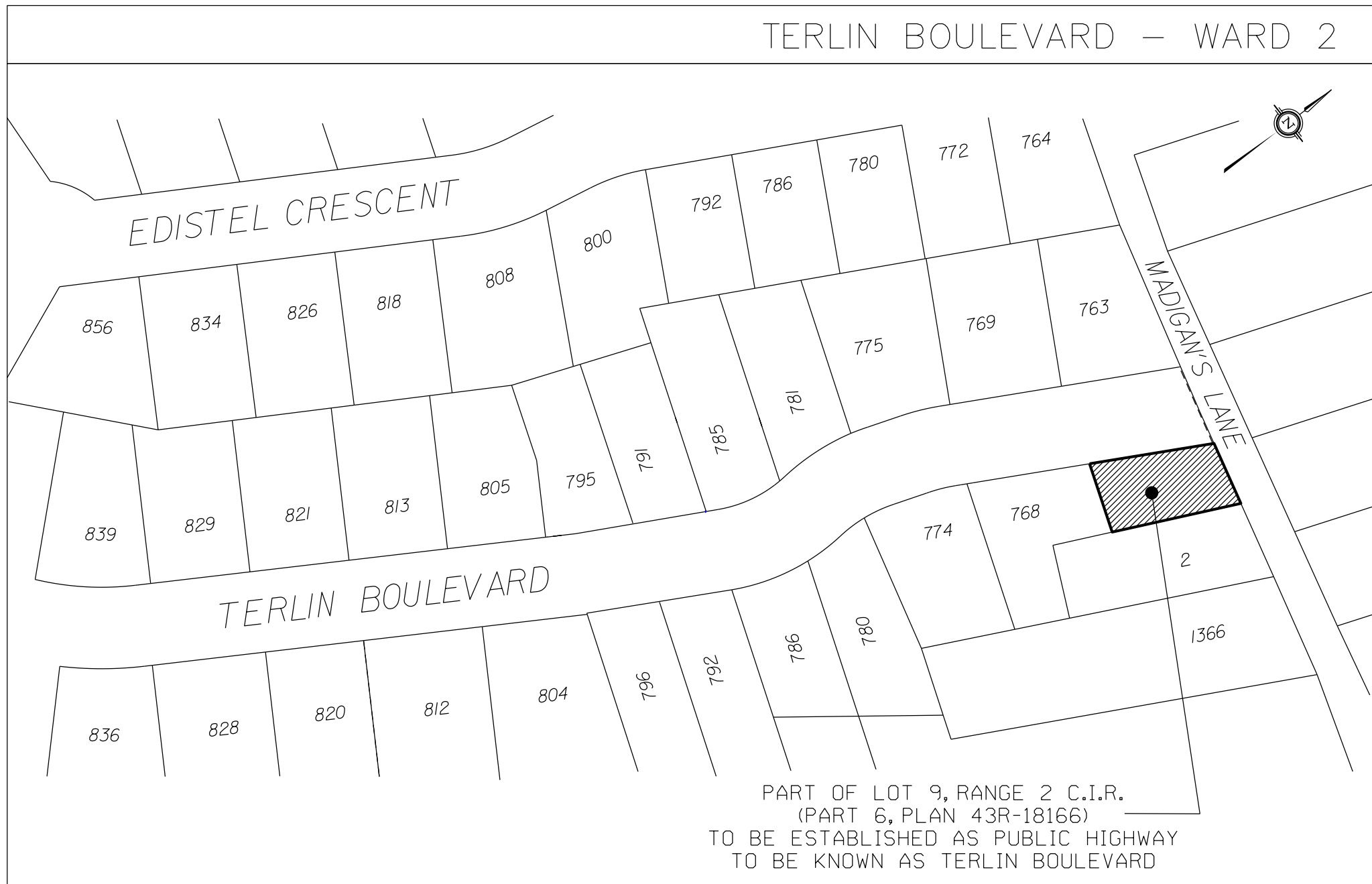


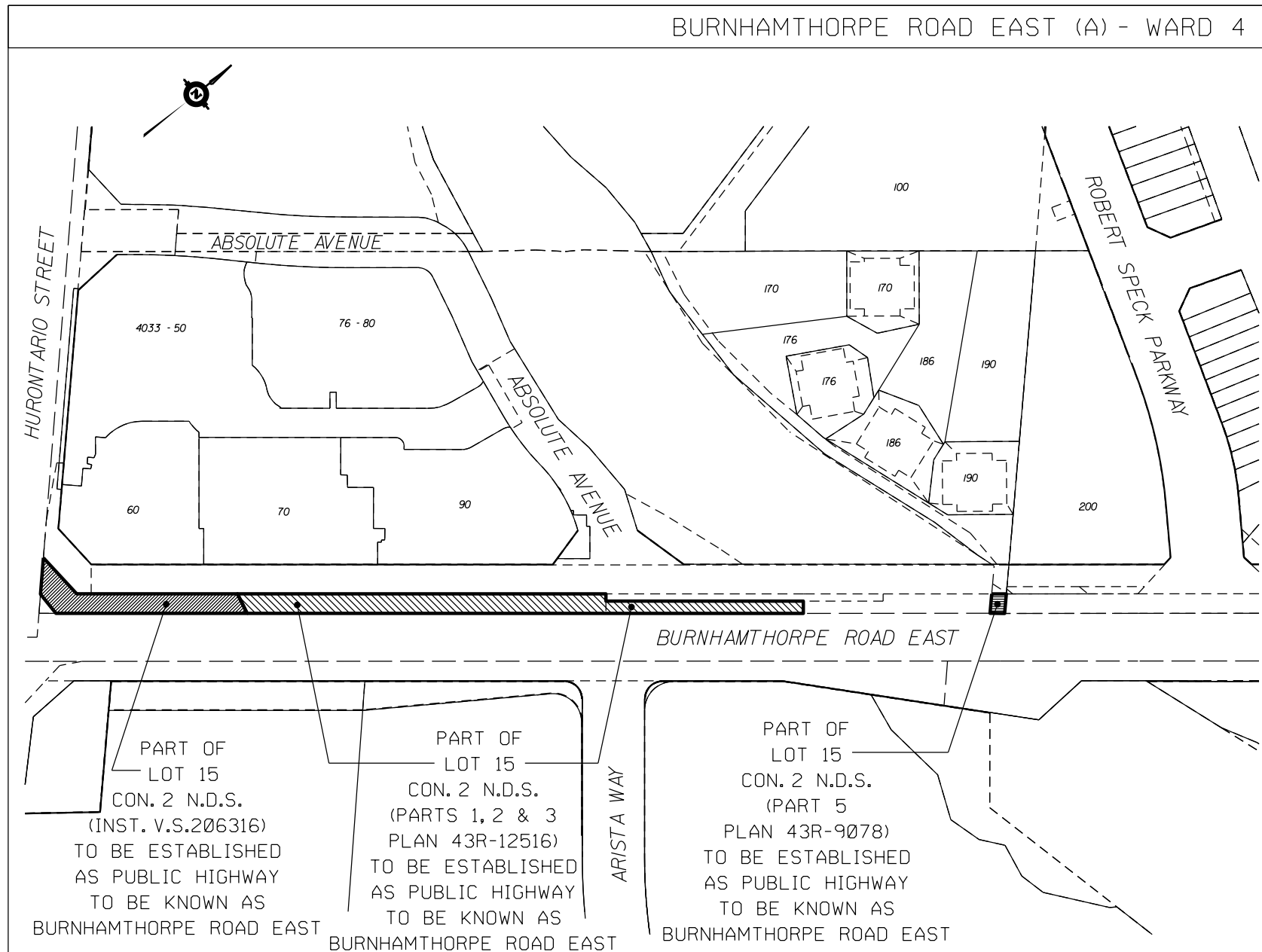


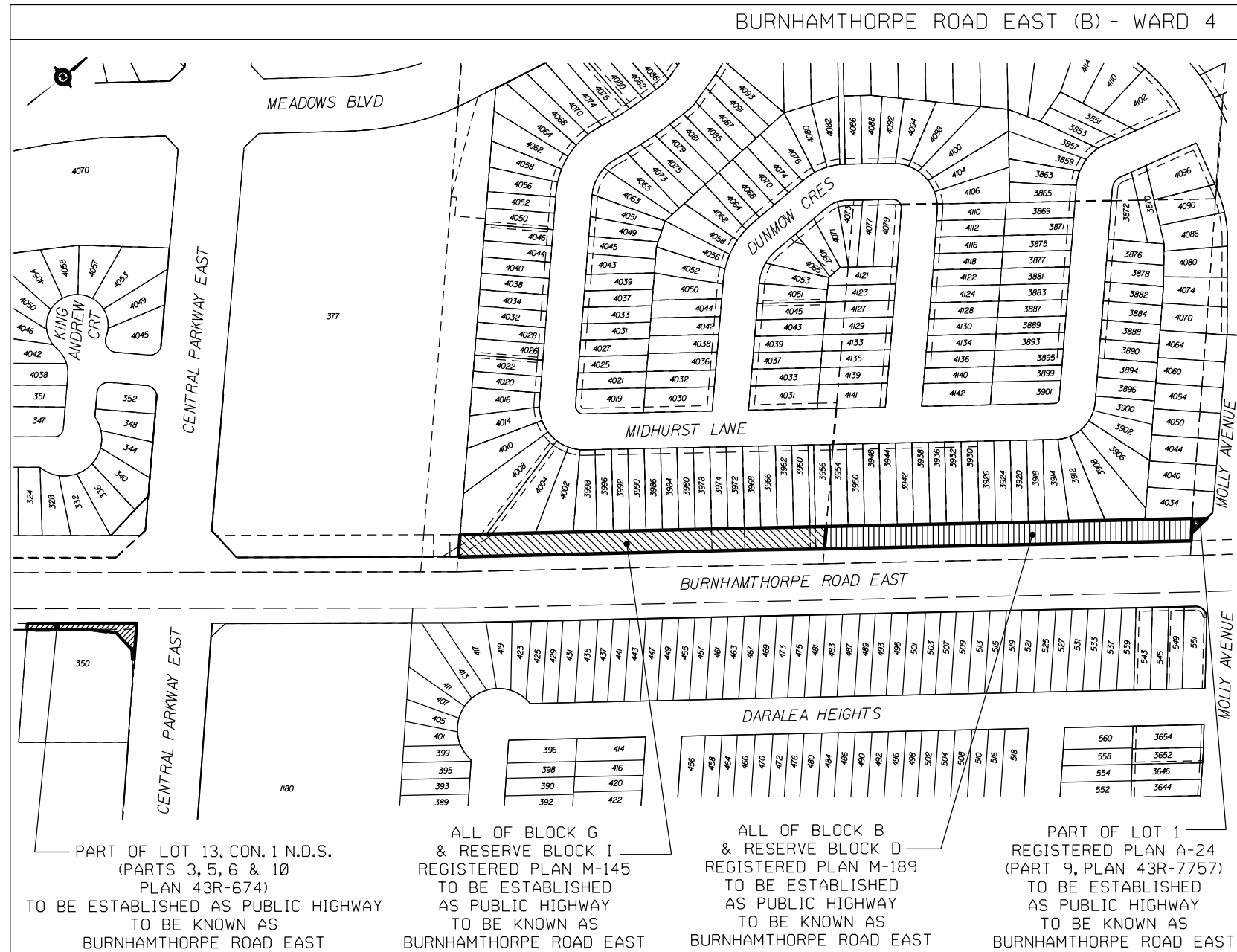


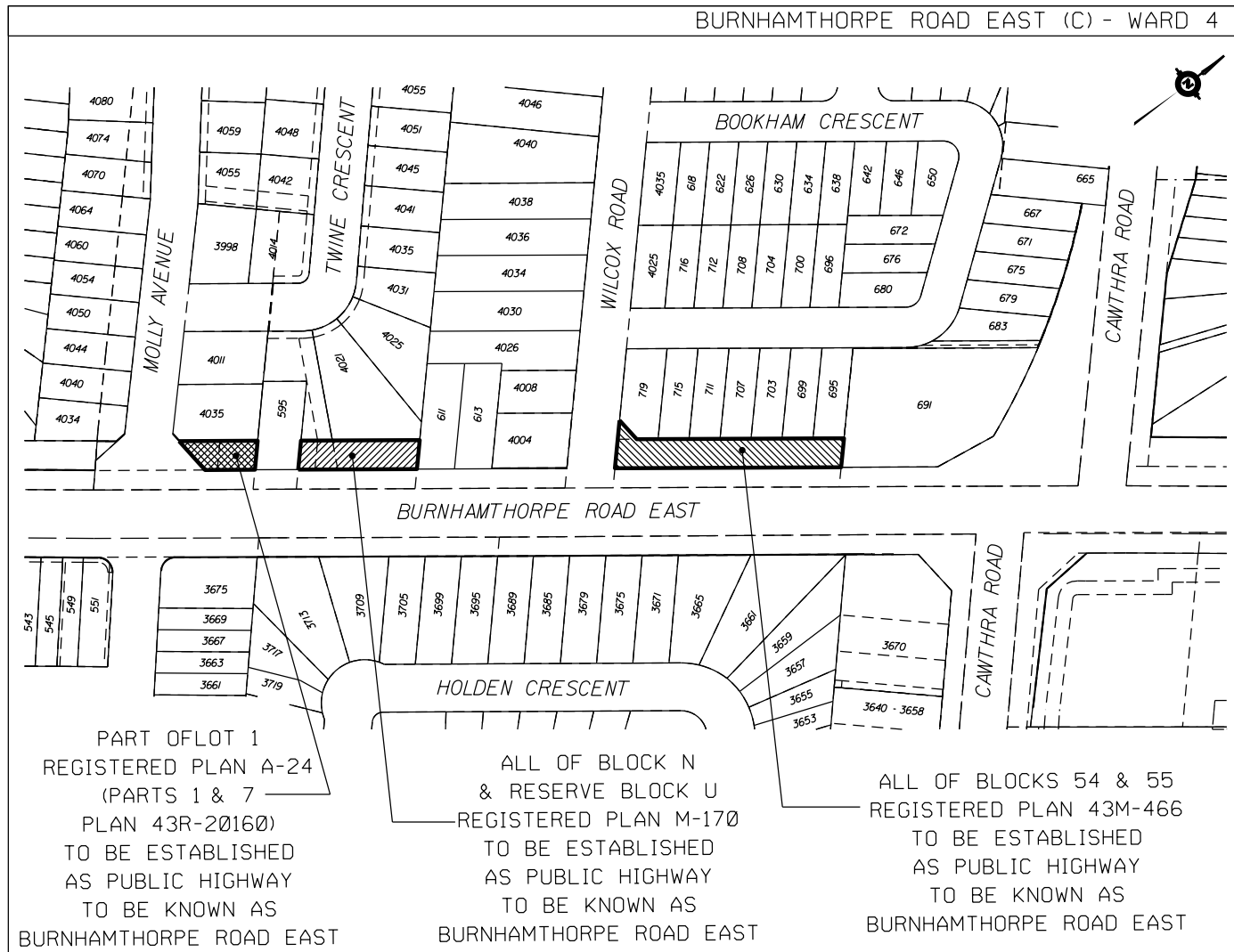


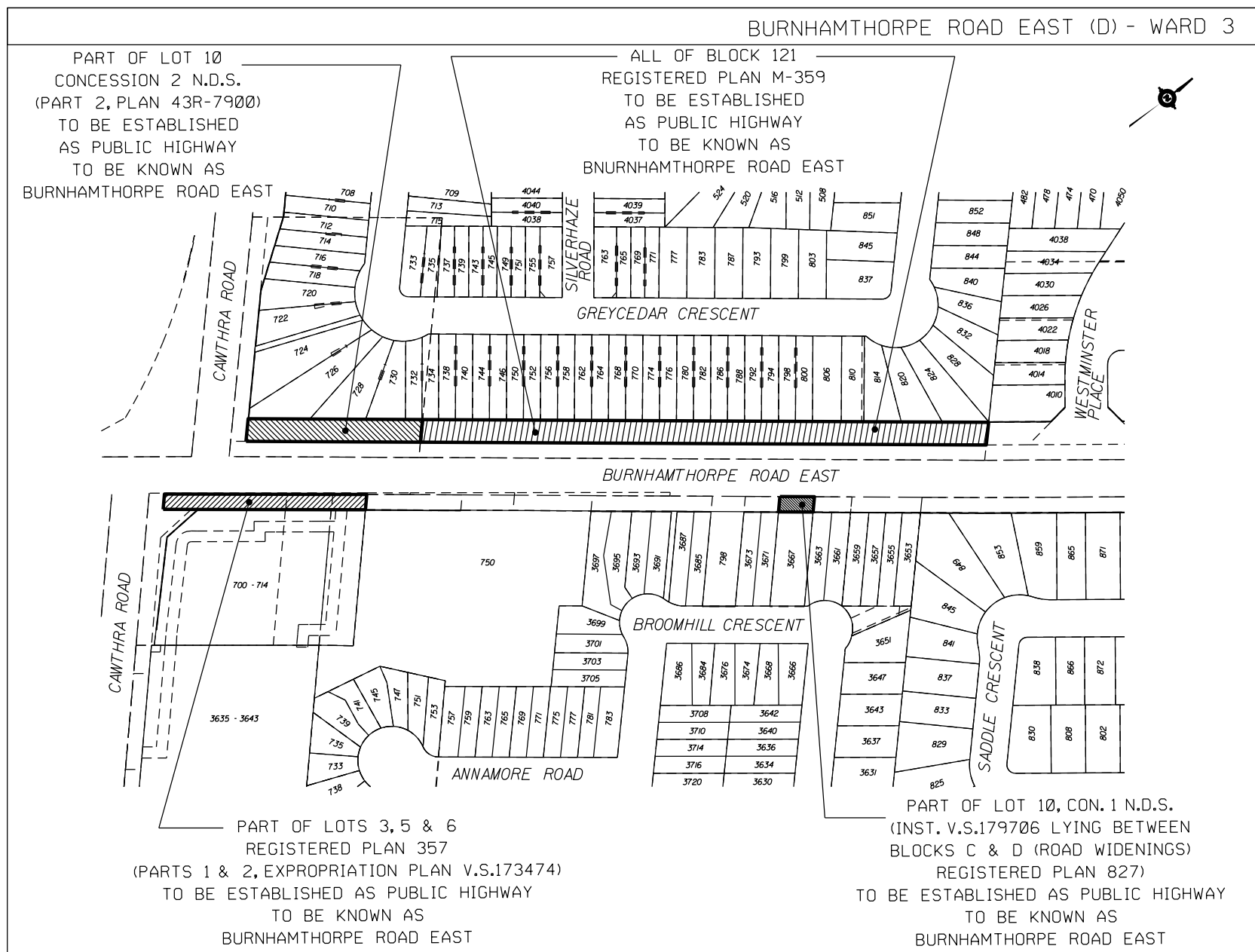
TERLIN BOULEVARD — WARD 2



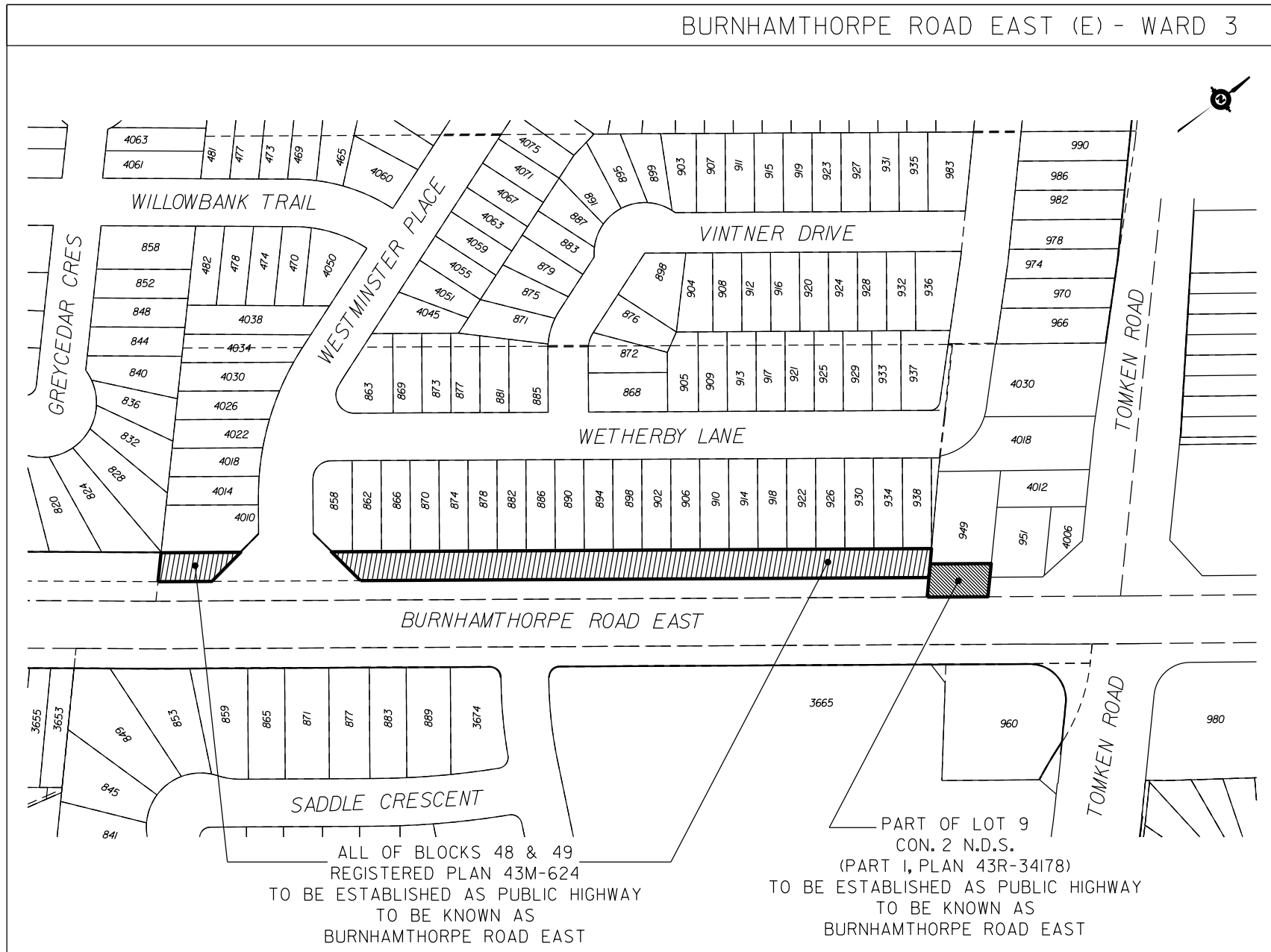


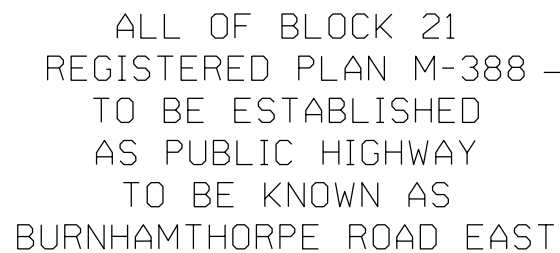






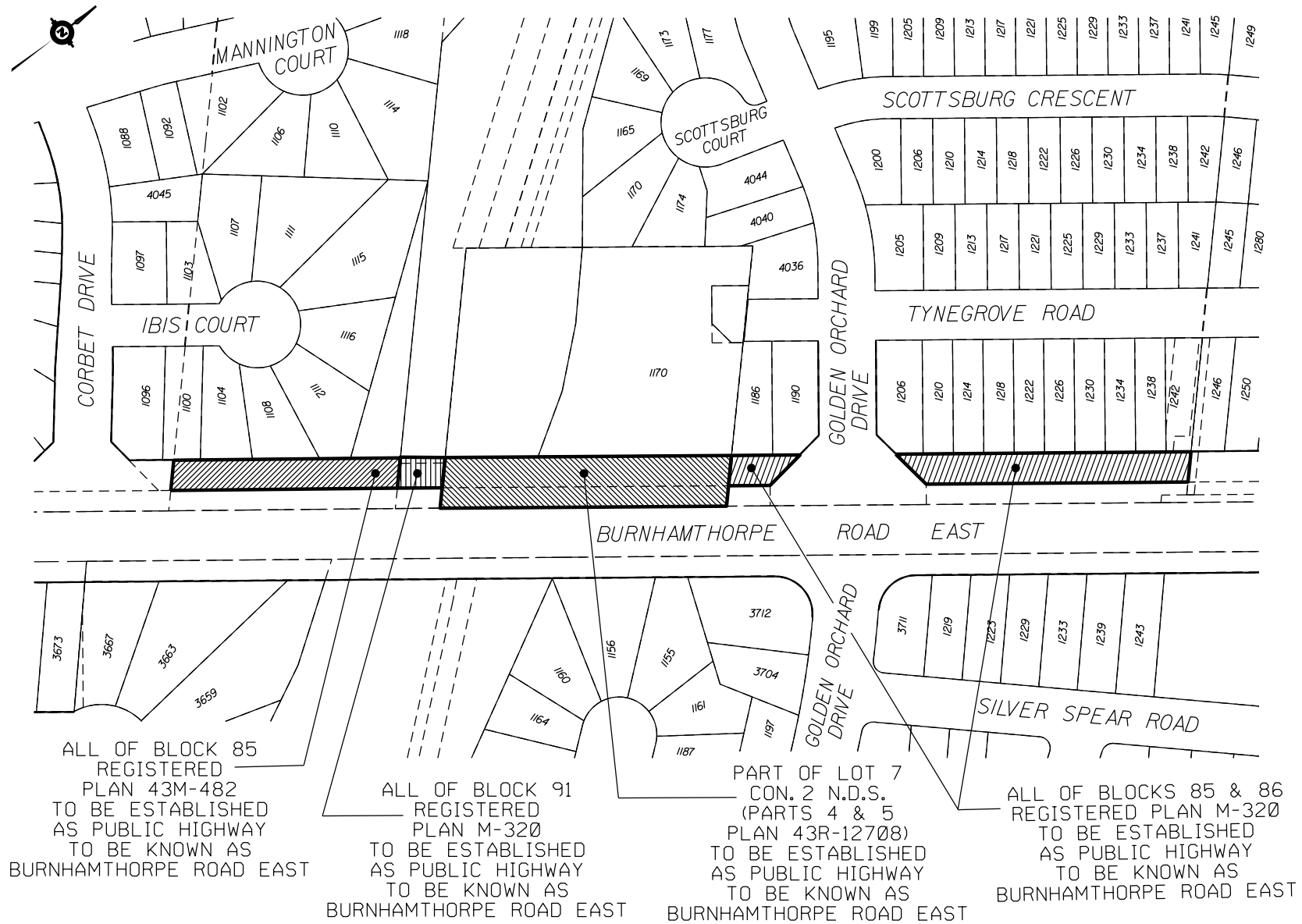
BURNHAMTHORPE ROAD EAST (E) - WARD 3

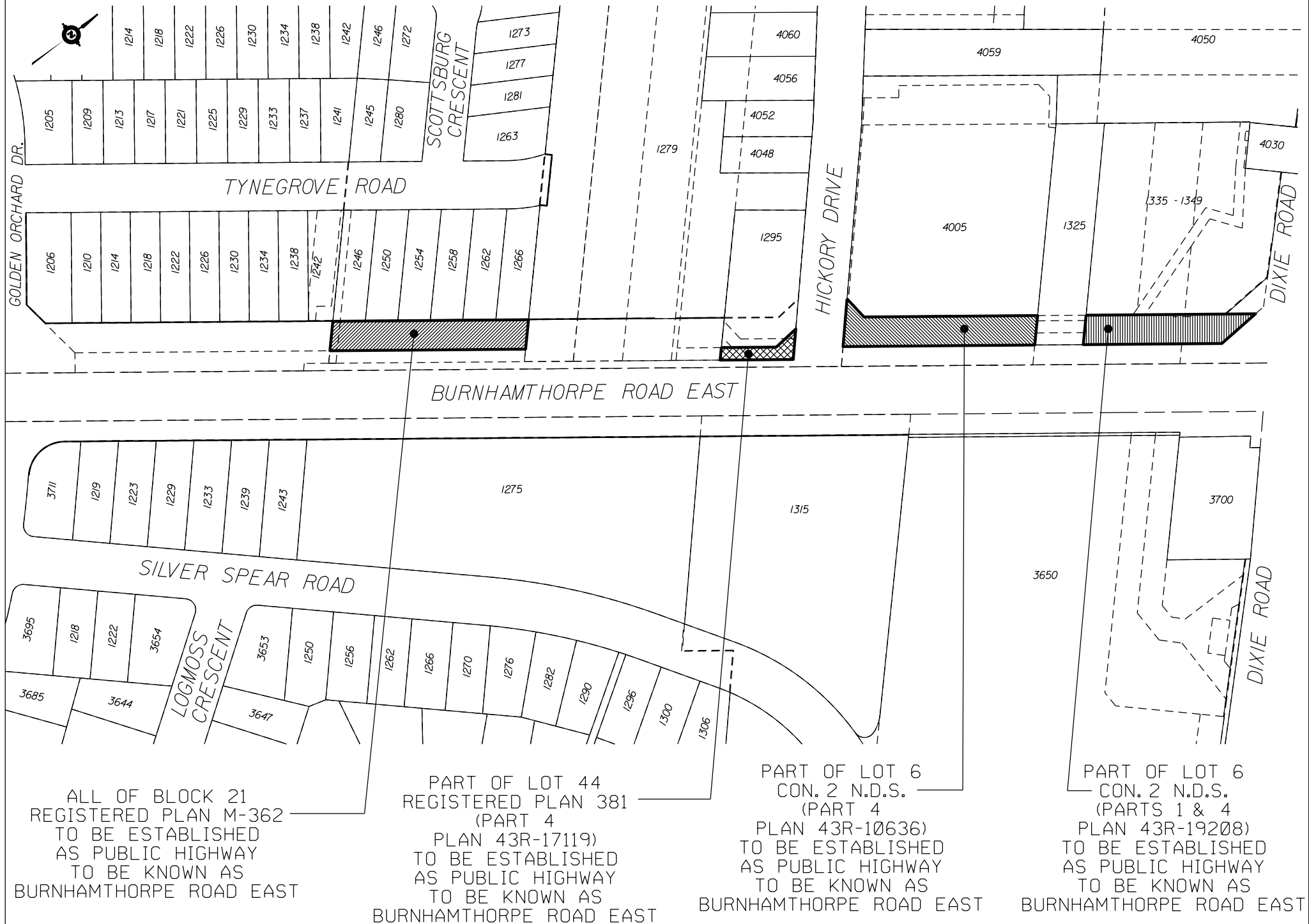


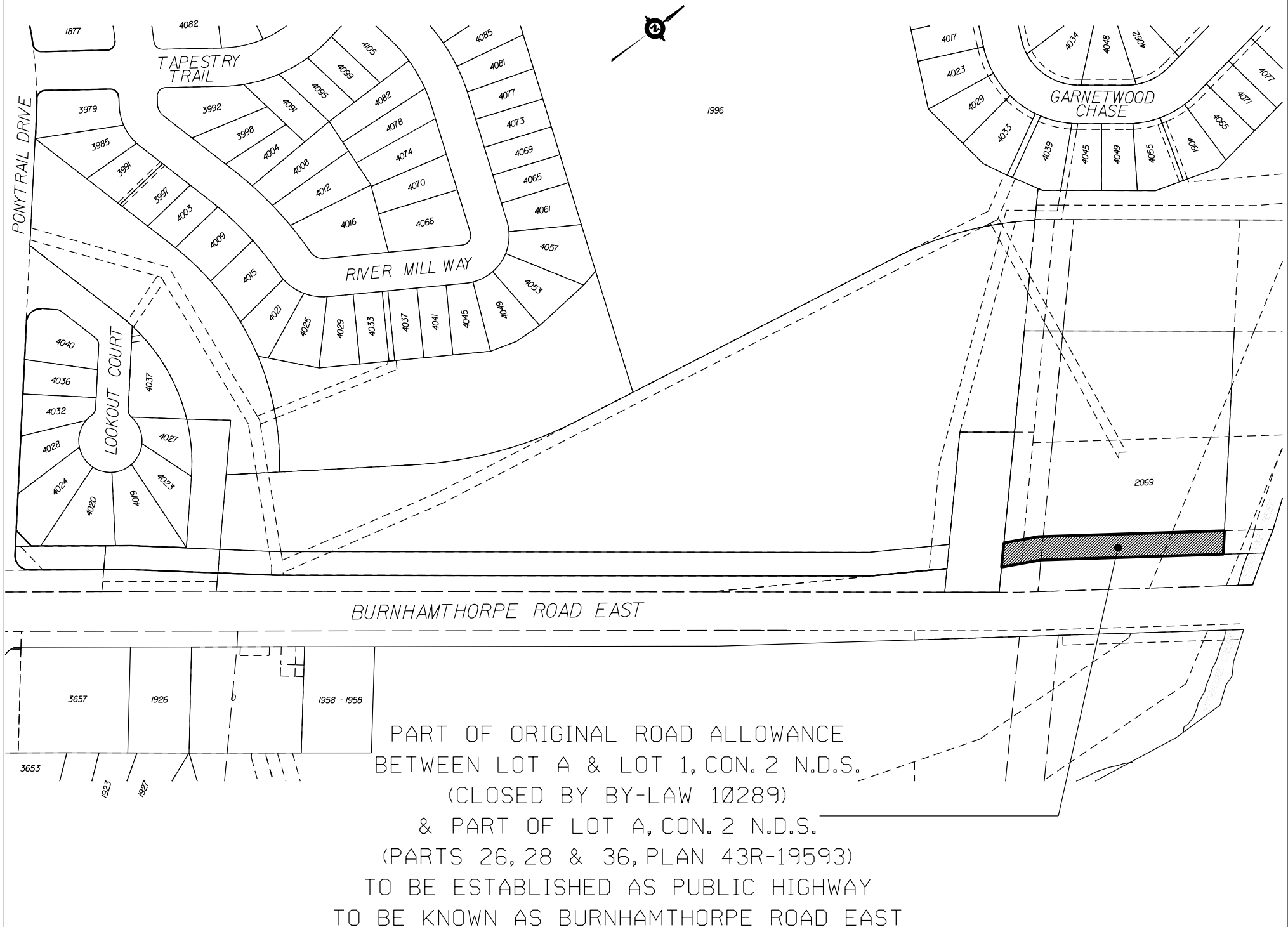


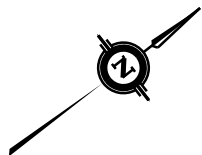
ALL OF BLOCKS 147 & 148
—REGISTERED PLAN M-372—
TO BE ESTABLISHED
AS PUBLIC HIGHWAY
TO BE KNOWN AS
BURNHAMTHORPE ROAD EAST

BURNHAMTHORPE ROAD EAST (G) - WARD 3









PART OF RESERVE BLOCK FX
REGISTERED PLAN 935
(PARTS 7 & 11, PLAN 43R-674)
TO BE ESTABLISHED AS PUBLIC HIGHWAY
TO BE KNOWN AS
CENTRAL PARKWAY EAST

BURNHAMTHORPE ROAD EAST

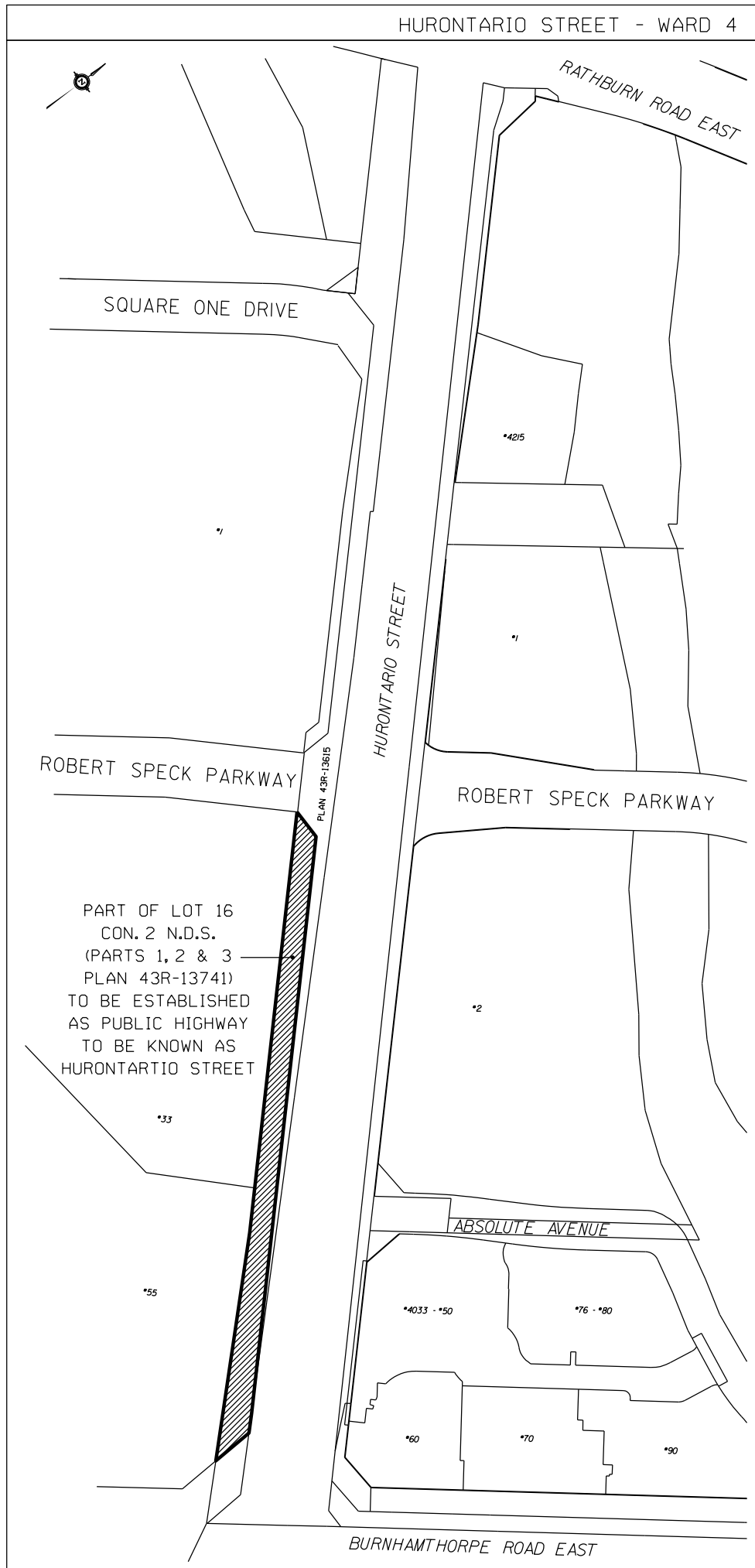
1300 - 1320

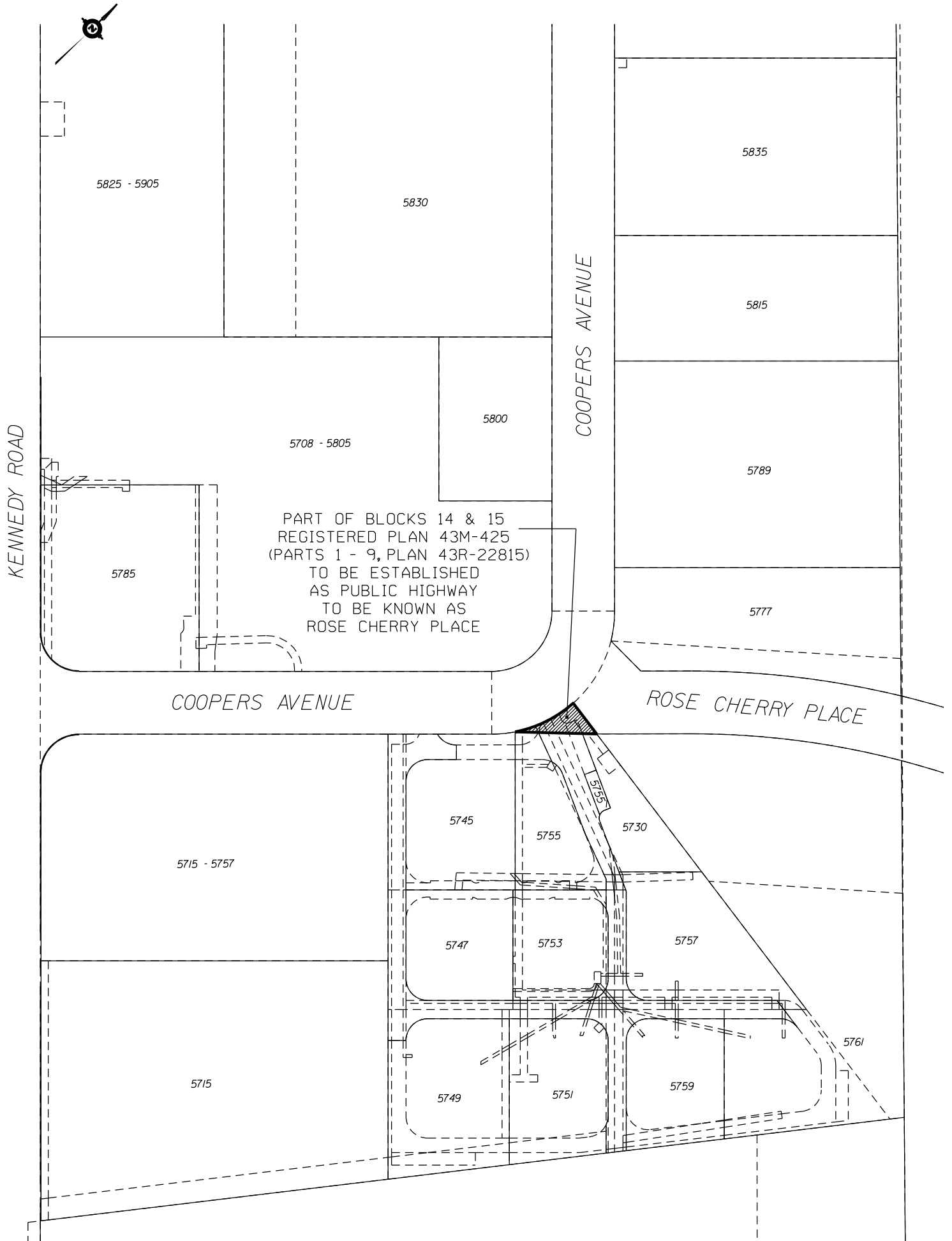
350

1180

1250

CENTRAL PARKWAY EAST





LEGION ROAD - WARD 5

#3233

PART OF LANE,
REGISTERED PLAN 470
(PART 8
PLAN 43R-5366)
TO BE RENAMED
LEGION ROAD

#3255

#7025

PART OF LOTS 4 & 5
& PART OF BLOCK A
REGISTERED PLAN 470
(PARTS 1, 2, 5 & 6
PLAN 43R-5366)
TO BE ESTABLISHED
AS PUBLIC HIGHWAY
TO BE KNOWN AS
LEGION ROAD

LEGION ROAD

#3275-#3295

DERRY ROAD EAST

PROFESSIONAL
COURT

VISCOUNT ROAD - WARD 5



•6257

•3109

VISCOUNT ROAD

AMERICAN DRIVE

•6205

•3090

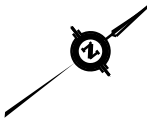
•3110

•3150

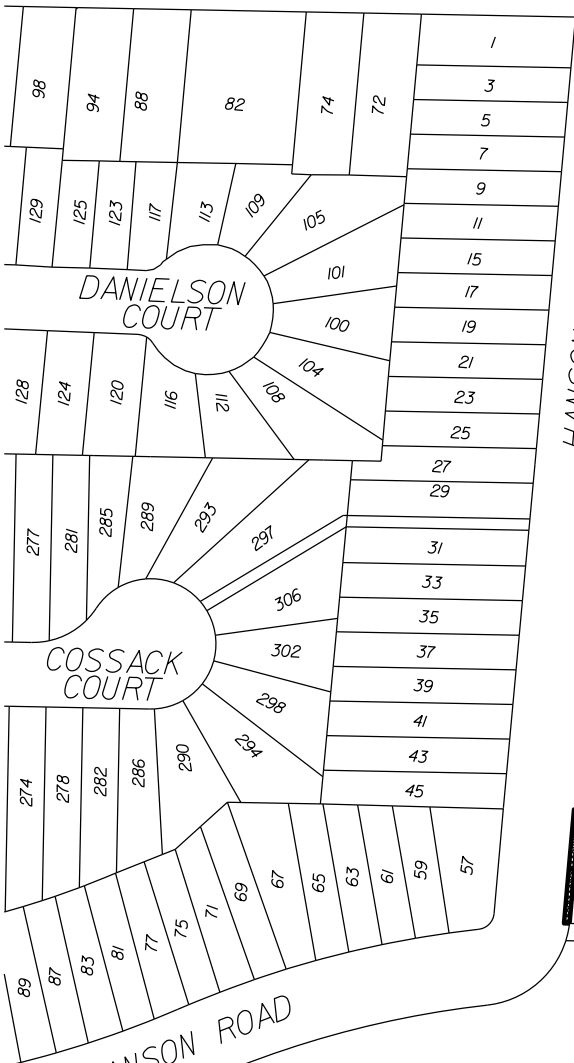
AIRPORT ROAD

Ø.3Ø M (1 FOOT) RESERVE
REGISTERED PLAN 734
TO BE ESTABLISHED
AS PUBLIC HIGHWAY
TO BE KNOWN AS
VISCOUNT ROAD

VISCOUNT ROAD



FAIRVIEW ROAD WEST

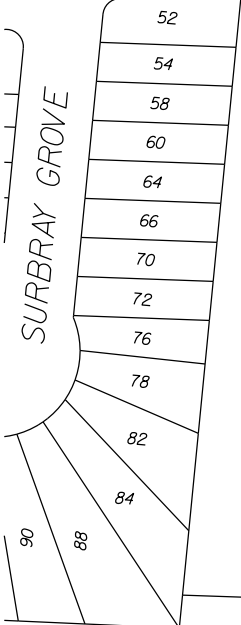


HANSON ROAD

PART OF LOT 16
CON. 1 N.D.S.
(PARTS 4 & 5
PLAN 43R-10341)
TO BE ESTABLISHED
AS PUBLIC HIGHWAY
TO BE KNOWN AS
HURONTARIO STREET

HURONTARIO STREET

ALL OF
RESERVE BLOCK I
REGISTERED PLAN 941
TO BE ESTABLISHED
AS PUBLIC HIGHWAY
TO BE KNOWN AS
HANSON ROAD



CANADIAN PACIFIC RAILWAY

DUNDAS STREET EAST



14 - 40

86

60

90

2580 - 2594

2560 - 35

85

SHEPARD AVENUE

75

105

PART 9
PLAN 43R-15808
TO BE ESTABLISHED
AS PUBLIC HIGHWAY
TO BE KNOWN AS
KING STREET EAST

KING STREET EAST

2530

2522

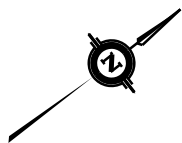
PART 1
PLAN 43R-17668
TO BE ESTABLISHED
AS PUBLIC HIGHWAY
TO BE KNOWN AS
KING STREET EAST

KING STREET EAST

84

2519

SURBRAY GROVE - WARD 7



ALL OF
RESERVE BLOCK F
REGISTERED PLAN 941
TO BE ESTABLISHED
AS PUBLIC HIGHWAY
TO BE KNOWN AS
SURBRAY GROVE

HANSON ROAD

SURBRAY GROVE

HURONTARIO STREET

ST. LAWRENCE & HUDSON RAILWAY



ARGENTIA ROAD

HIGHWAY 401

DERRY ROAD WEST

PART OF BLOCK 2
REGISTERED
PLAN 43M-499
(PART 1, PLAN 43R-36213)
TO BE ESTABLISHED
AS PUBLIC HIGHWAY
TO BE KNOWN AS
ARGENTIA ROAD

ARGENTIA ROAD

CENTURY AVENUE

CANADIAN PACIFIC RAILWAY

FALCONER DRIVE AND ALPHA MILLS ROAD - WARD II



Appendix 3

Roads to be Named

Part of Original Road to be named Temagami Crescent (Ward 2)

Legal Description: Part of the Original Road Allowance between Ranges 1 and 2, Credit Indian Reserve, designated as Part 2, Plan 43R-37819.

All of PIN: 13456-0535

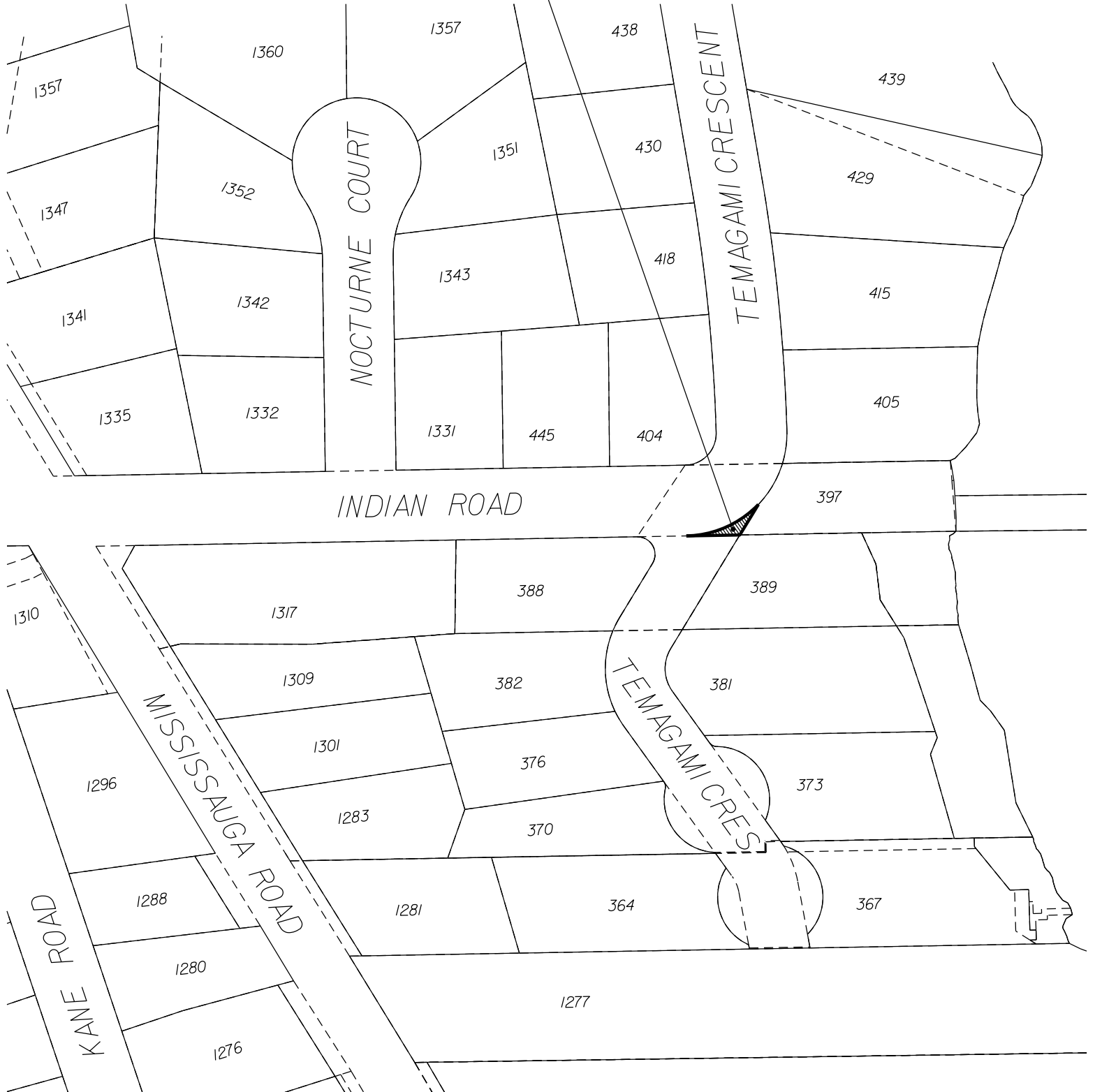
Part Lots of 255 and 256, Registered Plan F-20, established as public highway by By-Law 1149 to be named Carmen Drive (Ward 1)

Legal Description: Part of Lots 255 and 256, Registered Plan F-20 as in Instrument TT35074.

All of PIN: 13471-0863



PART OF
PUBLIC HIGHWAY
(PART 2, PLAN 43R-37819)
TO BE NAMED
TEMAGAMI CRESCENT





PART OF
 LOTS 255 & 256, REGISTERED PLAN F-20
 AS IN INST. TT35074
 ESTABLISHED AS PUBLIC HIGHWAY
 BY BY-LAW 1149
 TO BE NAMED CARMEN DRIVE

Appendix 4

Roads to be Renamed

Part of Indian Road to be renamed Temagami Crescent (Ward 2)

Legal Description: Part of the Original Road Allowance between Ranges 1 and 2, Credit Indian Reserve (known as Indian Road), designated as Part 1, Plan 43R-37819.

Part of PIN: 13456-0534

Part of Spring Road to be renamed Ravine Drive (Ward 2)

Legal Description: Part of Spring Road, Registered Plan B-24, designated as Part 1, Plan 43R-37822.

Part of PIN: 13444-0240

Part of Lane, Registered Plan 470 to be renamed Legion Road (Ward 5)

Legal Description: Part of Lane, Registered Plan 470, designated as Part 8, Plan 43R-5366.

All of PIN: 13264-0660

Part of Ontario Street to be renamed Church Street (Ward 11)

Legal Description: Part of Ontario Street, Plan STR-4, designated as Part 1, Plan 43R-4011 and Part 1, Plan 43R-7091.

Part of PIN: 13204-0002

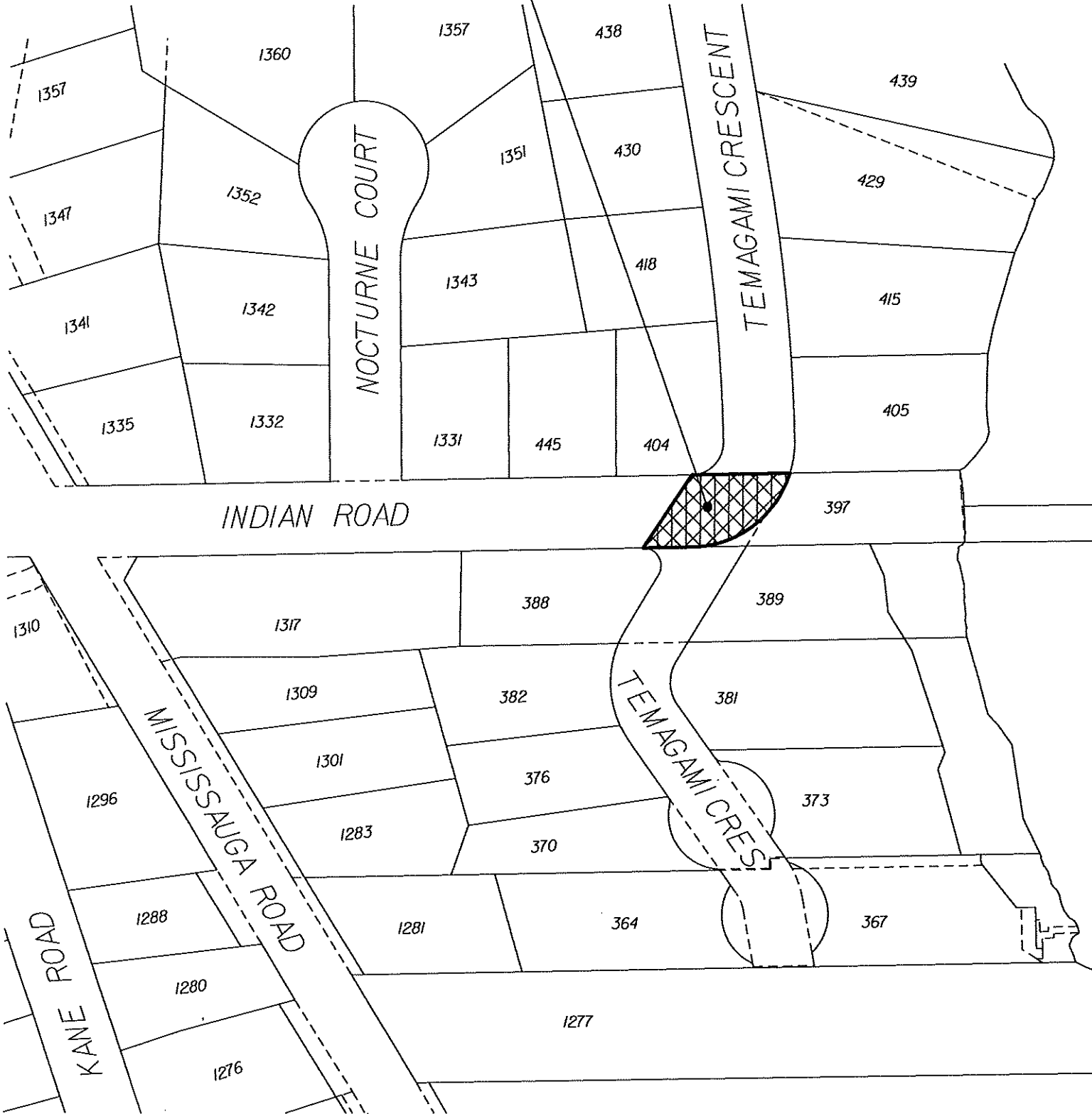
Part of Church Street to be renamed Ontario Street (Ward 11)

Legal Description: Part of Church Street, Plan STR-4, designated as Part 4, Plan 43R-4011.

All of PIN: 13204-0142



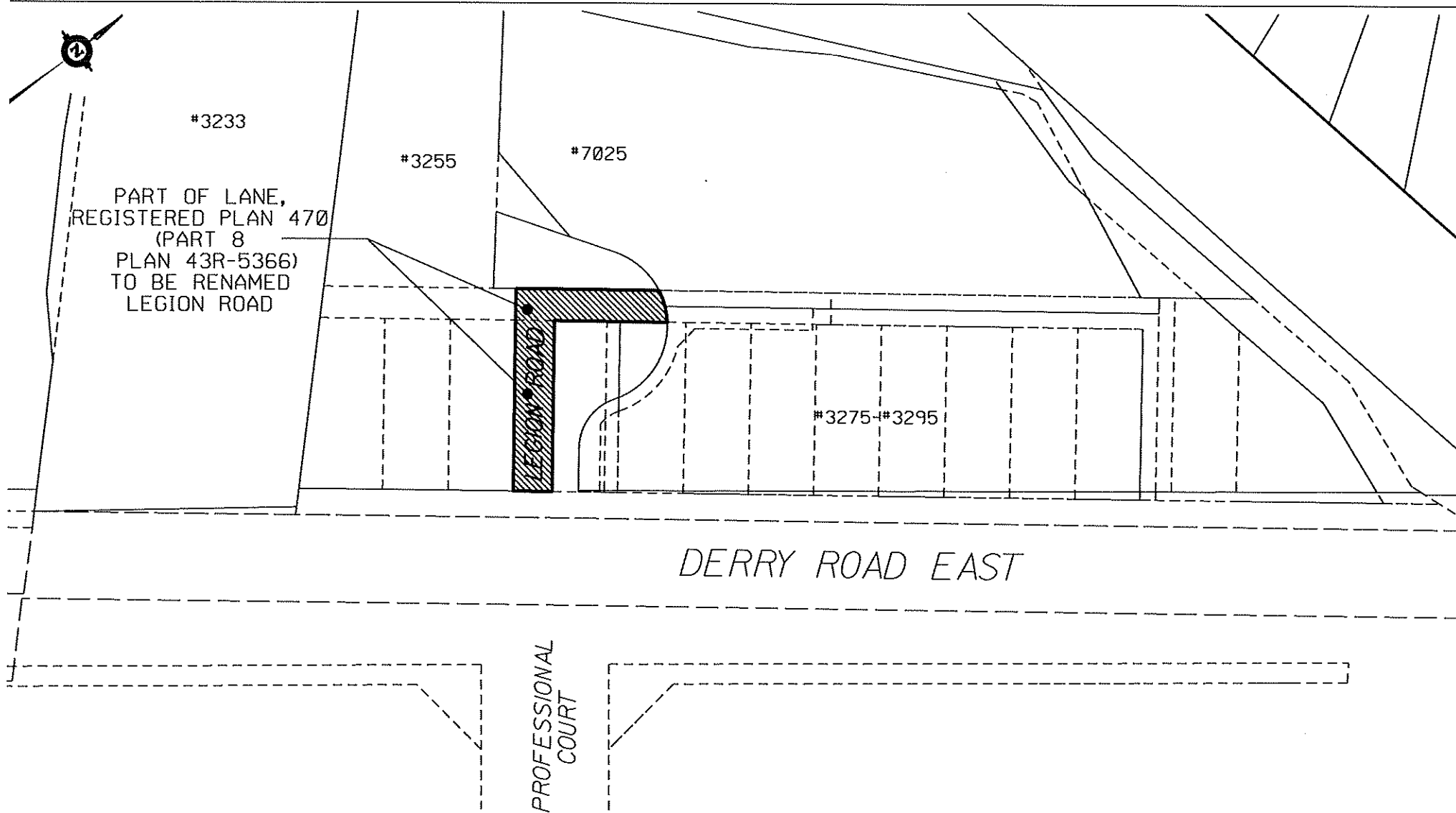
PART OF PUBLIC
HIGHWAY KNOWN AS
INDIAN ROAD
(PART 1, PLAN 43R-37819)
TO BE RENAMED
TEMAGAMI CRESCENT



PART OF SPRING ROAD
REGISTERED PLAN B-24
(PART 1, PLAN 43R-37822)
TO BE RENAMED RAVINE DRIVE



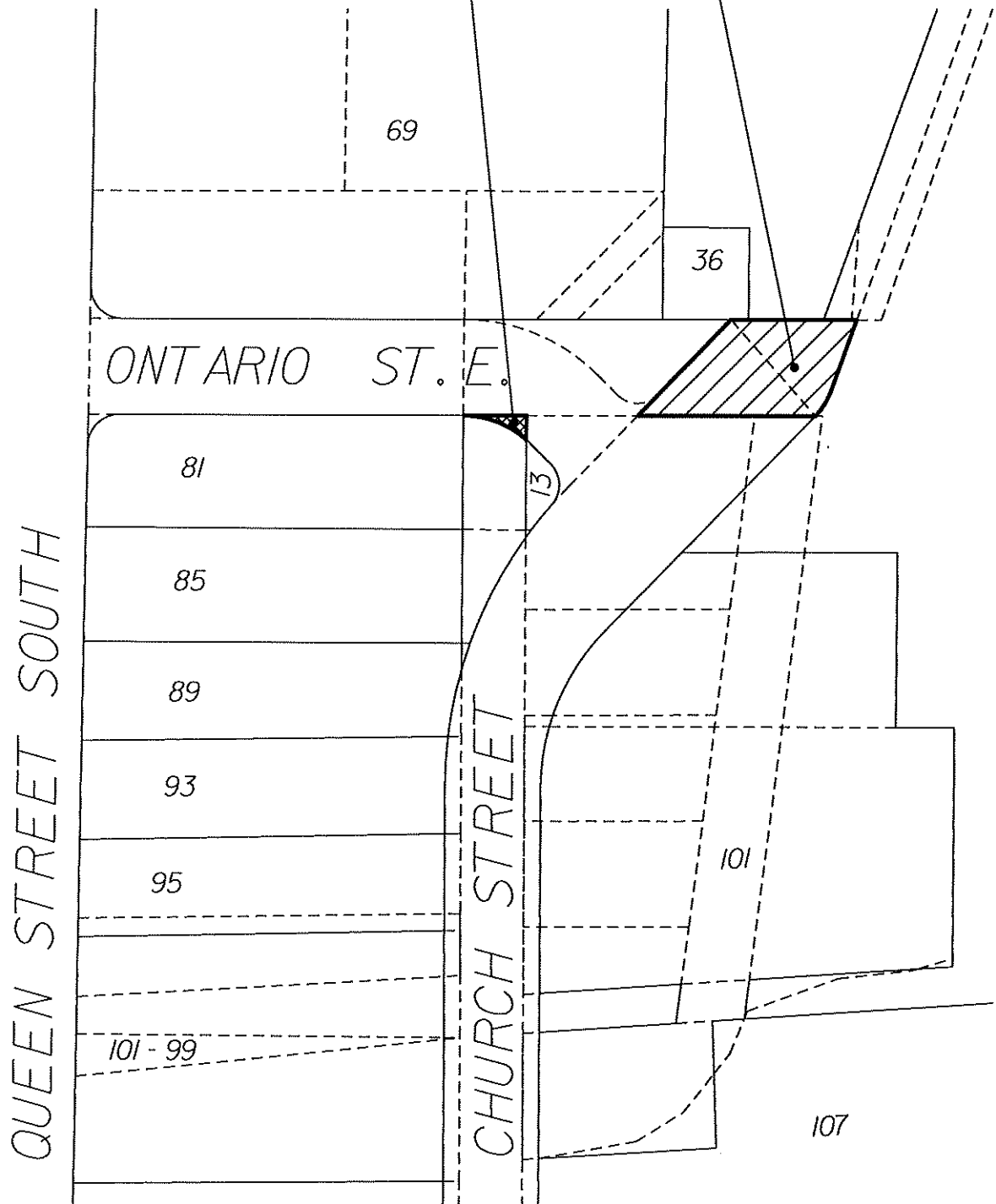
LEGION ROAD - WARD 5





PART OF
CHURCH STREET
TO BE RENAMED
ONTARIO STREET
(PART 4
PLAN 43R-4011)

PART OF
ONTARIO STREET
TO BE RENAMED
CHURCH STREET
(PART 1
PLAN 43R-4011
AND PART 1
PLAN 43R-7091)



City of Mississauga

Corporate Report



Date: 2017/11/21

To: Chair and Members of General Committee

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

Originator's files:

Meeting date:
2017/12/06

Subject

Tour de Mississauga 2017

Recommendation

That the report titled Tour de Mississauga 2017, dated November 21, 2017 from the Commissioner of Transportation and Works be received for information.

Background

In April 2017, SustainMobility informed City staff that, due to staff resource constraints and concerns regarding financial risks, they would not be able to organize and manage the 2017 Tour de Mississauga cycling event as they had previously done in 2016. On June 7, 2017, Council approved the recommendations of General Committee (GC-0352-2017) that the report titled *2017 Tour de Mississauga*, dated May 16, 2017 from the Commissioner of Transportation and Works be approved with the following recommendations:

- a) That the Active Transportation Office take the lead role in the planning and execution of the 2017 Tour de Mississauga event, with assistance from SustainMobility and the Mississauga Cycling Advisory Committee;
- b) That the event structure be changed to significantly lower the cost and effort to organize the 2017 event; and
- c) That the Active Transportation Office report back to Council before year end with recommendations for the management of subsequent Tour events.

A copy of the May 16, 2017 report is provided in Appendix 1.

General Committee	2017/11/21	2
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Comments

Partnership

A partnership between the City's Active Transportation Office, SustainMobility and the Mississauga Cycling Advisory Committee (MCAC) was established for the organization and management of the 2017 Tour de Mississauga event. Under the direction of the Active Transportation Office, significant changes were made to the structure of the event to:

- Decrease the time and resource requirements to organize the event; and
- Create a comfortable environment for novice cyclists including children and families, as well as residents who are 'interested but concerned' about cycling.

The Tour de Mississauga event was successfully held on September 17, 2017. Photographs of the event are provided in Appendix 2. Together with SustainMobility and MCAC, the Active Transportation Office was able to meet all of the strategic goals for the event outlined in the May 16, 2017 report referenced above. The partnership worked out well and feedback on the event was positive from all three parties. The Active Transportation Office would like to thank SustainMobility and MCAC for their contributions towards making the 2017 Tour de Mississauga a success.

Changes to the Event

To decrease the time and resources required to organize and operate the event and to create a comfortable environment for novice cyclists, families with children and 'interested but concerned' residents, the structure of the event was transformed. The most impactful changes to the event were:

- Replacement of the three longest routes 80 km (49.7 miles), 100 km (62.1 miles) and 120 km (74.6 miles) with shorter routes 5 km (3.1 miles) and 10 km (6.2 miles) to simplify event planning and operations and better accommodate families and novice cyclists;
- 90% of all routes used bike lanes, signed bike routes and quiet residential streets;
- Peel Police officers were present at 27 intersections along the route to help riders cross major roads;
- 3 km (1.9 miles) of roads and lanes were closed around Celebration Square to help participants navigate the downtown core safely;
- The free post-ride lunch was replaced with free post-ride ice cream to simplify finish line festival planning and operations and to reduce the cost from \$7.00 to \$1.50 per participant; and

- Registration kits were shipped to participants by Canada Post letter mail prior to the event to decrease the workload during the event weekend and simplify the process for participants.

Registration fees

Registration fees, as summarized in Table 1 below, were introduced for all participants over 16 years old to create a third revenue stream in addition to grants and sponsorship. Registration fees generated 40% of this year's revenue, which enabled the event to financially break even and generate a small profit that can help fund next year's event.

Table 1: 2017 Registration Fees	
<i>Distance</i>	<i>Fee</i>
5 km (3.1 miles)	\$5
10 km (6.2 miles)	\$10
25 km (15.5 miles)	\$15
50 km (31.1 miles)	\$20

Registration Process

A third party, online registration system was used for the 2017 event. The system enabled participants to register, sign their waiver and pay their registration fees online. The online registration was closed six days prior to the event to enable the planning team to focus on event operations instead of registration and customer service in the days leading up to the event.

Participation

The 2017 event hosted 1,690 participants. The demographics of the 2017 participants changed compared to previous years. The percentage of participating children aged 16 and under increased to 24.1% of total ridership, with the majority of them riding in the 5 km (3.1 miles) and 10 km (6.2 miles) long routes. This increase in young riders appears to be a direct result of introducing shorter, more comfortable routes to participate in.

The number of participants decreased by 40% compared to 2016. Introducing registration fees for participants over the age of 16, and canceling the three longest routes of the previous event are likely the leading drivers of this decline.

Table 2 below provides a breakdown of the number of participants in each distance of the 2017 event.

Table 2: 2017 Event Participant Breakdown	
<i>Distance</i>	<i>No. of Participants</i>
5 km (3.1 mile)	209
10 km (6.2 mile)	401
25 km (15.5 mile)	423
50 km (31.1 mile)	657
<i>Total</i>	<i>1,690</i>

Additional notes on participants:

- Youngest participant = 1 year of age
- Oldest participant = 88 years of age
- Participants under 16 years of age = 409

Staff Impact

The Active Transportation Marketing and Education Coordinator took the lead in organizing the event with the assistance of SustainMobility, MCAC and two Active Transportation summer students. The impact of the event on City staff outside of the Active Transportation Office was minimal.

Planning for Future Tour de Mississauga Events

The Active Transportation Office is currently reviewing several internal and external opportunities to identify the preferred option for the future management of Tour de Mississauga events. This review process is taking longer than anticipated due to the complexity of the event itself and the nature of several of the opportunities. The Active Transportation Office will report back to General Committee in the first quarter of 2018 with recommendations for the management of subsequent Tour de Mississauga events.

Financial Impact

The 2017 Tour de Mississauga event generated \$50,602.17 in revenue and cost \$41,181.05 to organize, yielding a surplus of \$9,421.12, not including the cost of staff time. SustainMobility is retaining this surplus, in full, to fund the 2018 Tour de Mississauga event. Should the event not go forward in 2018, these funds will be transferred to the City of Mississauga.

Conclusion

Tour de Mississauga 2017 was a success. With the support of SustainMobility and MCAC, the Active Transportation office was able to change the event structure to significantly lower the time and resources required to organize the event and create a comfortable environment for

General Committee	2017/11/21	5
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novice cyclists including children, families and residents who are 'interested but concerned' about cycling in Mississauga.

The Active Transportation Office will report back to General Committee in the first quarter of 2018 with recommendations for the management of subsequent Tour de Mississauga events.

Attachments

Appendix 1: Corporate Report –Tour de Mississauga 2017, dated May 16, 2017

Appendix 2: Photographs of Tour de Mississauga 2017



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

Prepared by: Jelmer Stegink, Marketing and Education Co-ordinator

City of Mississauga Corporate Report



Date: 2017/05/16

To: Chair and Members of General Committee

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

Originator's files:

Meeting date:
2017/05/31

Subject

2017 Tour de Mississauga

Recommendation

That the report titled 2017 Tour de Mississauga, dated May 16, 2017 from the Commissioner of Transportation and Works be approved with the following recommendations:

- a) That the Active Transportation Office take the lead role in the planning and execution of the 2017 Tour de Mississauga event, with assistance from SustainMobility and the Mississauga Cycling Advisory Committee;
- b) That the event structure be changed to significantly lower the cost and effort to organize the 2017 event; and
- c) That the Active Transportation Office report back to Council before year end with recommendations for the management of subsequent Tour events.

Report Highlights

- The Active Transportation Office will take a lead role, with support from SustainMobility and the Mississauga Cycling Advisory Committee, to organize the 2017 Tour de Mississauga.
- In an effort to create a sustainable business model, the event structure will be simplified to significantly lower the time and resources required to organize the event.
- The simplified event structure will focus on shorter routes and creating a comfortable environment for novice cyclists including children, families and 'interested but concerned' residents to experience a fun day on their bicycles.
- The transformation of the event is in line with the mandate and recommendations of Mississauga's Cycling Master Plan. The Plan aims to motivate more residents to cycle more often and build a culture where cycling is an everyday activity.
- Without the involvement of the Active Transportation Office, the 2017 Tour de Mississauga will have to be canceled.

Background

The Mississauga Cycling Advisory Committee (MCAC) started the Tour de Mississauga in 2007. Over the years the event has motivated thousands of Mississauga residents to cycle and has become one of Canada's largest cycling events.

On April 10, 2013, Council adopted the following recommendation (GC-0187-2013):

"That during the next term of Council, MCAC be directed to present a business model for the 'Tour de Mississauga' to determine if it will be a community-run event or a City-run event, including City resources required, for approval of the Budget Committee."

In response to Council direction, MCAC and City staff considered several options and recommended that a local third-party non-profit organization, SustainMobility, take over the organization and management of the Tour in 2016.

On February 10, 2016, Council approved the following recommendation (GC-0077-2016):

1. That the letter dated December 18, 2015 from Glenn Gumulka, Executive Director, SustainMobility, regarding the management of the Tour de Mississauga, be received for information.
2. That the Members of the MCAC support the transfer of the management of the Tour de Mississauga to SustainMobility.
3. That the Tour de Mississauga Subcommittee of the MCAC continue to work with SustainMobility on the Terms and Conditions relating to the transfer of the management of the Tour de Mississauga to SustainMobility.

SustainMobility agreed to take over the management and organization of the 2016 Tour de Mississauga. The 2016 event took place on Sunday, September 18, with 3,300 participants. SustainMobility introduced registration fees for longer distances, increased safety measures, and provided directional signage and rest stops - delivering a great experience for participants. The event was successful and both the Active Transportation Office and MCAC were satisfied with the event and SustainMobility's management.

In April 2017, SustainMobility informed City staff that they cannot manage the 2017 Tour de Mississauga (Appendix 1). SustainMobility advised that due to increasing demands from several core projects they cannot dedicate the staff time required to manage the 2017 Tour de Mississauga. In addition to the staffing constraints, SustainMobility's Board of Director has identified an increased financial risk for their organization for 2017. The operating loss is expected to grow due to increasing costs and sponsorship revenue uncertainty.

Comments

Introduction

In response to SustainMobility's letter, the Active Transportation Office met with SustainMobility and MCAC to discuss possible solutions for the future of the event. All parties want the event to continue. In an effort to create a sustainable model for the Tour de Mississauga, the Active Transportation Office, SustainMobility and MCAC propose partnering to pilot a new event structure for the Tour's 10th year anniversary. The new simplified event structure will focus on:

- Motivating more Mississauga residents to cycle more often
- Creating a comfortable environment for novice cyclists including children, families and 'interested but concerned' residents, to experience a fun day on their bicycles
- Showcasing Mississauga's cycling network

The group aspires to transform the Tour into a family-oriented cycling event that celebrates cycling in Mississauga. The new target demographic, shorter routes and simplified event structure will significantly lower the time and resources required to organize the event. The transformation of the event is in line with the mandate and recommendations of Mississauga's Cycling Master Plan. The Plan aims to motivate more residents to cycle more often, and build a culture where cycling is an everyday activity.

Partnerships

The Active Transportation Office, SustainMobility and MCAC are proposing to partner to develop a sustainable event model for the future, and to ensure the event takes place in 2017. The proposed roles and responsibilities for each partner are:

- *Active Transportation Office* - Lead in organizing the event, responsible for the promotion, planning and execution of the Tour.
- *SustainMobility* – Will manage the event website, social media platforms and registration process. They will hire and manage an event coordinator for 3 months (paid for through the event's budget) to assist the Active Transportation Office with promotion, planning and execution of the event. SustainMobility will also manage the day-to-day financial transactions. They will receive the sponsorship, grant and registration revenue and will pay event invoices.
- *MCAC* - Will assist with the promotion, planning and execution of the event.

With Council's approval to proceed with the Tour de Mississauga, a letter of agreement will be prepared to outline these roles and responsibilities in greater detail.

Event Structure

The revised structure relies on simplified and shorter routes to make the event easier and less expensive to organize. The long routes (80K, 100k, and 120K) will be replaced with short routes to provide opportunities for novice cyclists to participate in the event. The 2017 event will offer

5K, 10K, 25K and 50K routes that will use existing cycling infrastructure and quiet residential roads wherever possible, to create a comfortable cycling experience for participants and minimize the impact on the community.

Business Model

The 2017 Tour de Mississauga business model will rely on three revenue sources to cover the cost of organizing the event:

- Sponsorships – \$7,500 will be raised through sponsorship sales and renewals
- Grants – \$15,000 from the Region of Peel has been confirmed and \$5,000 from the Mississauga Cycling Advisory Committee is pending.
- Registration fees – Charging nominal registration fees is necessary to create a sustainable business model for the event.
- Proposed fees are:

ROUTE	REGISTRATION FEE*
5K	\$5
10K	\$10
25K	\$15
50K	\$20

*For all routes children under 16 years of age ride for free

Refreshments

It is proposed that ice cream be provided at the end of the Tour instead of a burger/hot dog lunch that has been the practice in the past. This will result in a savings of approximately \$12,500 which will significantly simplify event operations.

Registration Process

The 2017 Tour de Mississauga proposal is for on-line registration administered by SustainMobility and pick-up of event packages at local bike shops. This would significantly reduce staff time and costs.

Staff Impact

A key objective of the Mississauga Cycling Master Plan is to “Foster a Culture Where Cycling is an Everyday Activity”. As part of the phased Cycling Master Plan implementation, the Active Transportation Office expanded with the addition of a full-time Marketing and Education Coordinator in 2016. The Coordinator is responsible for developing and implementing a marketing and education strategy based on the 2010 Cycling Master Plan recommendations.

The 2017 Tour de Mississauga event structure fits within the new promotion and education strategy that focusses on motivating more Mississauga residents to cycle more often.

The Marketing and Education Coordinator will take the lead in organizing the 2017 Tour, with the assistance of SustainMobility, MCAC and two Active Transportation summer students who have recently been hired. It is expected that the event's impact on City staff will be minimal outside of the Active Transportation Office.

Strategic Plan

The proposed 2017 Tour de Mississauga aligns with three of the strategic pillars identified in Mississauga's Strategic Plan:

- *Move* – The Tour is a superb way to encourage people to get out of their cars and try cycling in our city.
- *Connect* – The Tour provides an opportunity to explore Mississauga's neighbourhoods, connecting people to the communities where they live and play.
- *Green* – The Tour introduces Mississauga residents to a green, healthy way to travel – bicycling.

Financial Impact

The management and organization of the 2016 Tour de Mississauga was assumed by SustainMobility and the event resulted in a \$33,000 operating loss to SustainMobility. It is anticipated that the 2017 Tour de Mississauga structure could break even due to lower operating costs estimated between \$40,000 and \$70,000. This cost estimate is based on the revised event structure, new refreshment proposal and change in registration process. The business model relies on three revenue sources: grants, sponsorship and registration fees, to generate between \$27,500 and \$48,750 in revenue:

Revenue Sources	Confirmed Contribution	Pending Contribution	Total Contribution
Grants	\$15,000	\$5,000	\$20,000
Sponsorship	\$0	\$7,500	\$7,500
Registration Fees	\$0	\$21,250	\$21,250
Total Revenue	\$15,000	\$33,750	\$48,750

- Grants - Region of Peel - \$15,000 (confirmed) and MCAC - \$5,000 (pending)
- Sponsorship - 3 out of the 5 sponsors from the 2016 event are expected to renew at \$2,500 each.

- Registration Fees - \$21,250 estimate is based on 1,500 paying participants. This represents approximately 45% of the 3,300 participants from the 2016 Tour. It is hoped that participation will be higher.
 - 5K Route – 250 paying participants at \$5 = \$1,250
 - 10K Route – 250 paying participants at 10 = \$2,500
 - 25K Route – 500 paying participants at \$15 = \$7,500
 - 50K Route – 500 paying participants at \$20 = \$10,000

There is some risk of an operating loss for the 2017 Tour de Mississauga event due to the introduction of a registration fee for participants above the age of 16. The reduced scope of the event for 2017 should, however, reduce overall operating costs, due to changes in refreshments provided and the registration process. The three major parties - Active Transportation Office, SustainMobility and MCAC are collaborating to ensure that the 10th anniversary Tour event will take place this year. However, if there is an operating shortfall, the City will be responsible to cover the loss. The Transportation and Works Department did not budget funding for the 2017 Tour de Mississauga.


Conclusion

The Active Transportation Office must take a lead role in the management and organization of the 2017 Tour de Mississauga in order to ensure its continued success. In an effort to create a more sustainable event, the event structure needs to be simplified to significantly reduce the time and resources required to organize the event. Staff is confident that the revenue generated through sponsorships, grants and registration fees can cover the majority, if not all, of the event costs.

The simplified event structure will focus on shorter routes, creating a more comfortable environment for novice cyclists including children, families and 'interested but concerned' residents to experience a fun day on their bicycles. This event structure supports the mandate and recommendations of Mississauga's Cycling Master Plan; which aims to motivate more residents to cycle more often, and build a culture where cycling is an everyday activity.

Attachments

Appendix 1: Letter from SustainMobility



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

Prepared by: Jelmer Stegink, Marketing and Education Coordinator

Photographs of Tour de Mississauga 2017









City of Mississauga

Corporate Report



Date: 2017/11/02

To: Chair and Members of General Committee

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

Originator's files:

Meeting date:
2017/12/06

Subject

Emergency Management in Mississauga 2016-2017

Recommendation

That the report dated November 2, 2017 from the Commissioner of Community Services titled "Emergency Management in Mississauga 2016-2017" be received for information.

Background

Under the *Emergency Management and Civic Protection Act*, the Emergency Management Program Committee (EMPC) is required to report to Council annually on programming and compliance.

Comments

The attached report (Appendix 1) provides the details pertaining to:

1. The structure of the Office of Emergency Management (OEM);
2. Compliance requirements and approach;
3. Business continuity and the steps required to ensure continuity of services in the event of an emergency;
4. 2016/2017 public education and engagement; and
5. The action plan for 2018 to 2020.

Financial Impact

No financial impact. Future initiatives will be presented through the corporate business planning and annual operating and capital budget process.

Conclusion

The EMPC and OEM will continue to improve the municipal emergency management and business continuity programs. Benchmarking, training and the development of partnerships will provide the framework for ongoing continuous improvement.

Attachments

Appendix 1: Emergency Management in Mississauga 2016-2017 Report



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

Prepared by: Tim Beckett, Fire Chief/ Director of Emergency Management

Emergency Management In Mississauga 2016-2017 Report



Contents

Mississauga's Office of Emergency Management 3

Who we are
What is Emergency Management?
Emergency Management Program Committee
Past Emergencies in Mississauga
Activations in 2016-2017
The Municipal Command Centre (MCC)

Our Approach 10

Legislative Framework and Strategic Partnerships
An Environmental Scan
Hazard Identification and Risk Assessment (HIRA)
Critical Infrastructure Assurance Program (CIAP)
Training
Exercises

Business Continuity at the City of Mississauga 17

Public Education and Engagement 19

Emergency Preparedness at home
Precautionary Measures — Understanding the risks

Way Forward: Action Plan 2018-2020 23

DisasterLAN
Action Plan 2018-2020

Mississauga's Office of Emergency Management

1



The Office of Emergency Management (OEM) prepares the City to manage complex incidents, emergencies and disasters while ensuring continuity of services under the direction of the Emergency Management Program Committee (EMPC).

The City of Mississauga was one of the first municipalities in Ontario to adopt both an all-hazards and risk-based approach to emergency management. We assess potential hazards to the City, develop risk based plans, identify key personnel, infrastructure and critical services and develop specific training and exercises for each hazard.

We build strategic partnerships with other municipalities, government agencies, non-profits, businesses and residents to coordinate planning efforts and strengthen response capabilities city-wide.

We build community preparedness from the ground up; starting with individual preparedness and working towards municipal resilience. We believe

that preparedness is a personal responsibility, but understand that preparedness cannot come without engagement and education. The OEM provides materials and opportunities for public education and awareness so that individuals and families can better prepare themselves for emergencies.

Emergency management is a collection of people, resources, and systems working collectively toward minimizing the impact of a disaster before, during and after.

Resilience refers to the ability of a system, community or society exposed to hazards to resist, absorb, accommodate to and recover from the impacts of a hazard in a timely and efficient manner, including through the preservation and restoration of its essential structures and functions.¹

Our goal is to make our city resilient by coordinating efforts to prevent, mitigate, prepare, respond to and recover from an incident while maintaining essential city services and ultimately minimizing the impact of potential risks on our community.

¹United Nations International Strategy for Disaster Reduction (UNISDR) (2009), UNISDR Terminology on Disaster Risk Reduction, UNISDR, Geneva

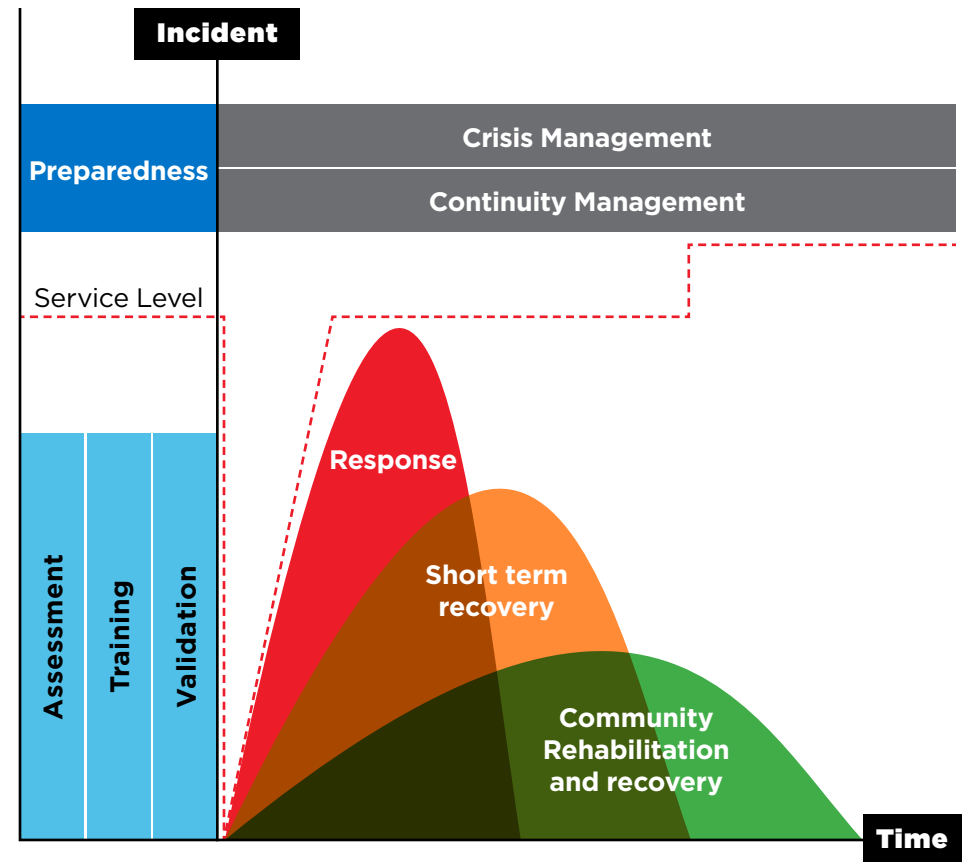
What is Emergency Management?

The OEM creates the framework within which the City of Mississauga reduces vulnerability to hazards and copes with disasters. Our vision is to promote resilient communities with the capacity to cope with the impacts of emergent incidents.



Emergency Management Phases

Our comprehensive emergency management program is comprised of four interdependent risk based functions: prevention/mitigation, preparedness, response and recovery.



The OEM is responsible for developing and implementing the municipality's Emergency Management Program for the protection and safety of all residents.

The Emergency Management Program Committee (EMPC) is responsible for the development, implementation, and maintenance of the municipal emergency management program. The committee determines program goals and objectives, identifies gaps in capabilities and recommends approaches to fill the gaps. A major focus of the EMPC has been the revision of the Municipal Emergency Plan. The Plan was adopted by City Council in 2016.

Past Emergencies in Mississauga



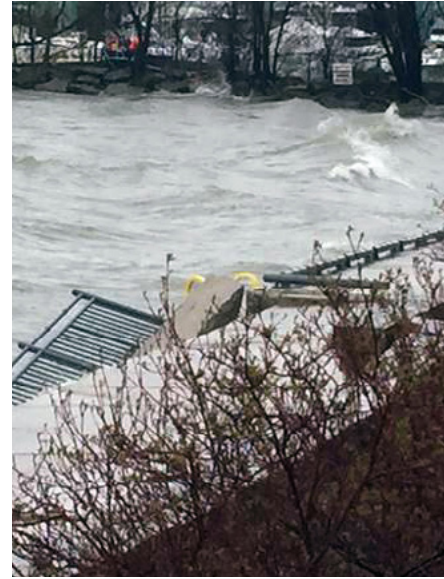
Train Derailment in 1979

In November 1979, a 106-car Canadian Pacific freight train carrying mixed cargo, including dangerous chemicals, derailed at the intersection of Mavis and Dundas. One of the tank cars carrying propane exploded, and because other tank cars were carrying chlorine, the decision was made to evacuate nearby residents. The evacuation was the largest peace-time evacuation ever conducted in North America until Hurricane Katrina in 2005.



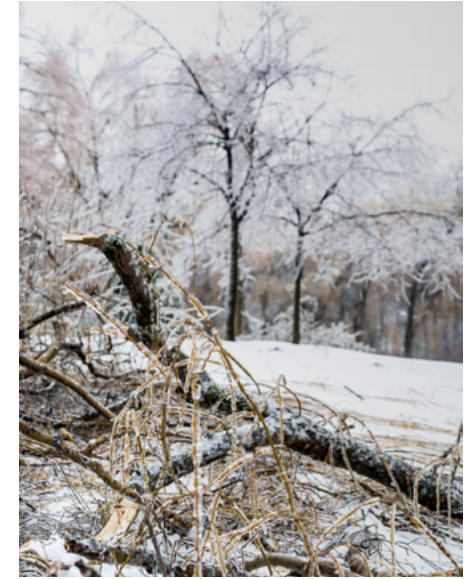
Power Outage in 2003

On August 14, 2003 a software bug went unnoticed in a major electrical company's programs and a tree fell in Ohio. This combination of events initiated a massive power outage that left most of the northeastern United States in the dark for hours and, in some cases, days. The blackout covered 24,000 square kilometres and left more than 50 million people without power shutting down more than 100 generating plants in eight U.S. states and Ontario.



Flooding Incidents in 2009, 2013

As is the case in most of Southern Ontario, Mississauga is no stranger to flooding. Flooding events in 2009 and 2013 caused disruption in services as well as loss and damages to properties that were impacted by water accumulation caused by heavy rainfall.

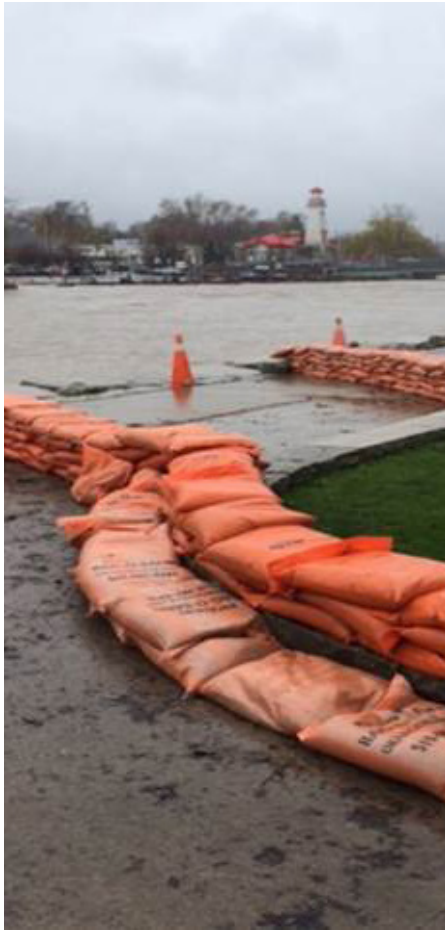


Ice Storm in 2013

On December 22, 2013 a severe winter storm swept through Mississauga. Ice accretion was significant enough to cause major damage to city infrastructure, down power lines, and damage trees and resident's homes.

Activations in 2016-2017

8.21



Lake Ontario High Water Hazard

OEM supported the Transportation and Works Incident Management Team with coordination of actions and situational awareness. The activation lasted for over 30 days and Lake Ontario was above the highest water levels recorded since 1918.



Hickory Drive Incident

On Tuesday, June 28, 2016 at 4:22 p.m., an explosion destroyed a house in Mississauga. The explosion caused two fatalities, injured nine people and prompted the evacuation of nearly 800 homes. The incident garnered extensive media coverage across the GTA requiring quick and effective communications to maintain our reputation and preserve resident confidence and trust.

City's OEM team worked closely with Mississauga Fire and Emergency Services and Peel Regional Police in unified command as well as coordinated the assistance and support of twelve City divisions and twelve community partners to respond to and provide support to the residents impacted by the blast. The OEM team continues to liaise with effected homeowners.



Collegeway Power Outage

Maintained situational awareness for the Corporation and assisted the tenants with information.



Ontario Summer Games

Prepared the Major Event Incident Management Team by conducting hazard specific training and exercises.



Cavalía's 'Odysseo' 2017

In the summer of 2017 Cavalía's Odysseo was staged in Mississauga. In addition to its five feature tents, the show featured 65 horses whose safety and potential risks needed accounting for. The OEM worked with external partner Cavalía to develop emergency plans for the event to ensure the safety of all involved. [Photo by Andrew Miller]



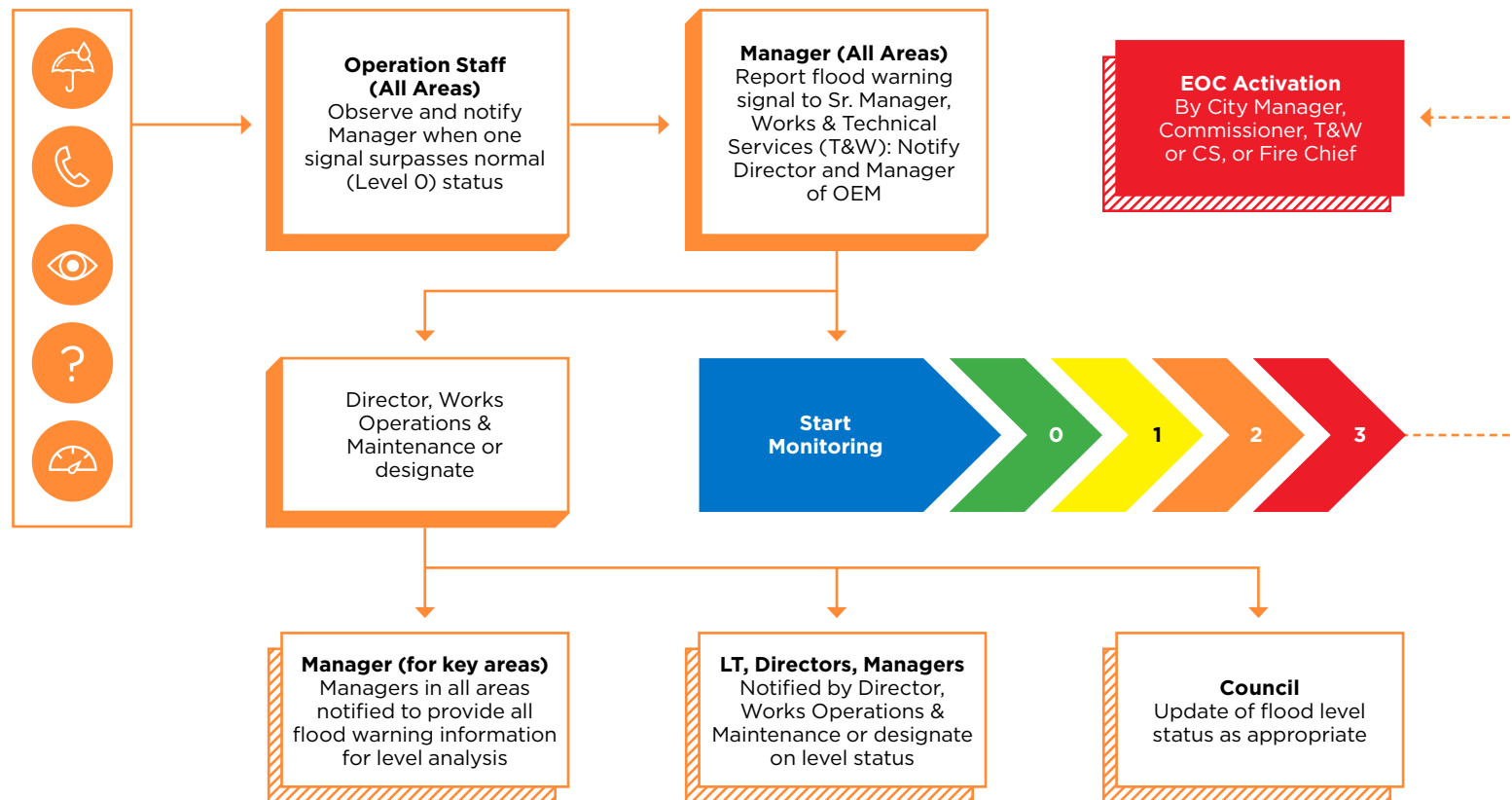
International Cybersecurity Events

The Petya and WannaCry ransomware incidents caused international disruptions in 2016-17. Our IT risk based teams were activated on a preventative basis. They ensured appropriate monitoring of the situation and took pro-active steps to protect City infrastructure from these ransomware threats.

The Municipal Command Centre (MCC) & Emergency Operations Centre (EOC)

The Municipal Command centre has undergone substantial changes over the past year with the intention of creating a more functional space for complex incident management. Our goal is to design a MCC and EOC that requires minimal set up time during an activation. The MCC has been outfitted with new furnishings offering greater functionality of the space and will be adding new equipment and tools to improve operational capabilities in an emergency.

Our focus for the duration of 2017 and leading into 2018 will be equipping our alternate Emergency Operations Centre for use as a functional alternative to the MCC during large scale activations.



Our Approach

2

Legislative Framework and Strategic Partnerships

The Emergency Management and Civil Protection Act (EMPC) is the legislative framework under which we operate. It provides our program with target compliance benchmarks that must be achieved each year. Areas of compliance include our municipal plan, EMPC, public education, training and exercises, information management, annual review of the Hazard Identification Risk Assessment, Critical Infrastructure, and more. We ensure not only that the municipality remains compliant under the legislation; we go beyond these basic standards to build a comprehensive emergency management program utilizing benchmarking and guidelines such as Canadian Standards Association (CSA).

Our office takes a collaborative approach to emergency management; building strategic partnerships across the province in both the public and private sectors. We work with community organizations and partners that are responsible for critical infrastructure, essential services and public safety.



An Environmental Scan

The OEM monitors events around the world to determine the impact of any potential emergencies that can impact us. The team keeps an eye on economic, political, technological, environmental and social trends across the globe.

We have developed improved processes for Hazard Identification and Risk Assessment (HIRA) including an update of the existing HIRA and the Critical Infrastructure Assurance Program.



Hazard Identification and Risk Assessment (HIRA)

Every incident presents its own set of unique challenges. Below is a list of identified risks for the City of Mississauga based on the newly revised Hazard Identification and Risk Assessment (HIRA). Hazards are ranked based on the probability of occurrence and the severity of impact.

Top natural hazards for Mississauga



Flood



**Freezing Rain/
Ice Storm**



Windstorm



**Extreme
temperature:
Hot and Cold**



**Snowstorm/
Blizzard**



Critical Infrastructure Assurance Program (CIAP)

Although Ontario legislation only requires we list all identified critical infrastructure within the municipality, the OEM has gone a step further in protecting our assets by developing the Critical Infrastructure Assurance Program (CIAP) as recommended by the Province of Ontario and the Government of Canada.

Planning for the CIAP began in 2016 with the development of the program charter and was officially initiated in 2017. The program focuses on reviewing and updating the City-owned critical infrastructure list with the goal of prioritizing assets in regards to risk and criticality. This will be achieved through detailed risk assessments involving input from various stakeholder groups within the City.

In the program's initial year we have completed risk assessments on two identified assets; first on Woodlands Library on September 15 and then on Mississauga Valley Community Centre on September 29. Risk assessments will continue into 2018.





Training

Legislation requires municipal training programs to ensure readiness of EOC staff to activate the emergency plan and respond to incidents. The OEM's approach to training is twofold: Firstly, it ensures that MCC/EOC staff is offered Incident Management System (IMS) training to be able to learn about their respective role and responsibility. Secondly, the OEM provides annual emergency management training with regards to the most probable hazards in areas that are integral to municipal emergency responses and EOC functions.

IMS Training

The OEM is responsible for ensuring that City staff is appropriately trained in IMS. The Office of the Emergency Management staff are certified IMS instructors. As such, we are able to offer in-house IMS training.

Over the period of 2016/2017, the number of City employees who received IMS training is as follows:

- IMS 100 – 76 personnel
- IMS 200 – 67 personnel
- IMS 250 – 29 personnel
- IMS 300 – 24 personnel

Severe Winter Weather Event Training

On September 11 2017, the OEM held their annual training conference. This year's training centred on a severe winter weather event and featured guest lectures. The session included topics such as situational awareness, evacuations, damage assessment, emergency social services and debris management. The Mayor, Councillors and city staff from various city sectors representing the MCC/EOC team participated in the training session.

Exercises

As with training, we are required by legislation to run at least one municipal exercise each year. The OEM has led and participated in a number of exercises of various scales in 2016 and 2017. Exercises we have led in 2016 and 2017 include:



Muddy Waters, 2016

The Muddy Waters exercise was designed to prepare the City's risk based team for an inevitable flood response. It included the storm warning, storm occurring, and storm recovery phases with the intention to exercise our response in an IMS structure.



Ontario Summer Games, 2016

In preparation for the Ontario Summer Games, 2016, we designed a tabletop exercise geared towards coordinating the comprehensive response activities based on an issue, incident, and crisis for the Games.



Severe Winter Weather, 2017

Similar to Muddy Waters, our Severe Winter Weather exercise in December focused on response to an ice storm. The exercise continues to develop our risk based teams' capabilities to respond in a MCC/EOC setting. The scenario for this exercise was developed with input from Environment Canada.

Business Continuity At The City Of Mississauga

3

The City of Mississauga is currently establishing a Business Continuity Management (BCM) Program to increase resilience and mitigate the harmful effects of an outage in any part of the organization. The program takes a holistic, all-hazards approach guided by best practices in both public and private BCM programs.

The Office of Emergency Management (OEM) is working with different business units across the City to identify critical services and develop solutions and plans to create continuity strategies. The City is adopting a phased approach in implementing these continuity plans. The aim is to minimize disruption time to the public and costs due to loss in service during and after an emergency.



Public Education and Engagement

4

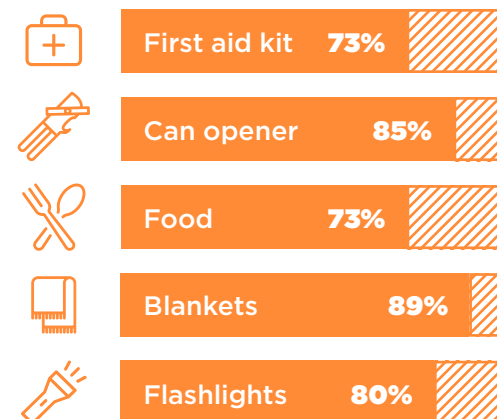
Under EMPCA legislation we are required to develop a public education program. The OEM takes an evidence-based approach to public education.

The City of Mississauga recently conducted an online survey to understand how prepared residents in Mississauga are to deal with an emergency situation. More than 550 responses were received and of those, approximately 66 percent indicated they live as well as work in Mississauga.

Overall, the survey results tell us that residents have a general awareness of the potential hazards we could face in Mississauga. They understand the importance of home and tenant insurance but need to learn more about emergency preparedness in the home and with their families.

8.21

Respondents said they have these items in case of an emergency



91% residents have home insurance, **74%** have coverage for additional living expenses and **55%** for flooding.



37%

discussed emergency preparedness with their families



63%

are unaware of what goes into an emergency kit for the first 72-hours of an emergency situation



11%

are unaware of what a 72-hour kit is and the need to be prepared



15%

discussed a contact plan for getting in touch with their family if they get separated

Precautionary Measures — understanding the risks

During an emergency, people receive their information from a variety of sources such as online publications, radio, television, and social media. More than **81%** respondents use the internet to access emergency updates through various informational websites and media channels. Over **75%** of the respondents also listen to emergency updates on radio and about **60%** rely on television news.



8.21

Respondents felt they are aware of some of the potential risks and hazards that Mississauga can witness such as:



50%
freezing
rain and
ice storms



23%
flooding



53%
snowstorms
and
blizzards

In the event of an emergency, there can be potential risks and hazards to pets as well. Of the respondents:



42%
are pet
owners



65%
have
water



90%
have extra
food

In the event of a power outage, only a few respondents are prepared with items such as:



41%
battery-
operated
radios



37%
alternate
heat
source



7%
back-up
generator



Building upon the information gathered in our 2017 surveys, our goal going into 2018 is to increase our program's presence in the community and overall public preparedness. As a part of these efforts, the OEM team released our guide to flooding prevention and recovery and participated in several community events such as Corsair Public School's BBQ and the annual Earth Market in Celebration Square. The OEM booth at the Earth Market

event promoted 72-hour preparedness plans, taught residents how to build a 72-hour emergency kit for their family and pets, and piloted submissions for the upcoming Mississauga Emergency Preparedness Cookbook. Another upcoming project for 2018, the cookbook will be a community built collection of recipes that can be made during an emergency with ingredients typically found in a standard 72-hour emergency kit.

Way Forward: Action Plan 2018–2020

5

DisasterLAN

One of our major projects leading into 2018 is the implementation of DisasterLAN (DLAN) into our response structure. DLAN is a virtual emergency operation centre software that will serve as an effective tool and provide a common operating platform that allows the coordination of emergency activities to be performed regardless of geographic location. Its use will improve situational awareness and the decision making in both emergency and non-emergency situations.

OEM staff is being trained as DLAN instructors so they can provide appropriate training for the rest of the organization. Training for remaining EOC staff will begin in 2018.



Action Plan 2018-2020

The EMPC and OEM will continue to improve our municipal emergency management and business continuity programs through an evidence based approach, implementation of lessons learned in critical events around the world, training and exercises based on probable hazards in our City, risk based plan development, and ongoing working groups and partnership engagement where there are interdependencies.

Some of the key action items for the OEM are:

- Revising existing risk-based plans and creating new plans for emerging or changing risks that may impact the residents.
- Developing a robust business continuity program to ensure seamless functioning of city departments during an emergency.
- Building a highly trained Incident Management System EOC team with clearly defined roles and responsibilities.
- Establishing agreements and exploring partnership opportunities with external agencies and the private sector.
- Developing educational and awareness campaigns to better inform stakeholders about the various risks that the City may face.
- Exploring volunteer programs/community emergency response teams.
- Managing the Critical Infrastructure Assurance Program.
- Developing effective communications and information sharing practices for working with stakeholders – internal and external.
- Implementing DLAN technology solution to provide seamless tracking, managing, and reporting on all types of incidents and events.
- Improving our MCC/ Emergency Operating Centre (EOC) technology and operations to manage planned and unplanned events, incidents, emergencies and disasters.





City of Mississauga

Corporate Report



Date: 2017/11/09

To: Chair and Members of General Committee

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

Originator's files:

Meeting date:
2017/12/06

Subject

Bid Submission for the 2021 Ontario Parasport Games

Recommendation

1. That the Commissioner of Community Services be authorized to submit a bid to host the 2021 Ontario Parasport Games to the Ministry of Tourism, Culture and Sport (MTCS) and enter into a Transfer Payment Agreement (TPA) with MTCS should Mississauga be successful in its bid.
2. That two (2) members of Council be appointed to the 2021 Ontario Parasport Games Host Committee should Mississauga be successful in its bid.
3. That General Committee supports in principle that \$80,000 (\$40,000 in 2020 and \$40,000 in 2021) to be allocated to the games from Recreation's existing operating budget should the City of Mississauga be successful in its bid for the 2021 Ontario Parasport Games.
4. That the exemption of rental fees required for facility rooms, use of the Hershey Centre and rinks, and sport field permits associated with delivery of the 2021 Ontario Parasport Games be approved should they be awarded to Mississauga.
5. That the planning and delivery of the 2021 Ontario Parasport Games be endorsed.
6. That all necessary bylaws be enacted.

Report Highlights

- The City of Mississauga successfully hosted the Ontario Summer Games in August 2016 within the operating budget approved by Council.
- The 2016 Ontario Summer Games achieved a tourism economic impact of \$6 million according to an assessment conducted by the Canadian Sport Tourism Alliance.

- The 2021 Ontario Parasport Games is anticipated to include 450 athletes and officials competing in 12 to 15 sports with an operating budget of \$245,000.
- The City of Mississauga required contribution of \$80,000 will offset staffing, administration and special event programming, and can be absorbed within the existing Sport Hosting budget.
- A bid submission is due December 15, 2017 if the City wishes to proceed.

Background

For the first time since the 2013 Sport Tourism Strategy was adopted by City Council, with outlined objectives that included the pursuit of major games, the City of Mississauga welcomed its first major multi-sport event in August 2016. The 2016 Ontario Summer Games was the largest in history with over 4,000 participants and an operating budget of almost \$2 million. This event solidified Mississauga's reputation of being a host-friendly community with premiere facilities and enthusiastic volunteers and marked the first time that a major multi-sport event was hosted under the full responsibility of the City of Mississauga. The continued pursuit of major events and multi-sport games continues to be a priority of sport tourism in Mississauga.

In reviewing the requirements to host the 2021 Ontario Parasport Games, Mississauga meets all criteria and amenities outlined in the bid specifications package and have the full support of community groups and organizations that currently work to provide inclusive programming opportunities and services in Mississauga.

Mississauga will bid to host available events as outlined in the MTCS guidelines for the Ontario Parasport Games. If selected, Mississauga will work with MTCS to select 3 days between May and August of 2021 to maximize the number events that can be clustered in one primary location. The Hershey Centre could be considered as this site. The chart below outlines the preliminary venues being considered for the sports included in these games.

Event	Proposed Venue
Archery	Hershey Sport Fields
Bocce	Mississauga Valleys Community Centre
Curling (Wheelchair, Visually Impaired)	TBD
Goalball	Hershey Centre Community Rinks
Sitting Volleyball	Hershey Centre Community Rinks
Sledge Hockey	Iceland
5 A-Side Soccer	SportZone Fieldhouse
Wheelchair Basketball	SportZone Gymnasium
Athletics	St. Marcellinus Secondary School
Equestrian (optional)	TBD
Lawn Bowls	Local Lawn Bowling Club
Wheelchair Rugby	Hershey Centre Community Rinks

Present Status

A conditional and non-binding “Letter of Intent” to bid to host the 2021 Ontario Parasport Games was submitted to the MTCS in September of this year. A full bid presentation to host the Games must be submitted to the Ministry by December 15, 2017 in order for the City of Mississauga to be considered as a potential host. If approval is received to move forward in the bid process, the Ministry will conduct a facility and site review in January 2018 and the successful host community will be announced in March 2018.

Comments

“Sport for All” is an identified strategic goal of the Mississauga Sport Plan. Staff in both the Sport Development and Tourism and Community Development units continually strives for success in this area, delivering inclusive services, programs and funding that address barriers to participation for new Canadians, persons with disabilities, older adults, women/girls and youth/youth at risk. The hosting of the 2021 Ontario Parasport Games fully upholds this strategy and creates awareness and recognition for continued support in the delivery of inclusive recreational and competitive opportunities.

Financial Impact

In 2016, the Ministry of Tourism, Culture and Sport announced an increase in funding to support municipalities in their hosting of events in the Ontario Games program. Ministry funding for the Parasport Games now includes \$100,000 for operating expenses and provides an additional \$10,000 in contingency funding to alleviate the need for a municipality to guarantee any debt incurred.

As shown below, the 2021 Ontario Parasport Games projected operating budget of \$245,000 includes transportation, special events, volunteers, venues accommodation and food services. Included is a municipal contribution of \$80,000 (\$40,000 in 2020 and \$40,000 in 2021) to fund staffing, administration and special event requirements of the Games. Should Mississauga be awarded the Games, the Recreation Division will be using their existing (2020 & 2021) sport hosting budget to fund the City’s contribution.

An estimated tourism economic impact of \$500,000 is projected by the Ministry of Tourism, Culture and Sport.

Expenditures	
Accommodations	\$55,000
Administration	\$40,000
Food Services	\$45,000
Medical	\$ 5,000
Promotions	\$10,000
Registration	\$ 2,000
Special Events	\$20,000

Expenditures - continued	
Sport (Venues, Equipment)	\$25,000
Transportation	\$25,000
Volunteers	\$ 8,000
Contingency (Legacy)	\$10,000
TOTAL	\$245,000
Revenues	
Hosting Grant including contingency	\$110,000
Registration Fees (based on 400 athletes)	\$ 45,000
Municipal Contributions	\$ 80,000
Sponsorship	\$ 10,000
TOTAL	\$245,000

Conclusion

On the heels of a successful 2016 Ontario Summer Games program and the anticipated success of the 2018 55+ Ontario Summer Games, hosting the 2021 Ontario Parasport Games would support Mississauga's mandate to increase awareness and recreational capacity in the delivery of Parasport opportunities and strengthen community partnerships with local and regional organizations who work tirelessly to provide inclusive sport programming to the residents of Mississauga and the Region of Peel.



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

Prepared by: Clara Grassia, Sport Tourism Event Coordinator

City of Mississauga

Corporate Report



Date: 2017/11/16

To: Chair and Members of General Committee

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

Originator's files:

Meeting date:
2017/12/06

Subject

Civic Protocol Policy

Recommendation

That the revised Civic Protocol Policy 06-02-01, attached as Appendix 1 to the Corporate Report dated November 16 from the Commissioner of Corporate Services and Chief Financial Officer, be approved.

Report Highlights

- Staff has updated the existing Corporate Policy – Protocol 06-02-01 to address feedback provided by Governance Committee surrounding consultations and visits by other levels of government.
- The policy applies to City-hosted events involving the Mayor or Members of Council.
- For non-City-hosted events, the City will request compliance with this policy by the organizing group. Ultimately, protocol for events that are not City-hosted will be at the discretion of the event organizer.
- A new “Security Protocol” section has also been added to recognize that the security protocol of senior levels of government who are in attendance at City-hosted events will take precedence over that of the City’s Security Services.
- The issue of who will meet with the visiting delegation is a conversation between the Mayor’s Office and the delegation’s representative and is prescribed in policy.
- Federal and Provincial Government representatives will only be invited to speak at City-hosted events when there is a partnership/funding agreement in place.
- The Regional Chair will follow Mayor and Members of Council in procession and speaking order at official City events. This pertains to the current Regional Chair as well as future elected chairs.

Background

As per direction given at the March 6, 2017 meeting of Governance Committee staff has reviewed the City's Protocol Policy and made updates to the sections around official visits by other levels of government, as well as the security protocol around them.

This revised policy was first presented to Governance Committee on September 25, 2017 and feedback was incorporated to reflect their comments.

Present Status

The existing Corporate Policy and Procedure 06-02-01 "Protocol" was last reviewed in 2009, and outlines the rules of protocol pertaining to corporate or community events. Corporate Communications, in consultation with the Corporate Policy Analyst and Mayor's Office, have reviewed the policy, renamed as "Civic Protocol."

This report introduces proposed changes to the policy that provide additional information on protocol surrounding consultations and visits by other levels of government, as well as related security measures.

The Civic Protocol Policy is also undergoing a review to address updates impacted by the City's new policy "Official City Openings/Events." These revisions are outside of the scope of Governance Committee's request and will be approved separately through the City's regular policy review process.

Comments

A copy of the draft Corporate Policy is attached to this report as Appendix 1. A copy outlining the revisions is attached as Appendix 2.

In respect to speaking and procession order at official City events, the Region of Peel Chair follows Mayor and Members of Council. This practice will begin with the current Regional Chair as well as future elected chairs.

Financial Impact

The service levels outlined in the draft policy reflect the current maintenance practices delivered by staff. Therefore, there is no financial impact associated with this policy.


Conclusion

The Civic Protocol policy will be enforced by staff at all City-hosted events. For non-City-hosted events, the City will request compliance with this policy by the visiting delegation. Ultimately, protocol for events that are not City-hosted will be at the discretion of the event organizer.

Attachments

Appendix 1: Civic Protocol - Clean Copy

Appendix 2: Civic Protocol - Tracked Changes



Gary Kent, Commissioner of Corporate Services and Chief Financial Officer

Prepared by: Lindsay Francini, Supervisor, Public Relations, Communications

Corporate Policy & Procedure



Appendix 1

Policy Title: Civic Protocol

Policy Number: 06-02-01

Draft Only – Clean Copy - November 13, 2017

Section:	Public Relations	Subsection:	Events
Effective Date:	June 3, 2009	Last Review Date:	October 2012
Approved by: Council	Owner Division/Contact: Communications Division Corporate Services Department		

Policy Statement

City staff organizing City-hosted, corporate events involving the Mayor or Members of Council shall observe the rules of protocol as outlined in this policy.

Scope

This policy applies to City-hosted events. For non-City-hosted events this policy is offered only as a guideline on acceptable protocol. Elected officials may request the planned protocol for an event from the organizer.

Mayor's Attendance

All requests for the Mayor's attendance at, or participation in, functions associated with the Mayor's office, must be submitted in writing to the Mayor's office. If the Mayor is not able to attend a function, the Mayor may appoint a designate to attend.

When the Mayor attends a function that is of concern to the ward councillor, the councillor is also asked to attend.

Visitors to Council

The Mayor or Chair of the Committee in session may officially welcome persons or groups to Council. In addition, in the event that a group visits Council, the councillor representing the ward in which the group resides may also welcome them.

Policy Number: 06-02-01

Effective Date: June 3, 2009

Policy Title: Civic Protocol

Last Review Date: October 2012

2 of 3

Consultations/Visits by Other Levels of Canadian Government

Should the current Canadian Head of State, Prime Minister of Canada, Lieutenant Governor, Governor General and/or the Premier of Ontario request a visit or consultation with the Mayor, the Mayor's Office may advise the Members of Council and other City staff, as required (e.g. Security Services, senior management). The visiting delegation will be provided with this policy and requested to consult with the Mayor's Office if any modifications to the City's protocol are required.

Should the Canadian Head of State, Prime Minister of Canada, Lieutenant Governor, Governor General and/or Premier of Ontario attend an event, their placement and participation is controlled by protocol associated with the offices they hold. Staff from their respective offices will assist with proper arrangements and identify any special requirements.

Order of Precedence for Processions

Elected officials appear in processions in the following order:

- Mayor or Acting Mayor
- Members of Council (appearing in order of the wards they represent)
- Regional Chair
- Federal government representative, and
- Provincial government representative

Speaking Order at Official City Openings/Events

The Councillor for the ward in which the property is located chairs the opening. Elected officials speak before other speakers, in the following order:

- Mayor or Acting Mayor
- Regional Chair
- Area MP, and
- Area MPP

Note: Federal and Provincial Government representatives will only be invited to speak when there is a partnership/funding agreement in place. In this case no more than one federal representative and one provincial representative will speak at the event. In cases where there is no partnership/funding agreement in place, the Mayor (Acting Mayor) and/or ward councillor may choose to make an exception and invite the Federal and/or Provincial Government representative to speak.

Traditional Events

Traditional events include the Mayor's Levee, Civic Recognition, Canada Day, Remembrance Day and Light-Up the Square. For City-hosted, City-wide events, the role of Master of Ceremonies (MC) is not fulfilled by the ward councillor.

Policy Number: 06-02-01

Effective Date: June 3, 2009

Policy Title: Civic Protocol

Last Review Date: October 2012

3 of 3

Seating at City-Sponsored Banquets

The Mayor, Acting Mayor or designated councillor is located at the head table and is called upon to bring greetings from the City of Mississauga.

When the Mayor, Acting Mayor or designated councillor is also the main speaker at the banquet, he/she is located in the centre of the head table adjacent to the podium location.

Flags

Flags of Canada, Ontario and Mississauga are flown at all official functions. Viewers of the ceremonies will see the flag of Canada in the centre, Ontario on the left and Mississauga on the right.

Chain of Office

The Mayor's Chain of Office is worn during Council meetings, official openings, parades, etc., at the discretion of the Mayor.

Security Protocol

Security for senior levels of government, including the current Canadian Head of State, Prime Minister of Canada, Lieutenant Governor, Governor General and/or the Premier of Ontario, attending an event at the City or whose visit will include a public-facing element (photo opportunity, brief address to the public) will be the primary responsibility of the visiting party. Security Services, Corporate Services Department, will consult with the party's security detail to coordinate operational plans and ensure that all needs are met. Security Services will continue to perform their normal duties unless requested to do otherwise. Any significant impacts to stakeholder operations will be communicated by Security Services to the affected parties on an "as required" basis. Operational and informational security considerations will take precedence over informing stakeholders of potential impacts.

Revision History

Reference	Description
1974 12 09; Resolution 43 1976 01 26	
2009 06 03	Housekeeping change to clarify last sentence
GOV-0012-2017	

City of Mississauga

Corporate Policy & Procedure



Appendix 2

Policy Title: Civic Protocol – Tracked Changes

Policy Number: 06-02-01

Draft Only – November 13, 2017

Section:	Public Relations	Subsection:	Events
Effective Date:	June 3, 2009	Last Review Date:	October 2012
Approved by: Council	Owner Division/Contact: Communications Division Corporate Services Department		

Policy Statement

City staff organizing City-hosted, corporate events involving the Mayor or Members of Council shall observe the rules of protocol as outlined in this policy.

Comment [PS1]: RATIONALE:
The policy statement is now more specific to City staff who are organizing City-hosted events.

Scope

This policy applies to City-hosted events. For non-City-hosted events this policy is offered only as a guideline on acceptable protocol. Elected officials may request the planned protocol for an event from the organizer.

Comment [PS2]: RATIONALE:
The Scope section clarifies that protocol for events that are not City-hosted will be at the discretion of the event organizer.

Mayor's Attendance

All requests for the Mayor's attendance at, or participation in, functions associated with the Mayor's office, must be submitted in writing to the Mayor's office or Communications Division, Corporate Services Department. If the Mayor is not able to attend a function, the Acting Mayor may be asked to appoint a designate to attend.

Comment [PS3]: RATIONALE:
Revised to reflect current practice.

When the Mayor attends a function that is of concern to the ward councillor, the councillor is also asked to attend.

Visitors to Council

The Mayor or Chair of the Committee in session may officially welcome persons or groups to Council. In addition, in the event that a group visits Council, the councillor representing the ward in which the group resides may also welcome them.

Policy Number: 06-02-01

Effective Date: June 3, 2009

Policy Title: Civic Protocol – Tracked Changes

Last Review Date: October 2012

2 of 4

Consultations/Visits by Other Levels of Canadian Government

Should the current Canadian Head of State, Prime Minister of Canada, Lieutenant Governor, Governor General and/or the Premier of Ontario request a visit or consultation with the Mayor, the Mayor's Office may advise the Members of Council and other City staff, as required (e.g. Security Services, senior management). The visiting delegation will be provided with this policy and requested to consult with the Mayor's Office if any modifications to the City's protocol are required.

Comment [PS4]: RATIONALE:

The addition of this section will address the concern expressed by Members of Council that they were unaware of a visit by a senior level of Canadian/provincial government (in this case, the Prime Minister of Canada). The City will request compliance with this policy by the visiting delegation. The issue of who will meet with the visiting delegation is a conversation between the Mayor's Office and the delegation's representative and would not be prescribed in policy.

Should the Canadian Head of State, Prime Minister of Canada, Lieutenant Governor, Governor General and/or Premier of Ontario attend an event, their placement and participation is controlled by protocol associated with the offices they hold. Staff from their respective offices will assist with proper arrangements and identify any special requirements.

Comment [PS5]: RATIONALE:

This section now appears at the end of the policy as an "Exception", however, aligns better with the Consultations section. Premier has been added and "Queen" has been removed, as the Consultations section applies to Canadian levels of government.

Order of Precedence for Parades/Processions

Elected officials appear in ~~parades or~~ processions in the following order:

- Mayor or Acting Mayor
- ~~Members of Council (riding in or on a common vehicle, or~~ appearing in order of the wards they represent)
- Regional Chair
- Federal government representative, and
- Provincial government representative, ~~and~~
- ~~Regional Chair~~

Speaking Order at Official City Openings/Events, Sod Turnings, Cornerstone Laying

The Councillor for the ward in which the property is located chairs the opening. Elected officials speak before other speakers, in the following order:

- Mayor or Acting Mayor
- Regional Chair
- Area MP, and
- Area MPP, and
- ~~Regional Chair~~

Note: Federal and Provincial Government representatives will only be invited to speak when there is a partnership/funding agreement in place. In this case no more than one federal representative and one provincial representative will speak at the event. In cases where there is no partnership/funding agreement in place, the Mayor (Acting Mayor) and/or ward councillor may choose to make an exception and invite the Federal and/or Provincial Government representative to speak.

Comment [PS6]: RATIONALE:

Notation added in accordance with discussion at Governance Committee - GOV-0012-2017

Policy Number: [06-02-01](#)

Effective Date: June 3, 2009

Policy Title: Civic Protocol – Tracked Changes

Last Review Date: October 2012

3 of 4

Traditional Events

Traditional events include the Mayor's Levee, Civic Recognition, Canada Day, Remembrance Day and Light-Up the Square. For City-hosted, City-wide events, the role of Master of Ceremonies (MC) is not fulfilled by the ward councillor.

Comment [PS7]: RATIONALE:
This section has been added for clarity, as the ward councillor for the area in which the event is held is not automatically the Master of Ceremonies.

Municipally Seating at City-Sponsored Banquets

The Mayor, Acting Mayor or designated councillor is located at the head table and is called upon to bring greetings from the City of Mississauga.

When the Mayor, Acting Mayor or designated councillor is also the main speaker at the banquet, he/she is located in the centre of the head table adjacent to the podium location.

Flags

Flags of Canada, Ontario and Mississauga are flown at all official functions. Viewers of the ceremonies will see the flag of Canada in the centre, Ontario on the left and Mississauga on the right.

Chain of Office

The Mayor's Chain of Office is worn during Council meetings, official openings, parades, etc., as often as possible at the discretion of the Mayor.

Security Protocol

Security for senior levels of government, including the current Canadian Head of State, Prime Minister of Canada, Lieutenant Governor, Governor General and/or the Premier of Ontario, attending an event at the City or whose visit will include a public-facing element (photo opportunity, brief address to the public) will be the primary responsibility of the visiting party. Security Services, Corporate Services Department, will consult with the party's security detail to coordinate operational plans and ensure that all needs are met. Security Services will continue to perform their normal duties unless requested to do otherwise. Any significant impacts to stakeholder operations will be communicated by Security Services to the affected parties on an "as required" basis. Operational and informational security considerations will take precedence over informing stakeholders of potential impacts.

Comment [PS8]: RATIONALE:
The addition of this section recognizes that the security protocol of senior levels of government who are in attendance at the City will take precedence over that of Security Services.

Exceptions

Should the Prime Minister and/or the Queen attend an event, their placement and participation is controlled by protocol associated with the offices they hold. Staff from their respective offices will assist with proper arrangements and identify any special requirements.

Policy Number: [06-02-01](#)

Effective Date: June 3, 2009

Policy Title: Civic Protocol – Tracked Changes

Last Review Date: October 2012

4 of 4

Revision History

Reference	Description
1974 12 09; Resolution 43 1976 01 26	
2009 06 03	Housekeeping change to clarify last sentence
GOV-0012-2017	

City of Mississauga

Corporate Report



Date: 2017/11/17

To: Chair and Members of General Committee

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

Originator's files:

Meeting date:
2017/12/06

Subject

City Standards for Information Technology (IT) Systems Requiring Support and Maintenance Services in 2018 (File Ref: PRC000562)

Recommendation

1. That the updated City Standards for IT Systems List in Appendix 1 of the report dated November 20, 2017 from the Commissioner of Corporate Services and Chief Financial Officer entitled City Standards for IT Systems Requiring Support and Maintenance Services in 2018, be approved.
2. That the Purchasing Agent be authorized to negotiate and execute agreements to cover 2018 annual Support and Maintenance for City Standards for IT Systems which have been approved as City Standards as set out in Appendix 1 where the estimated cost may exceed \$100,000.

Background

The Purchasing By-law 374-06, as amended, provides for the establishment of "City Standards", which is defined as "Specific goods approved by Council that best fill a long-term City-wide need or requirement".

This report updates Council of the proposed changes in City Standards for IT Systems for 2018 and requests Council approval.

The Purchasing By-law also requires Council approval for Single Source procurements of Support and Maintenance services for the City Standards for IT Systems for 2018 which may exceed \$100,000 during the year.

Comments

IT follows standard processes for procuring Software and Maintenance through a balance of competitive procurements and renewals.

Appendix 1 identifies the City Standards for IT Systems which are required in 2018 to maintain operations. A continued use of City Standards for IT Systems is required to ensure business continuity and is a best practice in the industry. These systems may require renewals in 2018. Amounts shown are based on historical spend amounts and are included in the IT Division budget.

This year, four IT applications (valued over \$100,000) were removed from the City Standards for IT Systems list as contracts are now in place. These applications are provided by the following vendors:

- “SAP Canada Inc.” for maintenance and licensing of the SAP financial and HR management system and Business Intelligence used by all City departments
- “Infor (Canada), Ltd.” for maintenance and licensing of the "The Works" - Infrastructure Management System
- “HP” for maintenance and licensing for the Storage Area Network, fibre channel switches and tape libraries
- “The Active Network, Ltd.” for maintenance and support of the online recreation registration system.

Note, this City Standards List is not intended for “Software as a Service” or subscription-based systems.

Financial Impact

The required annual Support and Maintenance costs for City Standards for IT Systems are included in the IT operating budget in 2018.

The proposed IT Maintenance Budget for 2018 is \$6.68 million and covers the ongoing and growth related cost of all IT system support and maintenance including those systems identified in the City Standards for IT Systems (Appendix 1).

Conclusion

Various IT Systems have become essential to City services and operations and have been designated by Council as City Standards. In accordance with the Purchasing By-law (374-06), purchase contracts with the suppliers of these City Standards are executed on a single/sole source basis. Staff in IT and Materiel Management will negotiate agreement terms and all commitments are reviewed by Legal Services.


General Committee	2017/11/17	3
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The City Standards for IT Systems are established to ensure yearly support and maintenance can be paid for systems where contracts renewals are in progress or a contract does not exist. The 2018 City Standards List is not intended for “Software as a Service” or subscription-based systems.

This report recommends that the Purchasing Agent be authorized to purchase Support and Maintenance for the City Standards for IT Systems for 2018 as identified in Appendix 1 which is attached to this report.

Attachments

Appendix 1: Refresh of City Standards for IT Systems List



Gary Kent, Commissioner of Corporate Services and Chief Financial Officer

Prepared by: Shawn Slack, Director Information Technology and Chief Information Officer

Refresh of City Standards for IT Systems List

No.	IT Systems' Vendors	Description	2018 Estimated Amount
1	Adobe Software (SHI International Corp)	Maintenance and support of Adobe software	\$ 30,000
2	Archive Systems Inc. (Access Corporation)	Maintenance and licensing of the OmniRIM Physical Records Management system	\$ 20,000
3	Canadian Centre for Occupational Health and Safety	Maintenance and support of the City material safety data sheets used in all City departments	\$ 7,000
4	Canon Plotters (Microimage Technologies Ltd)	Maintenance and support of plotters	\$ 500
5	Collabion Charts (DRI FusionCharts)	Maintenance and support of Collabion Charts software used to show business data graphs and analytics on SharePoint	\$ 1,000
6	Collabion DataGrids (DRI FusionCharts)	Maintenance and support of Collabion Charts software used to show business data tables on SharePoint	\$ 1,000
7	Competitive Edge Software, Inc (Omnigo Software)	Maintenance and support of Report Exec application	\$ 7,180
8	Deep Freeze software (Faronics)	Maintenance and support of Deep Freeze (Public Library PC software)	\$ 4,300
9	Energy Hippo, Inc.	Maintenance and support of Enterprise Energy Management (EEM) system	\$ 25,440
10	ESRI	Maintenance and support of GIS software	\$ 20,000
11	Garival	Maintenance and licensing of the Transit Farebox system hardware and software used by Mississauga Transit	\$ 35,000
12	Global System Solutions	Maintenance and support of Apple computers used in various City departments	\$ 8,200
13	Globe P.O.S. Systems Inc.	Maintenance and licensing of the point of sale system used at the cashier's counter at City Hall	\$ 2,500
14	Google Search Appliance (ONIX)	Maintenance and support for the device used for intranet searching	\$ 40,000
15	High Criteria Inc	Maintenance and licensing of the court house digital recording system (Liberty Recording)	\$ 5,000
16	HP	Maintenance and licensing for the Storage area network (SAN), fibre channel switches and tape libraries	\$ 250,000
17	Iron Mountain	Escrow Services for various IT systems	\$ 380
18	ITC	Maintenance and licensing of the print management system used by Library patrons	\$ 5,500
19	KanBan (VirtoSoftware)	Maintenance and support of KanBan software used to build dynamic resource channeling on SharePoint lists	\$ 500
20	Lightning Conductor (Lightning Tools)	Maintenance and support of Lightning Conductor used to build cross-site SharePoint lists.	\$ 1,100

21	Lookup Pack (Boost Solutions)	Maintenance and support of Lookup Pack software used to build cascading lookup columns on SharePoint	\$ 500
22	Mega Drop Down Menus (Archetonomy)	Maintenance and support of Mega Drop Down Menus used as our Corporate-wide navigation at the top of all SharePoint sites, including Inside Mississauga.	\$ 500
23	Methodicall	Maintenance and licensing of the long distance reporting system used to track long distance calling through the City Cisco telephone system	\$ 2,000
24	Microsoft Premier Support	Premier Support Services for Microsoft products	\$ 110,000
25	Microsoft software (Dell)	Maintenance and support of Microsoft software	\$ 900,000
26	Netwrix	Maintenance and support of the Active Directory auditing tool	\$ 6,000
27	Nordat Inc.	Annual Freedom Of Information software support and maintenance.	\$ 450
28	Open Text	Maintenance and licensing of the Hummingbird software to access the ICON Provincial Court system used by Corporate Services Court Administration staff	\$ 2,000
29	Oracle	Maintenance and licensing of the WebCenter software (eCity portal), and database software used by Information Technology systems including TAX and MAX	\$ 140,000
30	Orderline	Maintenance and licensing for maintaining the Mississauga Zoning By-law	\$ 5,000
31	Perspective Geomatics	Summit Evolution M&S (3D Workstation)	
32	Scalar	Maintenance and support of Commvault systems (enterprise backup & recovery software)	\$ 24,000
33	SharePoint PDF Converter (Muhimbi)	Maintenance and support of SharePoint PDF Converter software used to convert InfoPath forms to printable PDF files.	\$ 2,000
34	Site Administration Tool (Quest)	Maintenance and support of Quest Site Administration Tool software used to do monthly analytics and reports on SharePoint usage.	\$ 500
35	Thycotic	Maintenance and support for Secret Server enterprise password management software	\$ 3,000
36	Toad Software	Maintenance and support for database and development tool	\$ 8,000
37	Transoft	Maintenance and support of Autoturn plugin for MicroStation	\$ 1,100
38	Trimble Business Center Survey (Cansel)	Maintenance and support for field survey software	\$ 3,500
39	Winshuttle, LLC	Maintenance and licensing of Winshuttle application used for the transfer of Excel/Access Spreadsheet data to and from SAP	\$ 16,000

City of Mississauga
Corporate Report



Date: 2017/11/21

To: Chair and Members of General Committee

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

Originator's files:

Meeting date:
 2017/12/06

Subject

Single Source Recommendation for Amazon Web Services, Inc. for Amazon Web Services (AWS) as a City Standard - File #PRC000530

Recommendation

1. That the report of the Commissioner of Corporate Services and Chief Financial Officer dated December 4, 2017 and entitled Single Source Recommendation for Amazon Web Services, Inc. for Amazon Web Services (AWS) as a City Standard, be received.
2. That Amazon Web Services, Inc. is to be designated as a City Standard Vendor providing Amazon Web Services, as required, for the term of January 1, 2018 to December 31, 2027 for a ten year period.
3. That the Purchasing Agent be authorized to execute the necessary contracts and amendments with Amazon Web Services, Inc., and where necessary to accommodate growth and other Amazon Web Services offerings, for the period January 1, 2018 to December 31, 2027.
4. That Amazon Web Services, Inc. be recognized as a provider to host City of Mississauga public facing websites including mississauga.ca on Amazon Web Services for the term of January 1, 2018 to December 31, 2027.
5. That the Purchasing Agent be authorized for the competitive procurement process to specify Amazon Web Services, Inc. suite of products and services; with resellers of Amazon Web Services cloud technologies to obtain the underlying public cloud services.

Report Highlights

- The City of Mississauga Information Technology (IT) division has been testing this technology through a Proof of Concept (POC) since July 2015.

General Committee	2017/11/21	2
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- The POC was authorized by council in June of 2015 through Corporate Report “Contract Amendment and Single Source Contract for Infrastructure as a Service Proof of Concept to include Azure Cloud Storage subscription services and Microsoft Office 365”
- The POC expanded to include Amazon Web Services due to the rapid growth of their market share and breadth of products and services.
- The City’s IT division successfully concluded the POC at the end of June in 2017.
- Amazon Web Services, Inc. is regarded as one of the leaders in providing public cloud services globally.
- Amazon has Data Centres in Canada to ensure Canadian data residency.

Background

In June of 2015, a Corporate Report named Single Source Contract for Infrastructure as a Service Proof of Concept to include Azure Cloud Storage subscription services and Microsoft Office 365, went to General Committee and was approved to do a Public Cloud Services POC. The intention of the POC was to test the public cloud and how its services could be consumed in place of traditional IT infrastructure.

The City has an extensive on premise infrastructure spanning multiple data centres providing IT technologies for all City Services. Over the last few years, public cloud service providers have provided a new option for organizations to store and provision applications and services for their customers. The City IT division wanted to take a measured approach by conducting a POC to fully analyze and validate the capabilities of public cloud services. The POC included connecting the City’s on premise Infrastructure with the public cloud using non-production data and test applications. The POC concluded with positive results. It was determined that there are measurable benefits using public cloud services. This includes improvements such as time to provision services, selection of services and operational savings. The POC concluded with a recommendation that public cloud services would be considered for any future technology service where it makes business sense through a competitive process.

The IT industry has changed significantly with the establishment of public cloud services. They have provided speed to provision, more options, scalable capacity and potential cost savings over the traditional IT business model. Based on best practices, research and industry ratings, Amazon, Microsoft and Google are currently the leaders in this space.

The City of Mississauga’s website (mississauga.ca) is currently hosted by Bell Canada. It allows residents, visitors and businesses of Mississauga to access information and conduct business with the City online 24/7/365 on a self-serve basis. This is a traditional hosting service on a dedicated infrastructure for the City of Mississauga. The recommendation is to host the new Mississauga.ca website as part of the Modernization project in Amazon Web Services

public cloud. Self-serve transactions and commerce will remain on the Bell hosted portal and be seamlessly accessible from the new City website.

Comments

The City's IT Infrastructure is connected to Amazon Web Services through private redundant connections. This allows the City to connect securely in an efficient way with the required capacity and with ability to scale up as demand and workload on the public cloud services increases. The City will continue to increase the capacity and performance of these connections as more services are added in the future.

Through best practice benchmarking, City staff became aware that the City of Toronto was undertaking a similar project using the same technology and approach as City of Mississauga. In a series of discussions and meetings, staff shared detailed best practices and approaches. This included leveraging the services in Amazon Web Services for their public website content. Through our POC, we also concluded that Amazon Web Services was able to support the technologies required to host mississauga.ca and other public facing websites. Staff were also able to demonstrate its ability to handle large workloads, increased demand, and scalable capacity in an environment that meets our security needs.

The public cloud allows the City to utilize Open Source applications like WordPress, Drupal, MySQL, and others. These technologies are the most widely used applications on the Internet today. Utilizing Open Source technologies will benefit the City by reducing licensing costs and maintenance fees as there are no direct fees for Open Source licenses. Skilled resources are highly available due to the pervasive use of Open Source technologies.

Amazon Web Services will host content for public facing websites including mississauga.ca. There will not be any confidential, sensitive or private data stored in Amazon Web Services public cloud. Any content or data classified in those categories will be stored within the City of Mississauga private data centres or remain on the Bell hosted services. IT will consult with the City Clerk's office to ensure data and records are appropriately, effectively and securely managed in the public cloud through Privacy Impact Assessments.

Migrating mississauga.ca to Amazon Web Services is part of the Modernization project and gives the City an environment with scalable growth, capacity and performance when needed. This allows the City to leverage new technologies and services rapidly from machine learning to analytics. It also allows leveraging the strong security measures that Amazon employs on its Infrastructure.

Amazon Web Services, Inc. offers their services to the market through a direct engagement model, as well as, through the Value Added Reseller channel market. It is recommended that the City leverage this Value Added Reseller channel market to competitively procure Amazon Web Services public cloud services through this channel ensuring best price and service is provided.

General Committee	2017/11/21	4
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The IT team continues to evaluate the business needs with the technologies available in the market. It is expected that other public cloud providers like Microsoft and Google be used in the future. Productivity tools and Collaboration platforms are examples of technology that are moving to the public cloud. The Microsoft agreement is due for renewal in the Spring of 2018 which will align with adding Microsoft Cloud Services to that agreement.

Purchasing By-law Authorization

The recommendation in this report is made in accordance with Section 9 – “Planning for Acquisition” of the Purchasing By-law #374-06, items 9(7), wherein it states that “The Purchasing Agent shall determine, whether the Acquisition should be conducted so as to establish a City Standard, in accordance with the applicable City policies and procedures as may be amended from time to time.”

IT, Legal Services and Materiel Management staff will collaborate to establish the detailed requirements, negotiate the final arrangements and prepare the requisite forms including contract agreements.

Financial Impact

The IT operating budget has sufficient funding for the hosting costs related to the Amazon Web Services public cloud. All future purchases of service will be subject to budget approval and will leverage a competitive procurement process that will ensure the best pricing is obtained.

The mississauga.ca modernization project has sufficient capital funding to complete the project on the AWS platform.

Conclusion

This report recommends that Amazon Web Services be adopted as a City Standard and that it be used to host public facing websites on the Amazon public cloud offering. This report also recommends that the Purchasing Agent be authorized to specify and initiate a competitive procurement process with resellers of Amazon Web Services public cloud technologies to obtain the underlying public cloud services.

General Committee

2017/11/21

5

Attachments

Appendix 1: Amazon Web Services, Inc. - Statement of Work



Gary Kent, Commissioner of Corporate Services and Chief Financial Officer

Prepared by: Nick Albanese, Manager, Architecture & Innovation, Information Technology

Amazon Web Services, Inc. - Statement of Work

The following is a list of services that will be required to host public facing websites including mississauga.ca.

Amazon EC2 Cloud Compute – Multi-tier server infrastructure service

Amazon S3 Storage Service – Cloud storage service

Amazon CloudFront – Secure content delivery service for video, data and applications

Amazon Lambda – Event/Action Management Service

Amazon RDS – Relational Database Service

Amazon SNS – Simple Notification Service for e-mail, sms/text

These technologies are all part of the Amazon Web Services public cloud services offerings. Additional components may be required as the need for public cloud services may be expanded as public cloud service providers have provided a new option for organizations to store and provision applications and services for their customers.

City of Mississauga
Corporate Report



Date: 2017/11/08

To: Chair and Members of General Committee

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

Originator's files:

Meeting date:
 2017/12/06

Subject

Single Source Recommendation for Box.com (UK) Ltd. - Contract Renewal, File Ref: PRC000481, (old file #FA.49.696-14)

Recommendation

1. That the report of the Commissioner of Corporate Services and Chief Financial Officer dated November 8, 2017 entitled Single Source Recommendation for Box.com (UK) Ltd. - Contract Renewal, be received for information.
2. That the Purchasing Agent be authorized to initiate contract negotiations with Box.com (UK) Ltd. on a single source basis for the supply of secure online file storage and access with enterprise level management features based on user subscriptions.
3. That the Purchasing Agent be authorized to execute the necessary agreements and related documents with Box.com (UK) Ltd., for user account subscriptions, in the estimated amount of \$45,000.00/year, exclusive of taxes. The total estimated amount based on a three year term with nominal growth is \$185,000.00 exclusive of taxes.
4. That Box.com (UK) Ltd. continues to be designated a "City Standard" for the next three year period, January 16, 2018 to January 15, 2021.

Report Highlights

- In 2014, the City conducted a proof of concept pilot project driven by the need to provide a secure and user friendly interface that works on multiple platforms and replaces the informal practices of using consumer personal cloud file storage. The City conducted a market analysis which determined that Box best aligned with the City's infrastructure requirements (IPad, iPhone, Android, MS Desktop), that allows for the management of all City users and data through a secured administration console supporting Active Directory. Gartner Group has named Box a leader in its Enterprise File Synchronization and Sharing

Magic Quadrant.

- Box is the City's current vendor that provides secure cloud file storage and is used by 164 users throughout the City.
- It is recommended to renew Box subscriptions on a yearly basis for a maximum of three years.
- The current agreement with Box.com (UK) Ltd. expires on January 16, 2018.

Background

Box is an industry leader in cloud based solutions and was originally acquired under a low value acquisition to meet the file access and collaboration challenges of several departments with the introduction of the Bring Your Own Device (BYOD) policy in 2013. In the absence of an official tool to view and share files conveniently on any device, City employees began to adopt various unsupported cloud solutions. Standardizing a product to meet this need, establish controls to protect data and define the internal support were required. Technology Reviews have identified Box as the industry leader in cloud based solutions.

A pilot project for Box was initiated (LVA) and deemed successful by Information Technology. Box was then recommended as the City's choice for cloud storage for mobile devices. Today multiple business areas throughout the City are using Box to align with mobility strategy and solutions while maintaining control on data protection.

Comments

This report provides an update that Box.com (UK) Ltd. continues to provide secure online file access and collaboration for mobile devices and currently meets all the City's requirements and criteria.

Technology evolves rapidly and therefore the City will review and determine the possible replacement of Box in 2018 and possibly leverage existing and newer technologies. It would be recommended to renew Box subscriptions on a yearly basis for a maximum of three years.

Purchasing By-law Authorization

The recommendation in this report is being made in accordance with Schedule A of the Purchasing By-law #374-06 (as amended) Schedule "A", Section 1 (b) (iv) The Goods and/or Services are available from more than one source, but there are good and sufficient reasons for selecting one supplier in particular, as the solicitation of competitive bids would not be economical to the City. Information Technology, Material Management and Legal Services staff will collaborate to establish the detailed requirements, negotiate the final arrangements and prepare the requisite forms including the contract agreements.

Financial Impact

The Information Technology maintenance budget has identified these operating costs for Cloud based solutions including Box storage subscription services.

The operating expenditure for 2017 for Box subscriptions was approximately US \$34,400.00 and with an estimated currency exchange rate 1USD=1.3CAD , the three year operating cost for existing subscriptions would be approximately CAD\$134,316.00.

The City's total estimated expenditure for the period starting January 2018 through to January 2021 is \$185,000.00 including for future growth over the three year period.

Conclusion

The City has been utilizing Box online file storage and sharing since 2014. There are 164 users throughout the City using Box.com (UK) Ltd. subscriptions for mobile device file access and collaboration.

It is recommended that the City renew the contract with Box.com (UK) Ltd. for a maximum of three years from January 2018 through to January 2021 on a single source basis for providing online file access and collaboration.

Attachments

Appendix 1: Box.com (UK) Ltd. - Statement of Work



Gary Kent, Commissioner of Corporate Services and Chief Financial Officer

Prepared by: Siu Yeung, Program Manager, IT Architecture and Security

Box.com (UK) Ltd. – Statement of Work

The following outlines the pricing for storage subscription services with Box.com (UK) Ltd. to be negotiated and finalized by staff from Materiel Management, Legal Services and Information Technology.

Contract Renewal for Procurement file PRC000481 (old file FA.49.696-14):

Software Licencing and Subscription

Individual Box.com (UK) Ltd. licences are referred to as “subscriptions”.

Box.com (UK) Ltd. is currently providing 164 subscriptions at a fixed cost of \$210.00 USD per subscription per year.

License Name	# of subscriptions	Annual Unit Cost (USD)	Annual Unit Cost (CAD)*	# of Years	Ext. Cost (CAD)
Box Enterprise Plan	164	\$210	\$273	3	\$134,316.00
Future Growth					\$50,000.00
					\$50,000.00
					\$184,316.00
					\$185,000

(*) Based on Currency Exchange Rate 1USD=1.3CAD

(**) Rounded Up

City of Mississauga

Corporate Report



Date: 2017/11/03

To: Chair and Members of General Committee

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

Originator's files:

Meeting date:
2017/12/06

Subject

No Charge Online Property Tax Receipt

Recommendation

That the report from the Commissioner of Corporate Services and Chief Financial Officer dated November 3, 2017 entitled No Charge Online Property Tax Receipt be received for information.

Background

At the March 1, 2017 General Committee meeting, the development and implementation of a simplified no charge online property tax receipt was approved. This receipt would meet the requirements of the Canada Revenue Agency (CRA), and would be available via the City's website; Tax Self Service Centre.

Comments

Property owners commonly require a property tax receipt when being audited by the CRA. The Simplified Tax Receipt will be available at no charge for the current and one prior year through the Tax Self Service Centre on the City's website. The property owner will be able to view and print a simplified tax receipt in real time. Staff investigated the CRA requirements and believes that this receipt will be CRA compliant. Although, as previously indicated, this cannot be guaranteed as CRA staff has discretion as to what is acceptable evidence.

The Simplified Tax Receipt will only be available directly to a property owner through the City's website. Due to the legislative requirement for a resident to agree to the terms of service when using an online service, staff will not be able to produce this receipt, nor request a receipt on a property owner's behalf. A Detailed Tax Receipt will continue to be provided for mail-in, in-person and online requests for all years at a cost of \$25 per tax year. Residents that make requests for the Simplified Tax Receipt at the service counter will be advised that it is only available online and that staff can only provide the Detailed Tax Receipt at a cost of \$25 per year.

General Committee	2017/11/03	2
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Property owners will be able to request the Simplified Tax Receipt in real time effective December 15, 2017. A sample of the online receipt is included in Appendix 1.

Staff is working to develop appropriate communication to advise residents of the new online Simplified Tax Receipt which will be available at no charge, some of which will include updating the City's website and providing information for Council's use through Council Corner.

Financial Impact

The anticipated revenue loss is approximately \$30,000 per year based on an annual estimate of 1,200 issued tax receipts at \$25 each. The 2018 budget has been adjusted to reflect this reduction in revenue.

Conclusion

A simplified version of a tax receipt will be available to property owners online at no charge for the current and one prior tax year. The receipt will be available in real time, and in staff's opinion, will meet CRA requirements for proof of tax payment. Detailed receipts will continue to be provided for a fee of \$25 per receipt for all mail-in and in-person requests.

Attachments

Appendix 1: Simplified Tax Year Receipt



Gary Kent, Commissioner of Corporate Services and Chief Financial Officer

Prepared by: Louise Cooke, Manager, Revenue & Taxation

**Mississauga Taxes**

300 City Centre Drive, Mississauga ON L5B 3C1

T: 3-1-1 (905-615-4311 outside city limits)

F: 905-615-3532

E: tax@mississauga.ca W: www.mississauga.ca/tax

Appendix 1

SIMPLIFIED TAX YEAR RECEIPT

Information as of: August 28, 2017

Roll Number:

Location:

Legal Description:

Owner Name:

TAX YEAR: 2017

This receipt reflects all payments applied to the taxes for the year indicated above.

Total Payments Applied to Tax Year: \$2,356.00

If you purchased or sold the property during this year and require your share of taxes paid, please refer to your statement of adjustments as provided by your lawyer.

This document is NOT a Tax Statement for the purpose of the *Municipal Act, 2001*. Should you wish to purchase a Tax Statement (also referred to as a Tax Certificate), go to www.mississauga.ca/portal/services/purtxcertificate.

If you require additional information, please call the Citizen Contact Centre at 3-1-1 or if calling outside City limits, 905-615-4311.

City of Mississauga
Corporate Report



Date: 2017/11/07

To: Chair and Members of General Committee

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

Originator's files:

Meeting date:
 2017/12/06

Subject

Proposed Amendments to the Procedure By-law (0139-2013) to implement Bill 68: the Modernizing Ontario's Municipal Legislation Act, 2017 changes and additional housekeeping amendments.

Recommendation

1. That a by-law be enacted to amend the Procedure By-law 139-13, as amended, to change the definition of a meeting, include additional exemptions for closed meetings and implement the housekeeping amendments as outlined in the report dated November 7, 2017 from the Commissioner of Corporate Services and Chief Financial Officer titled "Proposed Amendments to the Council Procedure By-law (0139-2013) to implement Bill 68: The Modernizing Ontario's Municipal Legislation Act, 2017 changes and additional housekeeping amendments."
2. That General Committee provide direction related to the electronic participation at meetings and that the procedure by-law be amended to reflect the direction.

Background:

Bill 68, the Modernizing Ontario's Municipal Legislation Act, 2017 was adopted and received Royal Assent on May 30, 2017. It introduced a number of changes to the Municipal Act, including a new definition of what constitutes a meeting, four additional exemptions to permit closed session meetings and new rules allowing Councillors to participate electronically in meetings. The first phase of these amendments will come into force on January 1, 2018.

Comments

To ensure compliance with the amendments introduced through Bill 68, the following changes related to the definition of a meeting and additional provisions related to the reasons for closed session meetings are proposed to the Council Procedure By-law.

Definition of Meeting:

Bill 68 introduced a new definition of “meeting” to mean any regular, special or other meeting of a council, of a local board or of a committee of either of them, where:

- (a) a quorum of members is present, and
- (b) members discuss or otherwise deal with any matter in a way that materially advances the business or decision-making of the council, local board or committee.

Closed Meetings:

In accordance with Subsection 239(2) of the Municipal Act, all meetings shall be open to the public except in particular circumstances that allow a meeting or part of a meeting to be closed to the public. In addition to the existing seven exemptions (See Appendix 1) Bill 68 has added the following four clauses that may be used for a meeting to be closed to the public:

- (h) information explicitly supplied in confidence to the municipality or local board by Canada, a province or territory or a Crown agency of any of them;
- (i) a trade secret or scientific, technical, commercial, financial or labour relations information, supplied in confidence to the municipality or local board, which, if disclosed, could reasonably be expected to prejudice significantly the competitive position or interfere significantly with the contractual or other negotiations of a person, group of persons, or organization;
- (j) a trade secret or scientific, technical, commercial or financial information that belongs to the municipality or local board and has monetary value or potential monetary value; or
- (k) a position, plan, procedure, criteria or instruction to be applied to any negotiations carried on or to be carried on by or on behalf of the municipality or local board.

Electronic Participation in Meetings

A new provision introduced through Bill 68 is the ability for a member of council or a local board or of a committee of either of council/local board to participate in meetings electronically subject to certain provisions including that the meeting is open to the public and that the member shall not be counted in determining whether or not a quorum of members is present at any point in time.

If direction is given to proceed with electronic participation, the audio visual equipment in the Council Chambers would require upgrading. Although an AV upgrade of the Council Chambers is scheduled during the Christmas closure period, the work does not include provisions for electronic participation. Depending on the direction given further investigation of electronic participation will be undertaken.

Housekeeping Amendments

The following amendments are proposed to the Procedure By-law to capture the direction of Council:

- On July 5, 2017, Council Resolution 0122-2017 directed that Council meetings include and commence with the Indigenous Land Statement;
- On December 14, 2016, Council approved By-law 0300-2016 which added the provision for recorded votes for Council and Standing Committee matters. To provide greater clarity to the matters subject to recorded voting, it is recommended that the list outline the matters subject to a recorded vote rather than those exempt from recorded voting.
- By-laws 0133-2016 and 0123-2017 delegated authority to the City Solicitor related to small claims court matters, tolling agreements, non-disclosure agreements and collection matters. In order to provide greater clarity on the delegated authority the inclusion of the matters included in the previously approved by-laws in the Procedure By-law will ensure the ease of understanding and use of the provisions.

Financial Impact

Subject to the direction given regarding the option of electronic participation, AV upgrades would be required and investigation of the financial impact would be undertaken and reported back to General Committee.

Conclusion

Changes are required to the Procedure By-law to reflect the changes made by Bill 68, including a new definition of the term meeting and additional provisions to permit closed session meetings. Additional housekeeping amendments to the By-law are required to address operational matters related to the inclusion of the Indigenous Land Statement, clarification of matters subject to recorded voting and delegated authority to the City Solicitor.

Attachments

Appendix 1: Exemptions for Closed Meetings



Gary Kent, Commissioner of Corporate Services and Chief Financial Officer

Prepared by: Diana Rusnov Director, Legislative Services and City Clerk

Appendix 1

Section 239 of the Municipal Act states that:

Except as provided in this section, all meetings shall be open to the public.

Exceptions

A meeting or part of a meeting may be closed to the public if the subject matter being considered is:

- a) the security of the property of the municipality or local board;
- b) personal matters about an identifiable individual, including municipal or local board employees;
- c) a proposed or pending acquisition or disposition of land by the municipality or local board;
- d) labour relations or employee negotiations;
- e) litigation or potential litigation, including matters before administrative tribunals, affecting the municipality or local board;
- f) advice that is subject to solicitor-client privilege, including communications necessary for that purpose;
- g) a matter in respect of which a council, board, committee or other body may hold a closed meeting under another Act.

Note: On January 1, 2018, the day named by proclamation of the Lieutenant Governor, subsection 239 (2) of the Act is amended by adding the following clauses:

- h) information explicitly supplied in confidence to the municipality or local board by Canada, a province or territory or a Crown agency of any of them;
- i) a trade secret or scientific, technical, commercial, financial or labour relations information, supplied in confidence to the municipality or local board, which, if disclosed, could reasonably be expected to prejudice significantly the competitive position or interfere significantly with the contractual or other negotiations of a person, group of persons, or organization;
- j) a trade secret or scientific, technical, commercial or financial information that belongs to the municipality or local board and has monetary value or potential monetary value; or
- k) a position, plan, procedure, criteria or instruction to be applied to any negotiations carried on or to be carried on by or on behalf of the municipality or local board.

REPORT 5 - 2017

To: CHAIR AND MEMBERS OF GENERAL COMMITTEE

The Arts, Culture & Heritage Ad Hoc Committee presents its fifth report for 2017 and recommends:

ACH-0018-2017

That the update from Mike Douglas to the Arts, Culture & Heritage Ad Hoc Committee on November 13, 2017, with respect to the update regarding MAC's strategic priorities, direction and outcomes be received.

(ACH-0018-2017)

ACH-0019-2017

1. That the deputation and associated presentation by Mojan Jianfar, Assistant Planner, Culture Division to the Arts, Culture & Heritage Ad Hoc Committee, be received.
2. That the November 30, 2017 public meeting date be kept, and that staff from the Culture Division look into adding a second public engagement meeting date in January 2018.

(ACH-0019-2017)

REPORT 10-2017

To: CHAIR AND MEMBERS OF GENERAL COMMITTEE

The Heritage Advisory Committee presents its tenth report for 2017 and recommends:

HAC-0074-2017

That the Power Point Presentation with respect to the Draft Culture Master Plan by Mohan Jianfar, Assistant Planner, Culture Planning, to the Heritage Advisory Committee on November 14, 2017, be received.

(HAC-0074-2017)

HAC-0075-2017

That the Power Point Update with respect to the Story of *M* Project by Meghan Johnston, Marketing Coordinator, Culture Division, to the Heritage Advisory Committee on November 14, 2017, be received.

(HAC-0075-2017)

HAC-0076-2017

That the proposed alteration of 34 John Street South, as outlined in the Corporate Report dated October 26, 2017 from the Commissioner of Community Services, be approved.

(HAC-0076-2017)

HAC-0077-2017

That the proposed alteration of 50 Bay Street, as outlined in the Corporate Report dated October 26, 2017 from the Commissioner of Community Services, be approved.

(HAC-0077-2017)

HAC-0078-2017

That the property at 3151 Churchill Avenue, which is listed on the City's Heritage Register, is not worthy of heritage designation, and consequently, that the owner's request to demolish proceed through the applicable process, as outlined in the Corporate Report dated October 26, 2017 from the Commissioner of Community Services.

(HAC-0078-2017)

HAC-0079-2017

That the Memorandum dated October 23, 2017 from Paul Damaso, Director, Culture Division, with respect to alterations to the property located at 6545 Creditview Road, be received for information.

(HAC-0079-2017)

HAC-0080-2017

That the Memorandum dated October 6, 2017 from Paul Damaso, Director, Culture Division, with respect to new construction at the property located at 2300 Speakman Drive, be received for information.

(HAC-0080-2017)

HAC-0081-2017

That the Memorandum dated October 6, 2017 from Paul Damaso, Director, Culture Division, with respect to new construction at the property located at 2300 Speakman Drive, be received for information.

(HAC-0081-2017)

HAC-0082-2017

That the Heritage Advisory Committee Meeting Schedule for 2018 as outlined in the Memorandum dated October 30, 2017 from Mumtaz Alikhan, Legislative Coordinator, be received for information.

(HAC-0082-2017)

REPORT 11-2017

To: CHAIR AND MEMBERS OF GENERAL COMMITTEE

The Mississauga Cycling Advisory Committee presents its eleventh report for 2017 and recommends:

MCAC-0050-2017

That the deputation related to the Hurontario LRT - Cycling Infrastructure - Matthew Williams, Project Manager LRT Project Office be received.
(MCAC-0050-2017)

MCAC-0051-2017

That the verbal update from Matthew Sweet, Active Transportation Coordinator, with respect to the Ontario Municipal Commuter Cycling Grant Program Application, be received.
(MCAC-0051-2017)

MCAC-0052-2017

That the verbal update from Matthew Sweet, Active Transportation Coordinator, with respect to the Burnhamthorpe Trail Audit Follow-up, be received.
(MCAC-0052-2017)

MCAC-0053-2017

1. That the memorandum dated November 10, 2017 from Jelmer Stegink, Active Transportation Consultant, Marketing & Education, entitled Tour de Mississauga 2018 and Beyond be received.
2. That the Active Transportation Office submit an information report to General Committee with an update on the results of the 2017 Tour de Mississauga event by year end.
3. That the Active Transportation Office continues to evaluate both internal and external opportunities to identify the preferred option for the management of future Tour de Mississauga events.
4. That the Active Transportation Office report back to the Mississauga Cycling Advisory Committee and General Committee in the first quarter of 2018 with recommendations for the management of subsequent Tour de Mississauga events.
(MCAC-0053-2017)

MCAC-0054-2017

1. That the verbal update from Donnie Morris, Citizen Member and Chair, with respect to the Use of Photos of Cyclists / Copyright Issues, be received.
2. That the Mississauga Cycling Advisory Committee supports that the use of photographs of cyclists or other photos from the Mississauga Cycling Advisory Committee citizen website be prohibited.

(MCAC-0054-2017)

MCAC-0055-2017

That the email dated October 19, 2017 from Ewelina Luczko, Citizen Member, with respect to her resignation, be received and that the City Clerk be directed to fill the vacancy in accordance with the Corporate Policy on Citizen Appointments to Committees, Boards and Authorities #02-01-01.

(MCAC-0055-2017)

MCAC-0056-2017

That the email dated October 08, 2017 from Glenn Voakes, Citizen, entitled Mississauga Cycling Advisory, be received and that Active Transportation staff be directed to respond to Mr. Voakes.

(MCAC-0056-2017)

MCAC-0057-2017

1. That the email dated October 08, 2017 from Marc Villet, Citizen, entitled Bike Lanes along BRT and LRT, be received.
2. That the email dated November 14, 2017 from Chris Fonseca, Ward 3 Councillor, with respect to dedicated bike lanes on the BRT, be received.
3. That Miway staff be directed to review this matter further and report back to the Mississauga Cycling Advisory Committee.

(MCAC-0057-2017)

MCAC-0058-2017

1. That the email dated October 31, 2017 from Lucille Kukac, Citizen, entitled Pedestrians, be received.
2. That the Mississauga Cycling Advisory Committee encourages all cyclists to practice safe cycling and abide by the rules of the road.
3. That the intersection at Queen Street and Britannia Road is reviewed through the Cycling Master Plan Update.
4. That Active Transportation staff be directed to respond to Ms. Kukac.

(MCAC-0058-2017)

MCAC-0059-2017

That the Mississauga Cycling Advisory Committee accepts and supports the request from Roy Buchanan, Citizen Member, to be absent from the Mississauga Cycling Advisory Committee meetings until April 2018.

(MCAC-0059-2017)

MCAC-0060-2017

1. That the Mississauga Cycling Advisory Committee meeting on December 12, 2017 be cancelled and that the annual appreciation dinner be held in its place.
2. That funds in the amount of up to \$500.00 be allocated from the Committee Budget for the costs associated with the Mississauga Cycling Advisory Committee annual appreciation dinner.

(MCAC-0060-2017)

MCAC-0061-2017

That the verbal update from Donnie Morris, Citizen Member and Chair, with respect to the Network and Technical Subcommittee Updates, be received.

(MCAC-0061-2017)

MCAC-0062-2017

That the email dated November 14, 2017 from Dorothy Tomiuk, Citizen Member, entitled Communications Subcommittee Report, and verbal update be received.

(MCAC-0062-2017)

MCAC-0063-2017

1. That the verbal update from Allyson D'Ovidio, Legislative Coordinator, with respect to the Mississauga Cycling Advisory Committee Budget Update, be received.
2. That Dorothy Tomiuk, Citizen Member be authorized to work with Active Transportation staff to obtain Community ride t-shirts.
3. That the amount of up to \$7000.00 from the funds donated by the GTAA for the purpose of sponsoring the Mississauga Cycling Advisory Committee Community Ride Program, be allocated to purchase community ride t-shirts and that the GTAA logo be prominently displayed.

(MCAC-0063-2017)

MCAC-0064-2017

That the verbal update from Matthew Sweet, Active Transportation Coordinator, with respect to the Cycling Master Plan Update, be received.

(MCAC-0064-2017)

REPORT 3 - 2017

To: CHAIR AND MEMBERS OF GENERAL COMMITTEE

The Museums of Mississauga Advisory Committee presents its third report for 2017 and recommends:

MOMAC-0006-2017

That the Update with respect to the Story of *M* by Meghan Johnston, Marketing Coordinator, Culture Division, to the Museums of Mississauga Advisory Committee at its meeting held on November 28, 2017, be received for information.

(MOMAC-0006-2017)

MOMAC-0007-2017

That the Update with respect to the Culture Master Plan by Mojan Jianfar, Assistant Planner, Culture and Heritage Planning, to the Museums of Mississauga Advisory Committee at its meeting held on November 28, 2017, be received for information.

(MOMAC-0007-2017)

MOMAC-0008-2017

That the Museums of Mississauga Update from Merri Fergusson, Acting Museums Manager, to the Museums of Mississauga Advisory Committee at its meeting held on November 28, 2017, be received for information.

(MOMAC-0008-2017)

MOMAC-0009-2017

That the Friends of the Museums of Mississauga Update by Joyce Delves, Citizen Member, to the Museums of Mississauga Advisory Committee at its meeting held on November 28, 2017, be received for information.

(MOMAC-0009-2017)

MOMAC-0010-2017

That the resignations of John Pegram and Barbara Tabuno from the Museums of Mississauga Advisory Committee, be received.

(MOMAC-0010-2017)

MOMAC-0011-2017

That the Memorandum dated November 9, 2017, from Mumtaz Alikhan, Legislative Coordinator, with respect to the Museums of Mississauga Advisory Committee 2018 Meeting schedule, be received.

(MOMAC-0011-2017)