
General Committee

Date

2018/04/04

Time

9:00 AM

Location

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

Members

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

Contact

Stephanie Smith, Legislative Coordinator, Legislative Services
905-615-3200 ext. 3795
Email stephanie.smith@mississauga.ca

Find it Online

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

GENERAL COMMITTEE INDEX - APRIL 4, 2018

1. **CALL TO ORDER**
2. **APPROVAL OF AGENDA**
3. **DECLARATION OF CONFLICT OF INTEREST**
4. **PRESENTATIONS** – Nil
5. **DEPUTATIONS**
- 5.1. Kathryn Garland, Supervisor, Culture Programs to announce the appointment of the 2nd Youth Poet Laureate
- 5.2. Shawn Slack, Director, Information Technology and Chief Information Officer to provide an update on the Smart Cities Challenge.
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. Westbound Right-Turn Lane Designation - Eglinton Avenue West and Winston Churchill Boulevard (Wards 8, 9, 10)
- 8.2. Tour de Mississauga 2018
- 8.3. Agreement with Credit Valley Conservation (CVC) Authority to Fund the Expansion of CVC's Greening Corporate Grounds Program in Mississauga.
- 8.4. Assumption - Municipal Works Servicing Agreement, City Files H-OZ 12/002 (Ward 7) and CA'B' 11/045 (Ward 8)
9. **ADVISORY COMMITTEE REPORTS**
- 9.1. Environmental Action Committee Report 2-2018 March 20, 2018

9.2. Towing Industry Advisory Committee Report 3 - 2018 March 26, 2018

9.3. Road Safety Committee Report 3 - 2018 - March 27, 2018

9.4. Traffic Safety Council Report 2 - 2018 - March 28, 2018

10. **MATTERS PERTAINING TO REGION OF PEEL COUNCIL**

11. **COUNCILLORS' ENQUIRIES**

12. **OTHER BUSINESS/ANNOUNCEMENTS**

13. **CLOSED SESSION**

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

13.1. Advice that is subject to solicitor-client privilege, including communication necessary for that purpose - Authorization to Execute Conditional Permit Agreement with Daniels CCW Corporation and General Delegation of Authority By-law from Municipality to the Chief Building Official for Conditional Permit Agreements (Ward 4)

14. **ADJOURNMENT**

City of Mississauga

Corporate Report



Date: 2018/03/20

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-39W

Meeting date:
2018/04/04

Subject

Westbound Right-Turn Lane Designation - Eglinton Avenue West and Winston Churchill Boulevard (Wards 8, 9, 10)

Recommendation

That a by-law be enacted to amend Traffic By-law 555-2000, as amended, to implement a westbound right-turn lane designation (buses excepted) on Eglinton Avenue West between Winston Churchill Boulevard and a point 100 metres (328 feet) easterly thereof, as outlined in the report from the Commissioner of Transportation and Works, dated March 20, 2018 and entitled "Westbound Right-Turn Lane Designation - Eglinton Avenue West and Winston Churchill Boulevard (Wards 8, 9, 10)".

Background

The Transportation and Works Department received a request from an area resident to convert the westbound shared through/right-turn curb lane to an exclusive right-turn lane on Eglinton Avenue West at Winston Churchill Boulevard. The resident indicated that motorists travelling through the intersection in the westbound curb lane must immediately merge into the through lane due to the change in the cross-section on Eglinton Avenue West, west of Winston Churchill Boulevard. Additionally, this traffic potentially comes into conflict with southbound motorists on Winston Churchill Boulevard attempting to make a right turn on the red signal. The resident feels that this movement creates a potential safety concern for motorists at the intersection of Eglinton Avenue West and Winston Churchill Boulevard especially during the afternoon peak period.

Present Status

The westbound approach to the intersection of Eglinton Avenue West and Winston Churchill Boulevard currently consists of an exclusive dual left-turn lane, two through lanes and a shared through/right-turn lane. The lane delineation immediately west of Winston Churchill Boulevard

consists of three through lanes but it reduces to two through lanes 60 metres (197 feet) past the intersection. The westbound through traffic and southbound traffic turning right on red must merge into the through lane on Eglinton Avenue West right after passing the intersection. A location map is attached as Appendix 1.

Comments

Transportation and Works staff conducted an operational analysis at this intersection in order to determine if any improvements could be achieved for the westbound movement. A recent turning movement count indicated that the implementation of an exclusive westbound right-turn lane at the intersection of Eglinton Avenue West and Winston Churchill Boulevard is warranted. The p.m. peak hour revealed approximately 250 vehicles making this movement. The review also revealed that converting the westbound shared curb lane to an exclusive right-turn lane would still provide an acceptable level of service for the westbound through traffic based on the existing green time provided. In addition, a westbound right-turn arrow will also be installed at this intersection, which will be activated simultaneously with the southbound left turn movement. This will allow free-flow conditions for motorists using the exclusive right-turn lane. The operation of buses will be excluded from this lane designation. The proposed lane designation change will improve the overall safety and operation of the intersection.

The affected Ward Councillors concur with the lane designation change.

Financial Impact

Costs for the sign installation, implementation of pavement markings and signal modification can be accommodated in the 2018 Current Budget.

Conclusion

The Transportation and Works Department recommends designating the westbound curb lane on Eglinton Avenue West between Winston Churchill Boulevard and a point 100 metres (328 feet) easterly thereof, as an exclusive right-turn lane (buses excepted).

Attachments

Appendix 1: Location Map - Right-Turn Lane Designation - Eglinton Avenue West and Winston Churchill Boulevard (Wards 8, 9, 10)

General Committee

2018/03/20

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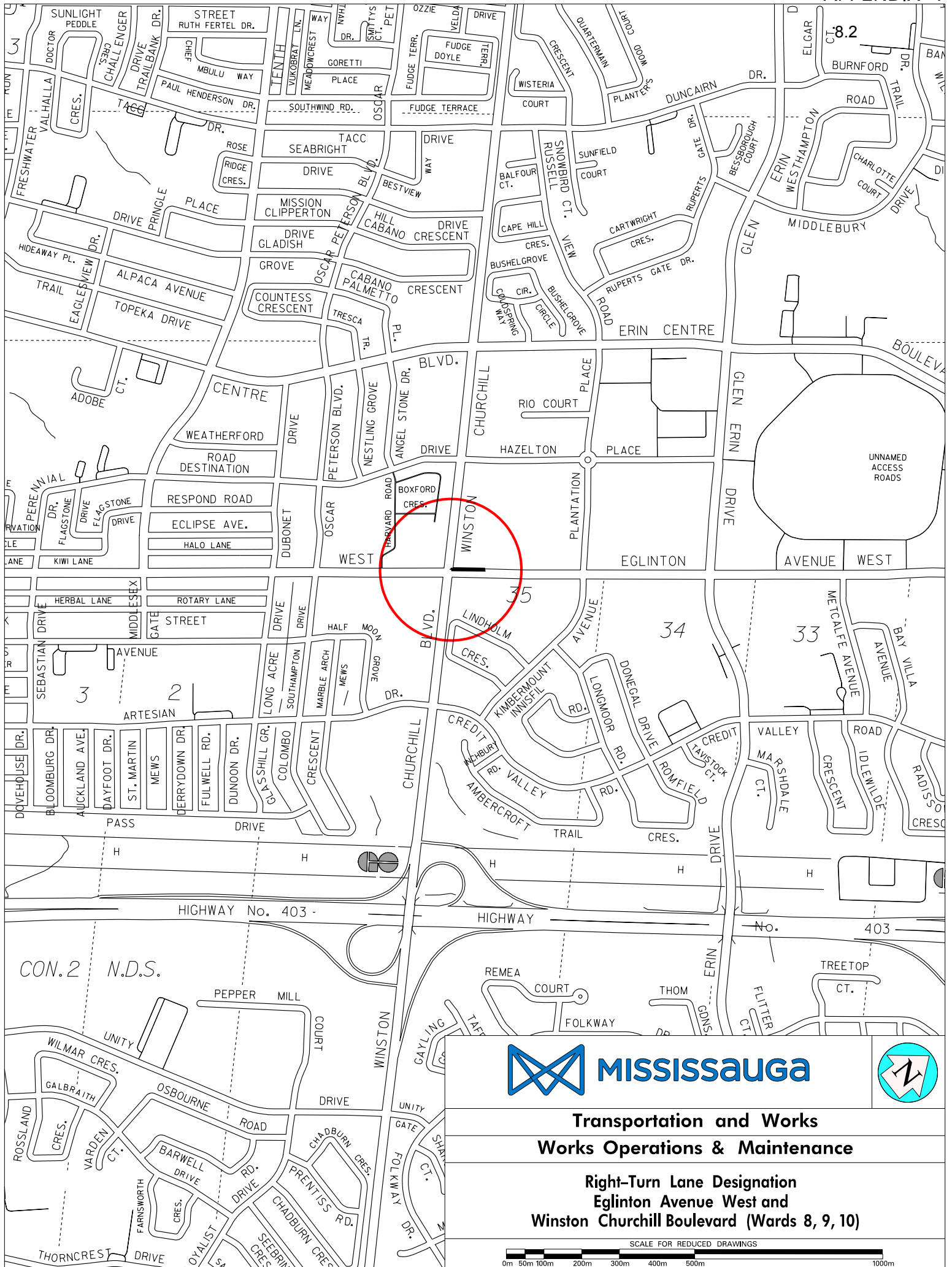
Originators files: MG.23.REP

RT.10.Z-39W



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

Prepared by: Ouliana Drobychevskaya, Traffic Operations Technologist



City of Mississauga

Corporate Report



Date: 2018/03/22

To: Chair and Members of General Committee

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

Originator's files:

Meeting date:
2018/04/04

Subject

Tour de Mississauga 2018 and 2019 Onwards

Recommendations

That the report titled 2018 Tour de Mississauga and 2019 Onwards, dated March 22, 2018, from the Commissioner of Transportation and Works be approved with the following recommendations:

1. That the Active Transportation Office take the lead role in organizing Tour de Mississauga 2018, with assistance from SustainMobility and the Mississauga Cycling Advisory Committee;
2. That the Commissioner of Transportation and Works be authorized to execute a partnership agreement with SustainMobility for their assistance in the organization of Tour de Mississauga 2018;
3. That staff be directed to submit as part of the 2019-2022 Business Planning and 2019 Budget process a request for multiple-year funding to support the Tour de Mississauga 2019 and onwards; and
4. That all necessary by-laws be enacted.

Report Highlights

- The Active Transportation Office will take the lead role in the management and organization of the 2018 Tour de Mississauga to ensure its continued success.
- The Active Transportation Office will partner with SustainMobility to organize Tour de Mississauga 2018.
- The Active Transportation Office will prepare a request for the 2019 to 2022 Business Planning and 2019 Budget cycle seeking approval for a multiple-year financial support package to support the Tour de Mississauga 2019 and onwards, in order to successfully transfer the event to a third party.

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Background

The Mississauga Cycling Advisory Committee (MCAC) started Tour de Mississauga in 2007. Over the years the event has motivated thousands of residents to cycle, and has become one of Canada's largest community 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 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 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 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 took over the management and organization of Tour de Mississauga in 2016. The 2016 event featured 15, 30, 50, 80, 100 and 120 kilometre rides and hosted 3,300 participants. SustainMobility increased on-route safety measures, improved directional signage and rest stops, and delivered a great experience for participants. The event was successful and both the Active Transportation Office and MCAC were satisfied with SustainMobility's management of the event.

After the event, SustainMobility shared the budget and cash flow statement outlining a \$31,259 operating loss (Appendix 1). The event generated enough revenue to pay for the cash expenses, but SustainMobility was unable to recover a significant part of the staff time required to organize the event. Along with the budget and cash flow statement, SustainMobility shared a 5-year strategic plan, identifying the need for a transformation of the event structure and a sustainable funding model to manage and grow the event. The Active Transportation Office did not have sufficient resources to fund the proposed plans and informed SustainMobility that they were not able to provide the requested multiple-year financial support.

In April 2017, SustainMobility informed City staff that they were unable to manage and organize Tour de Mississauga 2017. SustainMobility advised that they could not dedicate the required staff time to manage and organize the event due to increasing demands from several core

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projects. In addition to staffing constraints, SustainMobility's Board of Directors had identified an increased financial risk for their organization in 2017. The operating loss the Tour de Mississauga 2016 generated was expected to grow due to increasing operating expenses and revenue uncertainty.

On June 7, 2017, Council approved the report to General Committee titled Tour de Mississauga 2017, dated May 16, 2017 from the Commissioner of Transportation and Works, and its recommendation (GC-0352-2017):

1. That the Active Transportation Office take the lead role in the planning and execution of the Tour de Mississauga 2017 event, with assistance from SustainMobility and the Mississauga Cycling Advisory Committee;
2. That the event structure be changed to significantly lower the cost and effort to organize the 2017 event; and
3. That the Active Transportation Office reports back to Council with recommendations for the management of subsequent Tour events.

Comments

Introduction

The Active Transportation Office led the organization of the Tour de Mississauga 2017 in partnership with SustainMobility and MCAC. The 2017 Tour featured 5, 10, 25 and 50 kilometre rides and hosted 1,690 participants. The event was a success and the strategic goals outlined in the Corporate Report approved by Council on June 7th, 2017 were met. Significant changes were made to the event structure in an effort to create a more sustainable business model, including:

- Registration fees were introduced for all participants to create a third revenue stream in addition to grants and sponsorship;
- The long, 80, 100 and 120 kilometre routes were replaced with shorter, 5 and 10 kilometre routes to decrease the time and resources required to organize the event and to provide an opportunity for families, children and "interested but concerned residents" (residents who are interested in cycling and want to cycle more, but are concerned about safety) to participate in the event; and
- The routes showcased the Mississauga cycling network, as 85% of all routes utilized on road cycling infrastructure (bike lanes and signed bike routes).

Partnership

The Active Transportation Office, SustainMobility and MCAC formed a partnership to organize the Tour de Mississauga 2017. The partnership worked out well, all partners went over and above in their efforts to ensure the event's success. SustainMobility was able to cover all of their operating expenses from the Tour's revenue stream; however, did not cover any of their staff costs incurred in organizing the event. SustainMobility informed the City that they are interested in continuing the partnership, but that they are unable to provide their services at no cost in

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2018 and beyond. SustainMobility provided the Active Transportation Office with a quote for various levels of support for organizing Tour de Mississauga 2018.

Event Planning and Management

Organizing mass-participation cycling events is a time consuming, complex process. Despite simplifying the event structure and lowering the time and resources required to plan and manage the event, organizing the Tour de Mississauga 2017 required a significant time investment from all partners. The table below summarizes the breakdown of hours spend on event planning and management, per partner.

2017 Tour de Mississauga Labour	
<i>Partner</i>	<i>Hours</i>
City of Mississauga	633
SustainMobility	582
MCAC	50
Total	1265

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 promotion and education strategy based on the Cycling Master Plan recommendations.

The 2017 Tour de Mississauga event structure focused on motivating more residents to cycle, created a comfortable environment for children, families and “interested but concerned” residents to experience a fun day on their bikes, and showcased Mississauga’s cycling network, which fit within the promotion and education strategy.

The Marketing and Education Coordinator took the lead in organizing the Tour de Mississauga 2017. The Active Transportation team provided support with event planning and execution. The table below shows the breakdown of the workload:

Tour de Mississauga 2017 - AT Office Staff Time		
Staff	Hours	Cost
AT Coordinator, Marketing & Education	400	\$27,250
AT Summer Students	200	\$3,825
AT Coordinator, Infrastructure	15	\$1,226
TIP Staff support (event weekend)	18	\$1,080
Total	633	\$33,381

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The event's impact on City staff time outside of the Active Transportation Office was relatively minor. Traffic Operations, Recreation and Communications provided support with route planning, road closures, rest stops, promotions and speaking notes.

However, Tour de Mississauga 2017 had a significant impact on the Active Transportation resources, using over 600 hours of staff time at an estimated cost of \$33,000. Current staffing resources are not sufficient to take on organizing the Tour de Mississauga 2018 without increased support from SustainMobility and MCAC.

Appendix 5 shows a projection of the required staff time to organize the event in 2018 and future years. If the new event structure continues to succeed, and participation numbers climb back to the 3,000 to 4,000 range, the staff time required to organize the event will significantly increase.

Tour de Mississauga 2018

The Active Transportation Office must take the lead in organizing Tour de Mississauga 2018 to ensure its continued success. Efforts to find a third party to take over ownership and management have been unsuccessful. The Active Transportation Office is not able to assume the total workload of organizing Tour de Mississauga, so renewing the 2017 partnership between the Active Transportation Office, Sustain Mobility and MCAC is required.

SustainMobility is unable to provide their services at no cost in 2018. As indicated above, there are over 1200 hours of work required to run the Tour de Mississauga annually. If the Active Transportation Office runs the event in 2018 without SustainMobility, there will be a severe drain on staff resources and several key marketing and education initiatives will not be executed. The Active Transportation Office will therefore seek to partner with SustainMobility in an arrangement, whereby SustainMobility provides a larger role in the organization of the Tour de Mississauga 2018, than it did for the 2017 event.

Event Management Options

Since Council's direction in 2013 to explore different business models for the delivery of the Tour de Mississauga, the Active Transportation Office has made several attempts to find an interested third party, including:

1. Not-for-Profit Social Enterprise

In 2016, MCAC and the Active Transportation Office agreed to transfer the management of Tour de Mississauga to SustainMobility. SustainMobility agreed to organizing the 2016 and 2017 events on a trial basis, and if successful, to take over ownership in 2018.

After the 2016 event, SustainMobility shared a strategic plan outlining a transformation of the event structure as well as a request for sustainable funding support. The Active Transportation Office agreed with the proposed event transformation, but did not have sufficient resources to provide the requested financial support. The financial loss of the 2016 event and lack of

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sustainable funding forced SustainMobility to inform the City that they were unable to assume the financial risk and organize the event in 2017.

2. For-Profit Event Management Company

In 2017, The Active Transportation Office engaged in conversations with a prominent local event management company who showed interest in taking over ownership and management of Tour de Mississauga in 2018. After a series of meetings from October to December, the event management company decided not to pursue the opportunity further, because the Active Transportation Office was not able to fulfill one of their key requests.

The event management company envisioned transforming Tour de Mississauga into a charity-focused event similar to Toronto's Ride for Heart. Aside from aligning with a local charity, they requested access to using a major highway for the event route. City staff consulted with colleagues at the Ministry of Transportation (MTO) about temporarily closing a portion of Highway 403 for Tour de Mississauga. The MTO reviewed and declined the request due to anticipated safety and operational concerns. The event management company saw the addition of a major highway into the route as an opportunity to increase registration fees and grow participation numbers and sponsorship revenue. Without the addition of a highway, they did not feel confident they would be able to increase the event revenue to a level that would make taking over the ownership and management of the event a feasible and interesting opportunity to pursue.

3. Local Cycling Advocacy Not-for-Profit

The Active Transportation Office explored partnering with Community Services to inspire residents to start a cycling advocacy-focused, not-for-profit organization in January and February of this year. One of the mandates of the new not-for-profit would be taking over ownership and management of the Tour de Mississauga. The Active Transportation Office explored securing multiple-year funding through the community grant program to support a new not-for-profit in organizing the event. The community grant program policy states that multiple-year grants can fund up to a maximum of 65% of an organization's operating budget. This means that the new not-for-profit would have to secure a minimum of 35% of the anticipated funds through additional funding sources, before they could apply for a multiple-year funding arrangement through the community grant program. The minimum funding requirements significantly increase the complexity of this scenario. The Active Transportation Office concluded that inspiring residents to start a cycling advocacy-focused, not-for-profit to take over ownership and management of the event is not feasible in the near future.

Recommended Approach for 2018

The Active Transportation Office recommends hiring SustainMobility to help organize the Tour de Mississauga 2018. In addition to the services provided in 2017, the Active Transportation Office requires assistance with venue management, festival management, volunteer management, registration-kit packing and distribution, and on-site registration and the "Will Call"

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desk. SustainMobility has provided a quote for the required support. The quote varies by the number of participants as outlined in the table below:

Quote SustainMobility – Services 2018	
Number of Participants	Quote
Up to 1,600	\$48,671
Up to 2,000	\$49,997
Up to 2,500	\$51,655

The Region of Peel will provide a \$15,000 grant for the Tour de Mississauga 2018 to help cover the operating expenses of the event and fund participation of all participants under 16. The Region's contribution to the event will be reviewed on an annual basis.

Tour de Mississauga 2017 generated \$47,509 in revenue through grants, sponsorship and registration fees:

- Grants - \$19,097
- Sponsorship - \$10,000
- Registration fees - \$18,412

The event cost \$35,694.41 to organize (not including staff time), yielding a cash operating surplus of \$9,827. The 2017 event budget (Appendix 3) summarizes cash expenses and does not include City or SustainMobility staff time. As per the 2017 partnership agreement with the City, SustainMobility has retained the surplus funds to help the fund Tour de Mississauga 2018.

Staff will execute an agreement with SustainMobility to help organize the 2018 event. Staff anticipates that the Tour de Mississauga 2018 will attract between 2,000 and 2,500 participants. Based on this participation target, SustainMobility has quoted a fee of \$51,655 for their services, as part of a partnership with the City. The table below summarizes the funding amount required to organize and deliver Tour de Mississauga 2018.

Funding Requirement for Tour de Mississauga 2018			
Number of Participants	SustainMobility Fees	2017 Event Surplus Funds	Required Funding Amount
2,000 to 2,500	\$51,655	\$9,827	\$41,828

The City will continue to own and operate the Tour de Mississauga in 2018. There is some risk of an operating loss due to increasing operating costs and the uncertainty of revenue. Based on the Tour de Mississauga 2017 revenue and expenses, staff is confident that the 2018 event will generate sufficient revenue to cover the cash operating expenses. However, if there is an operating shortfall, the City will be responsible to cover the loss. If an operating loss occurs, the Active Transportation Office will absorb it through the existing 2018 operating budget.

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Tour de Mississauga 2019 and onwards

Efforts to find a third party to take over ownership and management have been unsuccessful to date. The financial risk associated with taking over the event is large, which makes finding an interested third party difficult. The Tour de Mississauga in its current form does not generate enough revenue to pay for operating expenses and staff time required to organize the event. There is an estimated \$60,000 gap between the revenue and total expenses.

The Active Transportation Office believes that this gap can be closed in the years to come through increased registrations, sponsorships and grant revenues. The Active Transportation Office is optimistic about the chances of finding an interested third party if the City is able lower the financial risk of taking over ownership of the event, by providing a multiple-year financial support package. The multiple-year financial support package, consistent with previous proposals submitted, and together with event structure changes and increased registration fees, should allow a third party to grow the event's revenue towards breaking even and beyond.

The Active Transportation Office plans to submit a request as part of the 2019 to 2022 Business Planning and 2019 Budget process, to seek additional funding for the proposed multiple-year financial support package.

The Region of Peel supports the proposed direction for 2019 and onwards, of transitioning the ownership of the event to a third party, with a multiple-year financial support package that will ensure the viability of the event.

Financial Impact

The anticipated cost to organize and deliver the Tour de Mississauga 2018 in the amount of \$42,000 can be absorbed within the existing 2018 operating budget. Funds are available in operating account 1-715601-23724.

Conclusion

The Active Transportation Office must continue to take the lead role in the management and organization of the 2018 Tour de Mississauga to ensure its continued success. The Active Transportation Office is not able to assume the total workload of organizing Tour de Mississauga, so renewing the 2017 partnership between the Active Transportation Office, Sustain Mobility and MCAC is required. The Active Transportation Office must hire SustainMobility to be able to organize Tour de Mississauga 2018.

The Active Transportation Office plans to submit a request as part of the 2019 to 2022 Business Planning and 2019 Budget process, to secure funding to support a multiple-year financial package in order to decrease the financial risk to a third party to manage the Tour de Mississauga in 2019 and subsequent years, and thereby to successfully transfer the event to a third party.

Attachments

Appendix 1: Tour de Mississauga 2016 budget and cash flow statement

Appendix 2: Tour de Mississauga City and SustainMobility Staff Time Projection

Appendix 3: Tour de Mississauga 2017 Budget and Cash Flow Statement



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

Prepared by: Matthew Sweet, Manager, Active Transportation Office
Jelmer Stegink, Active Transportation Marketing and Education Coordinator

Tour de Mississauga Budget /Cash Flow Statement

Revenue:	2016	2017	2018	2019	2020	2021
Grants:						
Region of Peel	\$ 15,000	\$ 15,000	\$ 15,000	\$ 15,000	\$ 15,000	\$ 15,000
Sponsorships						
Presenting Sponsor	-	\$ -	\$ 10,000	\$ 10,000	\$ 10,000	\$ 15,000
Ride Sponsors	\$ 17,500	\$ 17,500	\$ 18,000	\$ 18,000	\$ 18,000	\$ 18,000
Other Cash Sponsors	\$ 7,300	\$ 2,500	\$ 3,000	\$ 3,500	\$ 4,000	\$ 5,000
In-kind Sponsorships*	\$ 34,007	\$ 34,000	\$ 34,000	\$ 34,000	\$ 34,000	\$ 34,000
Ride Fees (Registrations and Merchandise)	\$ 18,283	\$ 27,835	\$ 37,300	\$ 40,650	\$ 44,900	\$ 56,250
Total Revenue	\$ 92,089	\$ 96,835	\$ 117,300	\$ 121,150	\$ 125,900	\$ 143,250
Cash Expenses						
Catering	\$ 11,357	\$ 12,000	\$ 12,000	\$ 13,000	\$ 13,000	\$ 13,000
Financial services/Registration	\$ 3,697	\$ 4,000	\$ 6,000	\$ 6,200	\$ 6,400	\$ 6,500
Miscellaneous	\$ 1,842	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000
Celebration Square**	\$ 5,000	\$ 5,000	\$ 15,000	\$ 15,000	\$ 15,000	\$ 15,000
Event staff/Logistical support	\$ 3,251	\$ 3,000	\$ 4,000	\$ 4,500	\$ 5,000	\$ 5,500
Policing	\$ 5,762	\$ 10,000	\$ 10,000	\$ 10,000	\$ 10,000	\$ 10,000
EMS	\$ 900	\$ 1,300	\$ 1,500	\$ 1,500	\$ 1,700	\$ 1,800
Hydration stations	\$ 1,400	\$ 1,800	\$ 2,000	\$ 2,000	\$ 2,000	\$ 2,000
Marketing	\$ 11,383	\$ 15,000	\$ 15,000	\$ 15,000	\$ 15,000	\$ 15,000
Event Insurance	-	\$ -	\$ 2,600	\$ 2,700	\$ 3,000	\$ 3,000
Total Cash Expenses	\$ 44,592	\$ 57,100	\$ 73,100	\$ 74,900	\$ 76,100	\$ 76,800
In-kind expenses (donated services)						
In-kind marketing	\$ 24,557	\$ 26,000	\$ 26,000	\$ 26,000	\$ 26,000	\$ 26,000
In-kind logistical support	\$ 4,200	\$ 4,000	\$ 4,000	\$ 4,000	\$ 4,000	\$ 4,000
In-Kind registration services	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000
Total In-kind expense	\$ 33,757	\$ 35,000	\$ 35,000	\$ 35,000	\$ 35,000	\$ 35,000
Total Event Expenses	\$ 78,348	\$ 92,100	\$ 108,100	\$ 109,900	\$ 111,100	\$ 111,800
Tour Management						
Staff Salaries	\$ 45,000	\$ 45,000	\$ 50,000	\$ 50,000	\$ 55,000	\$ 55,000
Total Expenses	\$ 123,348	\$ 137,100	\$ 158,100	\$ 159,900	\$ 166,100	\$ 166,800
Total Revenue less Expenses	-\$ 31,259	-\$ 40,265	-\$ 40,800	-\$ 38,750	-\$ 40,200	-\$ 23,550

* Assumes donation levels remain constant

** Beyond 2017 - Rates are based on third party rates and include (security, city staff, tech support, etc..).

Additional expenses in 2017 are for increased route marking and route signs as well as additional police presence along some routes.

Tour de Mississauga Staff Time Projection			
Number of Participants	2,000	3,000	4,000
Event Management (Event Director)	150	225	300
Digital	115	115	115
Promotion	110	110	110
Sponsorship & vendor sales	150	175	200
Customer Service	270	430	590
Route planning & operation	235	320	410
Rest Stops	60	100	140
Finish Line Festival	90	150	210
Volunteers	100	160	220
Total required time	1280	1785	2295
Cost (City staff @ \$65 per hour)	\$ 83,200	\$ 116,025	\$ 149,175

2017 Tour de Mississauga Revenue			
Revenue	Revenue	HST	Total
Region of Peel grant	\$ 15,000	\$ -	\$ 15,000
MCAC grant	\$ 4,098	\$ -	\$ 4,098
Sponsorship	\$ 10,000	\$ -	\$ 10,000
Registration revenue	\$ 18,412	\$ 2,393	\$ 20,806
Total revenue	\$ 47,510	\$ 2,393	\$ 49,903

2017 Tour de Mississauga Expenses			
Expenses	Cost	HST	Total
Start / finish line festival	\$ 8,697	\$ 533	\$ 9,230
Route operations	\$ 14,928	\$ 2,281	\$ 17,210
Participant operations	\$ 10,256	\$ 1,332	\$ 11,589
Promotion	\$ 1,111	\$ 144	\$ 1,256
Miscellaneous expenses	\$ 702	\$ 90	\$ 792
Total expenses	\$ 35,695	\$ 4,381	\$ 40,076

2017 Tour de Mississauga Loss / Gain			
Loss / Gain	\$ 11,815	-\$ 1,987	\$ 9,827

City of Mississauga

Corporate Report



Date: 2018/03/20

To: Chair and Members of General Committee

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

Originator's files:

Meeting date:
2018/04/04

Subject

Agreement with Credit Valley Conservation (CVC) to Support CVC's Greening Corporate Grounds Program in Mississauga (All Wards)

Recommendation

That a by-law be enacted authorizing the Commissioner of Transportation and Works to execute an agreement and any ancillary documents between Credit Valley Conservation and the City of Mississauga to provide funding in support of Credit Valley Conservation's Greening Corporate Grounds program in Mississauga, in a form satisfactory to the City Solicitor.

Background

Credit Valley Conservation's (CVC) Greening Corporate Grounds (GCG) program helps businesses, multi-residential buildings, institutions and places of worship adopt sustainable landscaping practices to enhance the natural beauty and health of their grounds and build resilience to climate change. The program compliments municipal efforts to mitigate flood risk, manage stormwater on-site and improve water quality, as well as meet other goals such as increasing biodiversity and tree canopy cover, enhancing urban habitat and reducing heat island effect.

Properties in Mississauga that have participated in the GCG program include Fielding Environmental, Hewlett Packard, CRH Canada (formerly Holcim), Madina Seminary (formerly Teck), IMAX and Colliers International.

Comments

As part of the Stormwater Charge Program, the City offers a Stormwater Credit Program for non-residential and multi-residential properties. Eligible properties can receive up to 50 percent credit on their stormwater charge by implementing stormwater best management practices that manage water quantity and/or improve water quality.

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CVC offers the GCG program in Mississauga, Brampton and Caledon in order to promote and support the implementation of low impact development stormwater management practices on commercial, industrial, institutional and multi-residential properties. The GCG program has experienced an increased uptake in Mississauga due to the City's Stormwater Charge and Credit Programs which has put pressure on CVC's resources.

In addition to this, City staff would like to encourage even greater uptake of the Stormwater Credit Program, but recognizes that potential applicants require additional education and support. By utilizing the City's existing successful outreach program in concert with a GCG program that has a greater presence and availability in Mississauga, the City will be better able to support and encourage eligible property owners in implementing practices to reduce runoff and improve stormwater quality, both of which can also be eligible for stormwater credits.

To support CVC and increase interest in the City's Stormwater Credit Program, a three-year funding strategy for the GCG program was recommended and subsequently approved by Council as part of the 2018-2021 Stormwater Business Plan and 2018 Budget. However, staff requires the authority from Council to enter into a three-year (2018-2020) funding agreement with CVC.

Strategic Plan

The work of CVC and GCG aligns with the Connect: Completing our Neighbourhoods, Prosper: Cultivating Creative and Innovative Businesses and Green: Living Green pillars.

Financial Impact

The budget of \$130,000 each year over three years was approved in the 2018-2021 Stormwater Business Plan and 2018 Budget to facilitate the GCG program. There are no further financial requests.

Conclusion

CVC's GCG program supports the City's Stormwater Program in reaching out to the non-residential sectors to increase adoption of sustainable stormwater practices. Subsequent to Council's approval of a three-year program with the CVC, an agreement will need to be entered into between the City and CVC to define roles and responsibilities between the two parties.

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

Prepared by: Victoria Kramkowski, Stormwater Charge Program Coordinator

City of Mississauga

Corporate Report



Date: 2018/03/16

To: Chair and Members of General Committee

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

Originator's files:
H-OZ 12/002
CA 'B' 11/045

Meeting date:
2018/04/04

Subject

Assumptions - Municipal Works Servicing Agreement, City Files H-OZ 12/002 (Ward 7) and CA'B' 11/045 (Ward 8)

Recommendation

That the City of Mississauga assumes the municipal works as constructed by the developer under the terms of the Municipal Works Agreement for H-OZ 12/002, Gemini Urban Design (Cliff) Corp., (lands located south of the Queensway East, east of Hurontario Street, north of the Queen Elizabeth Way, west of Cawthra Road), in Z – 14, and that the Letter of Credit in the amount of \$122,821.00 be returned to the developer.

H – OZ 12/002 (Ward 7)

That the City of Mississauga assumes the municipal works as constructed by the developer under the terms of the Municipal Works Agreement for application CA 'B' 11/045 (Paddock Crescent), Manuel Fernandes and Maria Da Cuncha, (lands located south of the Highway 403, east of Mississauga Road Street, north of Burnhamthorpe Road West, west of the Credit River), in Z – 31, and that the Letter of Credit in the amount of \$25,811.60 be returned to the developer.

CA 'B' 11/045 (Ward 8)

Background

Both developers identified on the attached Table of Assumptions (Appendix 1) have complied with all the requirements of the Municipal Works Agreements.

Comments

The Transportation and Works Department supports the assumption associated with H-OZ 12/002.

The Transportation and Works Department supports the assumption associated with CA'B' 11/045 (Paddock Crescent)

Financial Impact

With the assumption of the Gemini Urban Design (Cliff) Corp. development (H-OZ 12/002), the City will now be required to provide maintenance to 94 metres (308 feet) of upgraded storm sewer.

With the assumption of the works, Manuel Fernandes and Maria Da Cuncha's Paddock Crescent land division (CA 'B' 11/045), the City will now be required to provide maintenance to 112 meters (400 feet) of storm sewer.

Conclusion

It is in order for the City to assume the municipal works within the sites identified on the attached Table of Assumptions (Appendix 1).

Attachments

Appendix 1: Table of Assumptions

Appendix 2: Approximate location of City File H-OZ 12/002 (Ward 7)

Appendix 3: Approximate location of City File CA'B' 11/045 (Ward 8)

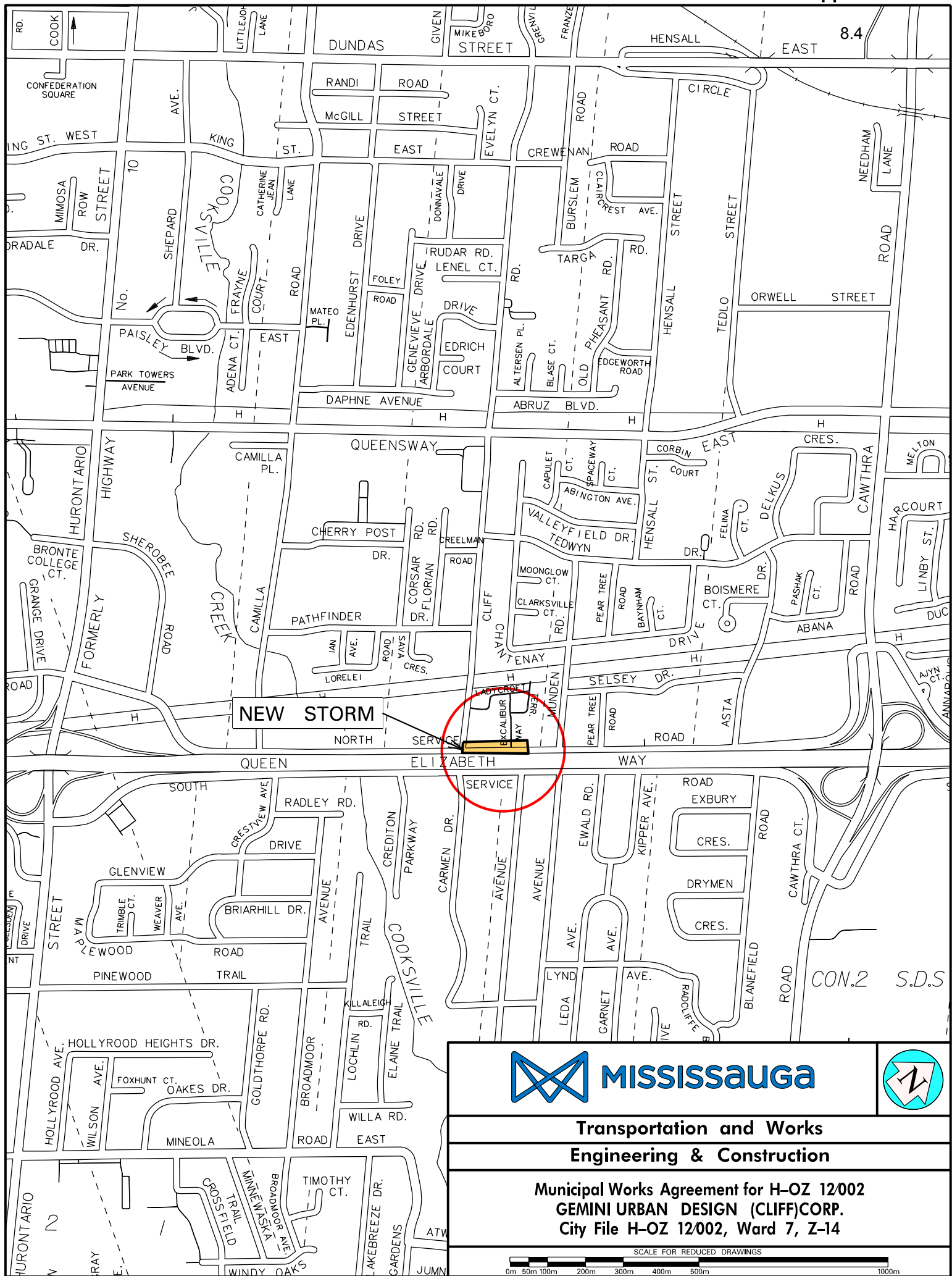


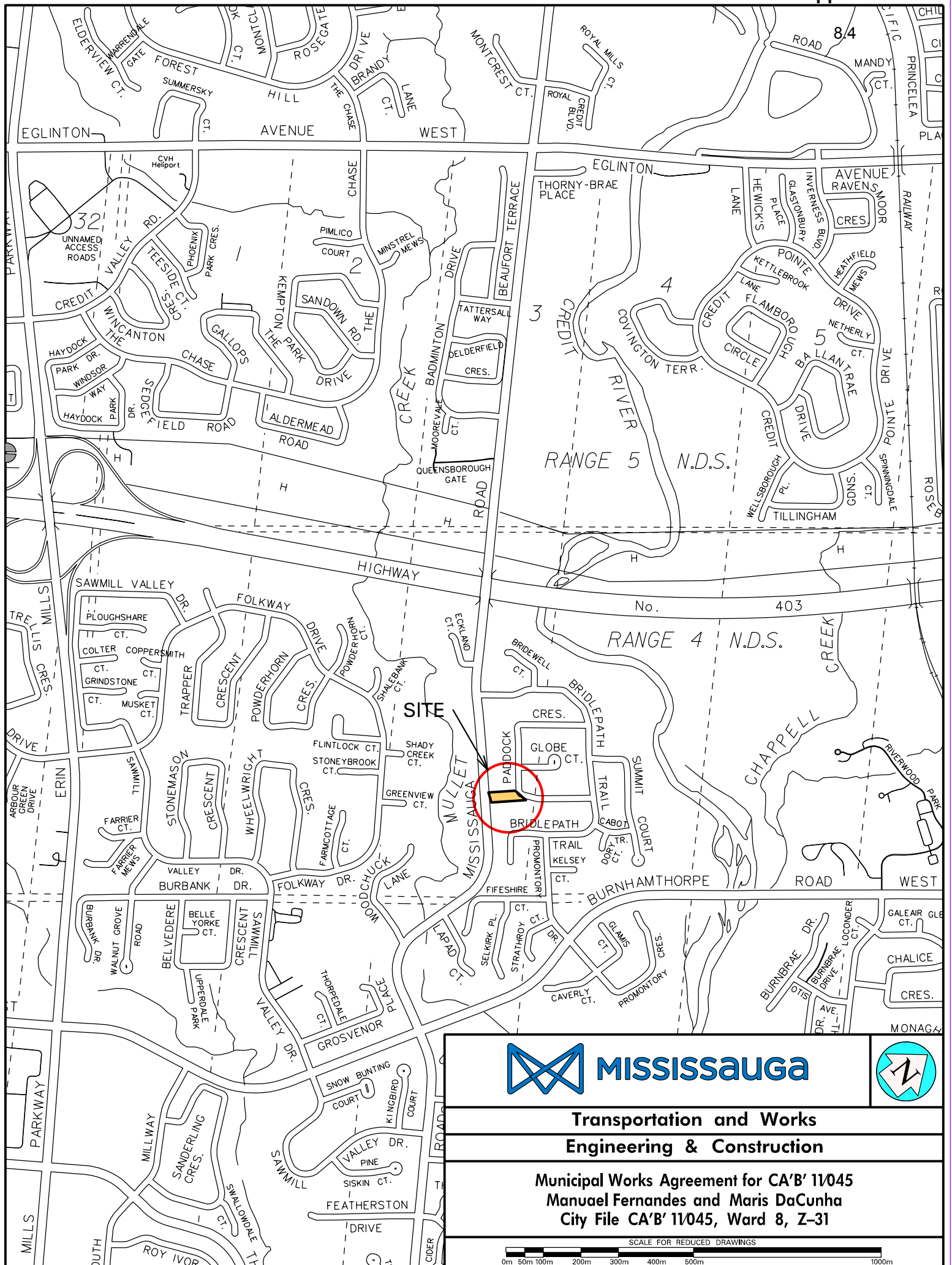
Geoff Wright, P. Eng., MBA, Commissioner of Transportation and Works

Prepared by: Donna Waters, Supervisor of Development Construction

TABLE OF ASSUMPTIONS

PLAN/FILE REFERENCE #	LOCATIONS	DEVELOPER'S ADDRESS	SERVICING AGREEMENT DATE	SECURITIES TO BE RELEASED
H-OZ 12/002	South of Queensway East East of Hurontario Street North of the Queen Elizabeth Way West of Cawthra Road (Z-14)	Gemini Urban Design (Cliff) Corp. 1485 Whitehorse Road Downsview, ON M3J 2Z2 Attn: Mr. Ken Slater	May 8, 2013	\$122,821.00 Cancel Insurance
CA'B' 11/045	South of the Highway 403 East of Mississauga Road Street North of Burnhamthorpe Road West West of the Credit River (Z-31)	Manuel Fernandes and Maria Da Cuncha 300 New Toronto Street, Unit 35 Toronto, ON M6V 2E8	November 28, 2012	\$25,811.60 Cancel Insurance





MISSISSAUGA



Transportation and Works

Engineering & Construction

Municipal Works Agreement for CA'B' 11/045
Manuel Fernandes and Maris DaCunha
City File CA'B' 11/045, Ward 8, Z-31

SCALE FOR REDUCED DRAWINGS



REPORT 2 - 2018

To: CHAIR AND MEMBERS OF GENERAL COMMITTEE

The Environmental Action Committee presents its second report for 2018 and recommends:

EAC-0007-2018

That the deputation and associated presentation by Michelle Berquist, Project Leader, Transportation Planning with respect to Mississauga Moves be received.
(EAC-0007-2018)

EAC-0008-2018

That the deputation and associated presentation by Wayne Holder, Supervisor, Tree Protection & Preservation with respect to the Draft Public Tree Protection By-law be received.
(EAC-0008-2018)

EAC-0009-2018

That the deputation and associated presentation by Anthea Foyer, Project Leader, Smart City with respect to the Smart Cities Challenge and the Smart City Master Plan be received.
(EAC-0009-2018)

EAC-0010-2018

That the memorandum dated March 12, 2018 from Diana Suzuki-Bracewell, Environmental Outreach Supervisor, Environment Division with respect to Earth Days 2018 be received.
(EAC-0010-2018)

EAC-0011-2018

That the EAC Environmental Actions Summary updated for the March 20, 2018 meeting of the Environmental Action Committee, be received for information.
(EAC-0011-2018)

EAC-0012-2018

That the Environmental Action Committee Work Plan updated for the March 20, 2018 meeting of the Environmental Action Committee, be received for information.
(EAC-0012-2018)

REPORT 3 - 2018

To: CHAIR AND MEMBERS OF GENERAL COMMITTEE

The Towing Industry Advisory Committee presents its third report for 2018 and recommends:

TIAC-0008-2018

That the deputation by Teresa Di Felice, Director, Government and Community Relations, CAA with respect to tow truck plate issuance, requirements of towers and the moratorium on licenses be received.

(TIAC-0008-2018)

TIAC-0009-2018

That the deputation by Todd Keely, TLK Towing with respect to the tow truck license moratorium be received.

(TIAC-0009-2018)

TIAC-0010-2018

That the Towing Industry Advisory Committee 2018 Action List be received.

(TIAC-0010-2018)

TIAC-0011-2018

Letter dated March 16, 2018 from Teresa Di Felice, AVP, Government and Community Relations regarding repealing the requirement for tow truck drivers to have seven years of experience with an Ontario "G" driver's license be received.

(TIAC-0011-2018)

TIAC-0012-2018

Letter dated March 5, 2018 from Teresa Di Felice, AVP, Government and Community Relations regarding tow truck license issuance options be received.

(TIAC-0012-2018)

REPORT 3 - 2018

To: CHAIR AND MEMBERS OF GENERAL COMMITTEE

The Road Safety Committee presents its third report for 2018 and recommends:

RSC-0012-2018

That the deputation by Michelle Berquist, Project Leader, Transportation Planning, on March 27, 2018 entitled “Mississauga Moves”, be received.

(RSC-0012-2018)

RSC-0013-2018

That the deputation by Matthew Sweet, Manager, Active Transportation, on March 27, 2018 entitled “Cycling Master Plan Update”, be received.

(RSC-0013-2018)

RSC-0014-2018

That the amount of up to \$10,000.00 from the 2018 Committee budget be allocated to the Road Safety Committee for the purpose of events, marketing and developing promotional materials which include but are not limited to signs, a logo and social media messaging.

(RSC-0014-2018)

RSC-0015-2018

That the Peel Regional Police Mississauga Road Watch statistics, dated March 15, 2018, be received for information.

(RSC-0015-2018)

RSC-0016-2018

1. That the memorandum from Allyson D’Ovidio, Legislative Coordinator dated March 26, 2018, entitled “Anna Ramlakhan – Request for Temporary Leave from the Road Safety Committee”, be received.
2. That the Road Safety Committee accepts and supports the request from Anna Ramlakhan, Citizen Member, for temporary leave from the Road Safety committee until May 2018.

(RSC-0016-2018)

RSC-0017-2018

That the email from Alaina DeCaire, dated March 22, 2018, with respect to her resignation as a Citizen Member from the Road Safety Committee, be received.

(RSC-0017-2018)

REPORT 2 - 2018

To: CHAIR AND MEMBERS OF GENERAL COMMITTEE

The Traffic Safety Council presents its second report for 2018 and recommends:

TSC-0010-2018

That the deputation and associated PowerPoint presentation to the Traffic Safety Council on March 28, 2017 by Michelle Berquist, Project Leader, Transportation Planning, with respect to Mississauga Moves, be received.

(TSC-0010-2018)

TSC-0011-2018

1. That the request for the placement of a crossing guard on Winding Trail at the park path through Kennedy Park just west of Silver Spear Road, for the students attending Burnhamthorpe Public School, be denied as the warrants are not met.
2. That Transportation and Works be requested to review and consider the following, for the students attending Burnhamthorpe Public School:
 - a. The signage on Winding Trail at the park path through Kennedy Park just west of Silver Spear Road.
 - b. Installing a pedestrian crossover at the Kennedy Park Path on Winding Trail, just west of Silver Spear Road.
 - c. To clear snow/ice at Kennedy Park Path on the south side of Winding Trail just west of Silver Spear Road, and, place this location on the winter maintenance list.
3. That Parking Enforcement be requested to enforce "No stopping" prohibitions between the peak times of 8:40 AM – 9:00 AM and 3:20 PM – 3:40 PM, once signage is in place at the Kennedy Park Path on Winding Trail.

(Ward 3)

(TSC-0011-2018)

TSC-0012-2018

1. That the request for the placement of a crossing guard at 7455 Redstone Road, in front of Marvin Heights Public School be denied as the warrants are not met.
2. That Transportation and Works be requested to install "No Stopping" corner prohibitions on Homeside Gardens.
3. That the Peel District School Board be requested to review the Kiss and Ride layout and operation.
4. The Traffic Safety Council be requested to schedule a further site inspection to coincide with the Peel District School Board's review of the Kiss and Ride area.

(Ward 5)

(TSC-0012-2018)

TSC-0013-2018

1. That the request for the placement of a crossing guard at Westbridge Way at the park pathway for the students attending Levi Creek Public School and St. Barbara Catholic Elementary School, be denied as the warrants are not met.
2. That Transportation and Works be requested to consider the following for the students attending Levi Creek Public School and St. Barbara Catholic Elementary School:
 - a. Install speed hump sign on the north side of Westbridge Way
 - b. Review the feasibility of installing “No Stopping/No Parking” signage on the bridge located at Westbridge Way.
 - c. Review the feasibility of installing a pedestrian crossover at the speed hump for the students of Levi Creek Public School, St. Barbara Catholic Elementary School, and all users of Levi’s Valley Park.

(Ward 11)

(TSC-0013-2018)

TSC-0014-2018

That the request for the placement of a crossing guard at the intersection of Westbridge Way and Bellshire Gate, for the students attending Levi Creek Public School and St. Barbara Catholic Elementary School be denied as the warrants are not met.

(Ward 11)

(TSC-0014-2018)

TSC-0015-2018

1. That the request for the placement of a crossing guard on Plum Tree Crescent behind Plum Tree Park Public School be denied as the warrants are not met.
2. That the Peel District School Board be requested to review the feasibility of increasing the Kiss and Ride capacity in front of Plum Tree Park Public School, including working with the area Councillor, area School Board Trustee and Traffic Safety Council.
3. That the Principal of Plum Tree Park Public School be requested to continue to:
 - a. Advise parents to use the Kiss and Ride in front of the school
 - b. Encourage walking to school for the students that it is feasible for.
4. That Parking Enforcement be requested to enforce “No Stopping/No Parking” prohibitions on Plum Tree Crescent for the students attending Plum Tree Park Public School between the peak times of 8:45 AM – 9:10 AM and from 3:30 PM – 3:50 PM on a regular basis.

(Ward 9)

(TSC-0015-2018)

TSC-0016-2018

1. That the request for the placement of a crossing guard at the intersection of Truscott Drive and Kelly Road for the students attending Hillside Public School be denied as the warrants are not met.
2. That the Traffic Safety Council's School Walking Routes Subcommittee be requested to contact the Principal of Hillside Public School regarding implementation of a School Walking Routes Program.

(Ward 2)

(TSC-0016-2018)

TSC-0017-2018

1. That the request for the placement of a crossing guard at the intersection of Brookhurst Road and Kelly Road for the students attending Hillside Public School be denied as the warrants are not met.
2. That Transportation and Works be requested to paint a stop bar at the intersection of Brookhurst Road and Kelly Road for the students attending Hillside Public School, to indicate to traffic where to stop.

(Ward 2)

(TSC-0017-2018)

TSC-0018-2018

1. That the request for the placement of a crossing guard at the intersection of Turney Drive and Shay Downs, for the students attending Vista Heights Public School be denied as the warrants are not met.
2. That the Vista Heights Public School community consider a neighbourhood speed watch program for the area to address concerns regarding speeding.
3. That Transportation and Works be requested to review the feasibility of installing a pedestrian crossover at the intersection of Turney Drive and Shay Downs, for the students attending Vista Heights Public School.

(Ward 11)

(TSC-0018-2018)

TSC-0019-2018

That the request for the placement of a crossing guard at the intersection of Samuelson Circle and Bellshire Gate for the students attending Levi Creek Public School and St. Barbara Catholic Elementary School, be denied as the warrants are not been met.

(Ward 11)

(TSC-0019-2018)

TSC-0020-2018

1. That up to two (2) Traffic Safety Council members be authorized to attend the 2018 Ontario Traffic Council Annual Conference, on May 6 to 8, 2018 in Kingston, Ontario, and that the costs for registration, accommodation and travel of up to \$1,800 per attendee be allocated in the 2018 Council Committees budget.
2. That the Traffic Safety Council Members who attend the 2018 Ontario Traffic Council Annual Conference on May 6 to 8, 2018 submit a report, summarizing the sessions they attended at the Traffic Safety Council meeting in June 2018.

(TSC-0020-2018)

TSC-0021-2018

That the Parking Enforcement School Zone Report for January 2018 be received.

(TSC-0021-2018)

TSC-0022-2018

That the Parking Enforcement School Zone Report for February 2018 be received.

(TSC-0022-2018)

TSC-0023-2018

That the letter dated March 26, 2018 from Councillor Pat Saito with respect to the Traffic Safety Council recommendations emanating from the site inspection conducted on March 1, 2018 on Plum Tree Crescent behind Plum Tree Park Public School, be received for information.

(Ward 9)

TSC-0023-2018)